

# Proposed Selwyn District Plan



## Section 42A Report

Report on submissions and further submissions

Transport

Jon Trewin

3 September 2021

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## List of submitters and further submitters addressed in this report

Original and further submitter in **bold**

Further submitter only in *italics*.

Submission Number	Submitter	Abbreviations
<b>0032</b>	<b>Christchurch City Council</b>	CCC
0068	MetroPort Christchurch	
0145	Bunnings Group Ltd	
0156	Peter Stafford	
<i>0157</i>	<i>Kevin and Bonnie Williams</i>	
0159	Lincoln Envirotown Trust	
0192	Merf Ag Services Ltd and Matthew Reed	
0205	Lincoln University	
0207	Selwyn District Council	SDC
<i>0209</i>	<i>Manmeet Singh</i>	
<b>0212</b>	<b>Ellesmere Sustainable Agriculture Incorporated</b>	ESAI
<b>0215</b>	<b>Winstone Aggregates</b>	
<b>0217</b>	<b>Summerset Villages</b>	
0269	Heritage New Zealand Pouhere Taonga	HNZPT
<i>0298</i>	<i>Trices Road Rezoning Group</i>	
<i>0301</i>	<i>Upper Waimakiriri/ Rakaia Group</i>	
0343	Canterbury District Health Board	CDHB
0345	Porters Alpine Resort	
0346	Ceres Professional Trustee Company Ltd and Sally Jean Tothill	
<b>0353</b>	<b>Horticulture New Zealand</b>	HortNZ
<b>0358</b>	<b>Rolleston West Residential Limited</b>	
<b>0359</b>	<b>Fire and Emergency New Zealand</b>	FENZ
<b>0363</b>	<b>Port Rolleston Holdings Limited</b>	
0367	Orion New Zealand Limited	Orion
0370	Fonterra Limited	
<b>0371</b>	<b>Christchurch International Airport Limited</b>	CIAL
<i>0372</i>	<i>Dairy Holdings Ltd</i>	
0373	Foodstuffs South Island Limited	
<b>0374</b>	<b>Rolleston Industrial Holdings Limited</b>	
<b>0375</b>	<b>Waka Kotahi New Zealand Transport Agency</b>	NZTA
<b>0378</b>	<b>Ministry of Education</b>	MOE
<b>0384</b>	<b>Rolleston Industrial Developments Limited</b>	
<i>0388</i>	<i>Craigmore Farming Services Ltd</i>	
<i>0394</i>	<i>McMillan Civil Ltd</i>	
<i>0407</i>	<i>Royal Forest &amp; Bird Protection Society</i>	
0409	Hughes Developments Limited	
<b>0414</b>	<b>Kainga Ora – Homes and Communities</b>	Kainga Ora
<b>0415</b>	<b>Fulton Hogan Limited</b>	
0420	Synlait Milk Limited	
<b>0422</b>	<b>Federated Farmers of New Zealand – North Canterbury</b>	Federated Farmers
0424	Retirement Villages Association of New Zealand	
0425	Ryman Healthcare Limited	
0427	Lou Sanson – Director General of Conservation	DOC
<i>0432</i>	<i>Birch's Village Ltd</i>	
<b>0453</b>	<b>Midland Port, Lyttelton Port Company Ltd</b>	

<b>0456</b>	<b>Four Stars Development and Gould Developments Ltd</b>	
0458	KiwiRail Holdings Limited	KiwiRail
0460	<i>Marama Te Wai Ltd</i>	
0461	<i>Dunweavin 2020 Ltd</i>	
0475	Rolleston Residents Association	
0492	<i>Kevler Development Ltd</i>	
0493	<i>Gallina Nominees Ltd and Heinz Wattie Ltd Pension Plan</i>	
0580	<i>Kersey Park Ltd</i>	
0587	<i>Lloyd Bathurst</i>	

Please refer to **Appendix 1** to see where each submission point is addressed within this report.

## Abbreviations

Abbreviations used throughout this report are:

Abbreviation	Full text
CMUZ	Commercial and Mixed Use Zone
CRPS	Canterbury Regional Policy Statement 2013
DPZ	Dairy Processing Zone
GIZ	General Industrial Zone
GRUZ	General Rural Zone
IMP	Mahaanui Iwi Management Plan 2013 and Te Taumutu Runanga Natural Resources Management Plan 2003
NPS-UD	National Policy Statement on Urban Development 2020
PDP	Proposed Selwyn District Plan
RESZ	Residential Zone
RMA	Resource Management Act 1991
SKIZ	Porters Ski Zone
The Council	Selwyn District Council

## 1. Purpose of report

- 1.1. This report is prepared under s42A of the RMA in relation to the Transport Chapter in the PDP. The purpose of this report is to provide the Hearing Panel with a summary and analysis of the submissions received on this topic and to make recommendations on either retaining the PDP provisions without amendment or making amendments to the PDP in response to those submissions.
- 1.2. The recommendations are informed by both the technical information provided by Abley Consulting Ltd (see **Appendix 3**) and the evaluation undertaken by myself as the planning author. In preparing this report I have had regard to the s42A report on Strategic Directions prepared by Mr Robert Love and the Overview s42A report that addresses the higher order statutory planning and legal context, also prepared by Mr Love. I have also has regard to the S42a report prepared by Ms Jess Tuilaepa, Part 1 – Introduction and General Provisions.
- 1.3. The conclusions reached and recommendations made in this report are not binding on the Hearing Panel. It should not be assumed that the Hearing Panel will reach the same conclusions having considered all the information in the submissions and the evidence to be brought before them, by the submitters.

## 2. Qualifications and experience

- 2.1. My full name is Jonathan David Lask Trewin. I am employed by the Council as a Strategy and Policy Planner. My qualifications include a Msc in Development Planning from Reading University, UK.
- 2.2. I have 15 years' experience as a resource management planner, including working in the UK and New Zealand on a variety of policy and planning related work concerning natural resource management, transport planning, economic development and land use planning.
- 2.3. I confirm that I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2014 and that I have complied with it when preparing this report. Having reviewed the submitters and further submitters relevant to this topic I advise there are no conflicts of interest that would impede me from providing independent advice to the Hearings Panel.

## 3. Scope of report and topic overview

- 3.1. This report considers the submissions and further submissions that were received in relation to the Transport Chapter. The Chapter is designed to be a 'one stop shop' for transport related provisions in the PDP, although there is cross-referencing to provisions in other chapters where necessary. Under the National Planning Standards, a plan must set out infrastructure, energy and transport provisions in a single chapter, although is allowed to split this into sub-chapters for ease of readability. These sub-chapters should be self-contained and not cross-over. The Transport 'Chapter' is therefore really a sub-chapter, a component of the overall Energy, Infrastructure and Transport Chapter. Another component is the Energy and Infrastructure 'Chapter', which contains provisions for infrastructure development that are not transport related. The provisions related to 'important infrastructure', which includes the strategic transport network, are also addressed in the s42a report for Strategic Directions and the reports should be read together. The Part 1 - Introduction and

General Provisions s42a Report addresses definitions more broadly, but the definitions specific to the Transport Chapter are addressed in this report.

- 3.2. Recommendations are made to either retain provisions without amendment, or delete, add to or amend the provisions. All recommended amendments are shown by way of strikeout and underlining in **Appendix 2** to this Report. Footnoted references to a submitter number, submission point and the abbreviation for their title provide the scope for each recommended change. Where it is considered that an amendment may be appropriate but it would be beneficial to hear further evidence before making a final recommendation, this is made clear within the report. Where no amendments are recommended to a provision, submissions points that sought the retention of the provision without amendment are not footnoted. Appendix 2 also contains a table setting out recommended spatial amendments to the PDP Planning Maps.
- 3.3. Clause 16(2) of the RMA allows a local authority to make an amendment to a proposed plan without using a Schedule 1 process, where such an alteration is of minor effect, or may correct any minor errors. A number of alterations have already been made to the PDP using cl.16(2) and these are documented in reports available on the Council's website<sup>1</sup>. Where a submitter has requested the same or similar changes to the PDP that fall within the ambit of cl.16(2), then such amendments will continue to be made and documented as cl.16(2) amendments and identified by way of a footnote in this s42A report.
- 3.4. Several submission points that have been tagged to the Transport hearings stream have been subsequently referred to other hearing streams. Where this is the case, this has been indicated in the body of the report.

## 4. Statutory requirements

### ***Resource Management Act 1991***

- 4.1. The PDP must be prepared in accordance with the Council's functions under section 31 of the RMA; Part 2 of the RMA; the requirements of sections 74 and 75, and its obligation to prepare, and have particular regard to, an evaluation report under section 32 of the RMA, any further evaluation required by section 32AA of the RMA; any national policy statement, the New Zealand coastal policy statement, national planning standards; and any regulations<sup>2</sup>. Regard is also to be given to the CRPS, any regional plan, district plans of adjacent territorial authorities, and the IMP.
- 4.2. As set out in the [Section 32 report](#), and S42a overview reports there are a number of higher order planning documents and strategic plans that provide direction and guidance for the preparation and content of the PDP. These documents are discussed in more detail within this report where relevant to the assessment of submission points.
- 4.3. The assessment of submission points is made in the context of the Section 32 reports already undertaken with respect to this topic, being<sup>3</sup>:

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<sup>1</sup> 3 February Clause 16 Report to Council addressed EIB-R1.24b - incorrect cross reference; EIB-R1.27 - incorrect rule numbering; EWI - Note for plan users

<sup>2</sup> Section 74 RMA



- [Strategic Directions](#);
- [Transport](#);

- 4.4. All recommended amendments to provisions since the initial s32 evaluation was undertaken must be documented in a subsequent s32AA evaluation and this has been undertaken for each sub-topic addressed in this report where required.

#### ***National Policy Statement on Urban Development***

- 4.5. The National Policy Statement on Urban Development (NPS-UD) recognises the national significance of urban environments and provides direction on planning for urban environments through establishing well-functioning urban environments. While Council is identified as a Tier 1 local authority, the Tier 1 urban environment referred to in Table 1 of the NPS-UD is Christchurch. For the application of the NPS-UD, the urban environment is considered to explicitly relate to the Greater Christchurch Region, as shown on Map A within Chapter 6 of the CRPS, and in Appendix 2. The NPS-UD provides policy direction on the whole district. Under Policy 11, Councils are precluded from setting minimum car parking standards.

#### ***National Planning Standards***

- 4.6. As set out in the [PDP Overview s42A Report](#), the Planning Standards were introduced to improve the consistency of council plans and policy statements. The Planning Standards were gazetted and came into effect on 5 April 2019. The PDP must be prepared in accordance to the Planning Standards.

## **5. Procedural matters**

- 5.1. At the time of writing this s42A report there have not been any pre-hearing conferences, clause 8AA meetings or expert witness conferencing in relation to submissions on this topic.

## **6. Consideration of submissions**

#### ***Overview of submissions***

- 6.1. There were 39 original submissions and 33 further submissions that relate to the Transport hearing stream. These generated around 560 original submission points and 619 further submission points assigned to be heard in the Transport hearing stream. Within this are six original submission points that were categorised as being on Appendix 2 to the PDP, which concerns the roading classification hierarchy in the District. Fifty-four original submission points concerning a number of definitions specific to the Transport chapter have also been addressed within this report rather than in the Part 1 – Introduction and General Provisions hearing stream category. Out of the 560 original submission points on the Transport chapter, 189 were supportive and requested that particular provisions be retained as notified. The other 371 submission points are requesting amendments or deletion of particular provisions, or the relief sought was otherwise unclear.
- 6.2. The main issues raised by submitters were:

- 6.2.1. The level of guidance and clarity around integrated transport assessments and whether the thresholds are appropriate.
- 6.2.2. Changes to policies to change the weighting in the consideration of effects either from land transport infrastructure on sensitive activities or from sensitive activities on land transport infrastructure (reverse sensitivity effects).
- 6.2.3. Changes to ensure the plan does not require the provision of a minimum level of car parking for development (the ability for Council to do this has been removed through the NPS-UD).
- 6.2.4. Various technical changes requested to the schedules and requirements for shared accessways, vehicle crossings, road formation standards and parking and manoeuvring.
- 6.2.5. The appropriateness of applying some of the standards to different types of development (for example residential development and rural development) where this might reduce flexibility and design opportunities or, in the opinion of submitters, is just not required.
- 6.2.6. The need to amend activity statuses and notification requirements for transport rules and rules requirements to restrict discretion to specific matters and to provide clearer direction on when notification should actually be considered.
- 6.2.7. The accuracy of the mapping and Appendix 2 in relation to the roading hierarchy.

### ***Structure of this report***

- 6.3. The report is structured in the following way:
  - 6.3.1. Firstly addressing all general matters that are relevant to the whole Transport Chapter (such as transport related definitions, overarching relief, the chapter overview, mapping and Appendix 2 – road classification hierarchy).
  - 6.3.2. This is then followed with an analysis of submissions on the objectives and policies, grouped into three sections based on the issues identified in the S32 report. Although there were four issues identified in the S32 report for the transport topic, I consider that the first two, 'Integration of transport infrastructure with growth and development' and 'developing a range of transport modes' are so closely related they could be dealt with under one section for the purposes of this report.
  - 6.3.3. The report will then address, in separate sections, submissions on the rules, rule requirements, accompanying matters of control and discretion and plan schedules as they are designed to implement the full suite of objectives and policies and cannot be dealt in isolation under any particular suite of objectives and policies.

## **7. General Matters**

### ***Introduction***

- 7.1. This section address miscellaneous matters (i.e. all those matters not concerning the objectives, policies, rules, rule requirements, matters of control or discretion or schedules). This includes:

7.1.1. Definitions - A number of definitions have been identified that are specific to the Transport chapter and are dealt with below rather than under the Part 1 – Introduction and General Provisions hearing stream.

7.1.2. Overarching relief sought for the whole Transport Chapter.

7.1.3. Transport Chapter Overview - The overview, common to all other chapters, sets the scene for the Chapter and provides context to the following suite of provisions

7.1.4. Appendix 2 – Road Hierarchy - Appendix 2 provides a list of all roads in the district that are either classified as ‘collector’, ‘arterial’ or ‘State Highway’. Local roads are not included in this table.

7.1.5. Mapping - The planning maps include a layer to spatially identify the network of roads in the district and the category that applies to them.

## 7.1. Definitions

7.2. Fifty-four submission points and 120 further submission points were received on the definitions in the Transport Hearing stream.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>Definitions (General)</b>					
DPR-0358	Rolleston West Residential Limited	9	General Transport	Support in Part	Requests that definitions be reviewed, amended and in some instances deleted, where they are defined for the purposes of calculating car parks
DPR-0363	Iport Rolleston Holdings Limited	8	General Transport	Support in Part	Requests that definitions be reviewed, amended and in some instances deleted, where they are defined for the purposes of calculating car parks
DPR-0298	Trices Road Re-zoning Group	FS545	General Transport	Support in Part	Accept in Part
DPR-0157	Kevin and Bonnie Williams	FS667	General Transport	Support in Part	Accept in Part
DPR-0492	Kevler Development Ltd	FS200	General Transport	Support in Part	Accept in Part
DPR-0374	Rolleston Industrial Holdings Limited	14	General Transport	Support in Part	Requests that definitions be reviewed, amended and in some instances deleted, where they are defined for the purposes of calculating car parks
DPR-0384	Rolleston Industrial	16	General Transport	Support in Part	Requests that definitions be reviewed, amended and in

	Development s Limited				some instances deleted, where they are defined for the purposes of calculating car parks
<b>Definitions (Specific)</b>					
DPR-0415	Fulton Hogan Ltd	25	Arterial Road	Neither support nor oppose	Amend road hierarchy descriptions and definitions.
<i>DPR-0363</i>	<i>Iport Rolleston Holdings Ltd</i>	<i>FS003</i>	<i>Arterial Road</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0374</i>	<i>Rolleston Industrial Holdings Ltd</i>	<i>FS003</i>	<i>Arterial Road</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0358</i>	<i>Rolleston West Residential Ltd</i>	<i>FS003</i>	<i>Arterial Road</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0384</i>	<i>Rolleston Industrial Development s Ltd</i>	<i>FS003</i>	<i>Arterial Road</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0033</i>	<i>Davina Louise Penny</i>	<i>FS007</i>	<i>Arterial Road</i>	<i>Oppose in Part</i>	<i>If road carrying capabilities are reviewed, any such review should not include industry representatives who may have a vested interest in those roads cited as being suitable.</i>
DPR-0207	Selwyn District Council	4	Care home	Oppose in Part	Amend as follows:  For the purposes of <del>car</del> calculating <u>cycle</u> parking, care identical accommodation and supported residential care within a retirement village.
DPR-0217	Summerset Villages	3	Care home	Oppose	Delete as notified.
<i>DPR-0456</i>	<i>Four Stars Development and Gould Development s Ltd</i>	<i>3</i>	<i>Care home</i>	<i>Support</i>	<i>Accept submission</i>
DPR-0415	Fulton Hogan Ltd	26	Collector Road	Neither support nor oppose	Amend road hierarchy descriptions and definitions.
DPR-0422	Federated Farmers	35	Collector Road	Support in Part	Amend as follows:  means any road identified as a Collector Road in the road network classification listed in Appendix listed in APP2- Roading <del>Hierarchy</del> <u>Hierarchy</u>

					.....
DPR-0375	Waka Kotahi	1	Equivalent vehicle movements	Support in Part	Amend definition to ensure the number of equivalent vehicle movements is consistent with other guidelines.
DPR-0363	Iport Rolleston Holdings Ltd	FS007	Equivalent vehicle movements	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS007	Equivalent vehicle movements	Support	Adopt
DPR-0358	Rolleston West Residential Ltd	FS007	Equivalent vehicle movements	Support	Adopt
DPR-0384	Rolleston Industrial Development s Ltd	FS007	Equivalent vehicle movements	Support	Adopt
DPR - 0422	Federated Farmers	46	Heavy vehicle	Support in Part	Amend as follows:  A motor vehicle (other than a motorcar that is not used, kept, or available for the carriage of passengers for hire or reward) <del>that has having</del> a gross vehicle mass exceeding 3,500 kg.) <del>captures the type of vehicles intended to be covered by the rules relating to heavy vehicles.</del>
DPR-0358	Rolleston West Residential Limited	27	High generating trip activity	Oppose	Delete as notified
DPR-0363	Iport Rolleston Holdings Limited	26	High generating trip activity	Oppose	Delete as notified
DPR-0375	Waka Kotahi	FS002	High generating trip activity	Support in Part	Retain and amend the definition to provide clarity on 'the scale of activity requirements.
DPR-0298	Trices Road Re-zoning Group	FS563	High generating trip activity	Support in Part	Accept submission in part.
DPR-0157	Kevin and Bonnie Williams		High generating trip activity	Support in Part	Accept submission in part.
DPR-0492	Kevler Development Ltd	FS218	High generating trip activity	Support in Part	Accept submission in part.
DPR-0374	Rolleston Industrial	32	High generating trip activity	Oppose	Delete as notified

	Holdings Limited				
DPR-0375	Waka Kotahi	FS003	High trip generating activity	Support in Part	Retain and amend the definition to provide clarity on the scale of activity requirements.
DPR-0384	Rolleston Industrial Development s Limited	34	High trip generating activity	Oppose	Delete as notified
DPR-0375	Waka Kotahi	FS004	High trip generating activity	Support in Part	Retain and amend the definition to provide clarity on the scale of activity requirements.
DPR-0358	Rolleston West Residential Limited	30	Integrated transport assessment	Support	Retain as notified
DPR-0363	Iport Rolleston Holdings Limited	29	Integrated transport assessment	Support	Retain as notified
DPR-0298	Trices Road Re-zoning Group	FS566	Integrated transport assessment	Support in Part	Accept in Part
DPR-0157	Kevin and Bonnie Williams		Integrated transport assessment	Support in Part	Accept submission in part.
DPR-0492	Kevler Development Ltd	FS221	Integrated transport assessment	Support in Part	Accept submission in part.
DPR-0374	Rolleston Industrial Holdings Limited	35	Integrated transport assessment	Support	Retain as notified
DPR-0384	Rolleston Industrial Development s Limited	37	Integrated transport assessment	Support	Retain as notified
DPR 0068	- Metroport	2	Land transport infrastructure	Support	Retain as notified
DPR 0353	- Horticulture NZ	51	Land transport infrastructure	Oppose in part	That Council revises the PDP so that infrastructure is separated into regionally significant infrastructure as per the CRPS and other infrastructure that is important to Selwyn district.
DPR 0375	- Waka Kotahi	4	Land transport infrastructure	Support	Retain as notified
DPR 0422	- Federated Farmers	61	Land transport infrastructure	Support in part	Amend as follows: ... <del>1. Stormwater management facilities, ventilation</del>

					<del>structures, drainage devices and erosion control devices.</del>
DPR 0453	- Midland Port, Lyttelton Port Company Limited	7	Land transport infrastructure	Support	Retain as notified
DPR 0458	- Kiwirail	7	Land transport infrastructure	Support in part	Amend as follows:  Any infrastructure, building, equipment or devices that support the movement of people and goods by land, including:  ...  c. Railway tracks, bridges, tunnels, signalling, access tracks, <u>retaining walls</u> and facilities;  ...
DPR-0207	Selwyn District Council	5	Large Format and Bulk Goods Retail	Oppose in part	Amend as follows:  For the purpose of calculating <u>car-parks</u> , <u>cycle parking</u> and the requirement for an integrated <u>transport assessment</u> , means a retail tenancy exceeding 450m <sup>2</sup> GFA, excluding supermarkets.
DPR-0363	Iport Rolleston Holdings Ltd	FS012	Large Format and Bulk Goods Retail	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS012	Large Format and Bulk Goods Retail	Support	Adopt
DPR-0358	Rolleston West Residential Ltd	FS012	Large Format and Bulk Goods Retail	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS012	Large Format and Bulk Goods Retail	Support	Adopt
DPR-0415	Fulton Hogan Ltd	27	Local Road	Neither support nor oppose	Amend road hierarchy descriptions and definitions.
DPR-0375	Waka Kotahi	FS011	Local Road,	Support in Part	Retain and amend the descriptions and definitions where appropriate.
DPR-0207	Selwyn District Council	7	Outdoor display area	Oppose in part	Amend as follows:

					For the purpose of calculating <del>car</del> -cycle parking requirements, outdoor display area shall include the area of any land within a site where goods are on display for sale.
DPR-0358	Rolleston West Residential Limited	39	Outdoor display area	Support	Retain as notified
DPR-0363	Iport Rolleston Holdings Limited	38	Outdoor display area	Support	Retain as notified
DPR-0298	Trices Road Re-zoning Group	FS575	Outdoor display area	Support in Part	Accept Submission in Part
DPR-0157	Kevin and Bonnie Williams		Outdoor display area	Support in Part	Accept Submission in Part
DPR-0492	Kevler Development Ltd	FS230	Outdoor display area	Support in Part	Accept Submission in Part
DPR-0374	Rolleston Industrial Holdings Limited	44	Outdoor display area	Support	Retain as notified
DPR-0384	Rolleston Industrial Development s Limited	46	Outdoor display area	Support	Retain as notified
DPR-0207	Selwyn District Council	3	Parking Areas	Oppose in part	Amend as follows:  A continuous portion of a site(s) or part of any site(s) where parking for motor vehicles and cycles is <del>required to be</del> provided. It also includes associated road and access way arrangements <del>and is inclusive of parking spaces required to comply with the minimum rates required in this Plan.</del>
DPR-0358	Rolleston West Residential Limited	40	Parking Areas	Support	Retain as notified
DPR-0363	Iport Rolleston Holdings Limited	40	Parking Areas	Support	Retain as notified



DPR-0298	Trices Road Re-zoning Group	FS577	Parking Areas	Support in Part	Accept Submission in Part
DPR-0157	Kevin and Bonnie Williams		Parking Areas	Support in Part	Accept Submission in Part
DPR-0492	Kevler Development Ltd	FS232	Parking Areas	Support in Part	Accept Submission in Part
DPR-0374	Rolleston Industrial Holdings Limited	46	Parking Areas	Support	Retain as notified
DPR-0384	Rolleston Industrial Development s Limited	48	Parking Areas	Support	Retain as notified
DPR-0207	Selwyn District Council	6	Place of assembly	Oppose in part	Amend as follows:  For the purposes of calculating <del>car</del> cycle parking, land and buildings used for gathering of people, including cinemas, theatres, concert and entertainment venues, conference and private function facilities, arts and cultural centres, places of worship, community centres and halls.
DPR-0375	Waka Kotahi	7	Posted speed limited	Support in part	Amend as follows:  The legal and sign posted speed limit that applies to the road as per the Selwyn District Council's Speed Limit Bylaw 2006, Speed Limit Bylaw 2009 and Speed Limit Bylaw 2018 and the <u>legal speed limit for a specific section of road as indicated by permanent or temporary speed limit signs.</u>
DPR - 0375	Waka Kotahi	8	Queuing space (New)	Support in part	Insert as follows:  <u>Means the area used for the on-site queuing of vehicles entering or exiting a site, measured from the road boundary of the site to the first point at which a vehicle can turn into a loading space, standing space or parking space</u>

DPR-0453	Midland Port, Lyttelton Port Company Ltd	FS030	Queuing space (New)	Support	Accept
DPR-0363	Iport Rolleston Holdings Ltd	FS013	Queuing space (New)	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS013	Queuing space (New)	Support	Adopt
DPR-0358	Rolleston West Residential Ltd	FS013	Queuing space (New)	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS013	Queuing space (New)	Support	Adopt
DPR-0370	Fonterra	FS005	Queuing space (New)	Oppose	Reject
DPR – 0207	Selwyn District Council	8	Service business	Oppose in part	Amend as follows: For the purpose of calculating <del>car</del> cycle parking means a business providing personal, financial, household, private or business services to the general public as a commercial activity.
DPR-0363	Iport Rolleston Holdings Ltd	FS016	Service business	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS016	Service business	Support	Adopt
DPR-0358	Rolleston West Residential Ltd	FS016	Service business	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS016	Service business	Support	Adopt
DPR – 0207	Selwyn District Council	9	Sports and recreation facilities	Oppose in part	Amend as follows: For the purpose of calculating <u>cycle</u> <del>car</del> parking means sports grounds, playing fields, sports courts and gymnasiums for public or private use.
DPR-0375	Waka Kotahi	11	State highway	Support in part	Amend definition to ensure consistency with the Resource Management Act 1991.
DPR-0415	Fulton Hogan Ltd	28	State Highway	Neither support	Amend road hierarchy descriptions and definitions.

				nor oppose	
DPR-0375	Waka Kotahi	FS022	State Highway	Support in Part	Retain and amend the descriptions and definitions where appropriate.
DPR- 0422	Federated Farmers	86	State highway	Support in part	Amend as follows:  .....The state highways within Selwyn district are illustrated APP2 - Roading Heierarchy.
DPR 0370	Fonterra	14	Strategic transport network	Support	Retain as notified
DPR 0371	Christchurch International Airport	13	Strategic transport network	Support	Retain as notified
DPR-0353	Horticulture NZ	FS078	Strategic transport network	Oppose	Reject
DPR 0453	Midland Port, Lyttelton Port Company Limited	8	Strategic transport network	Support	Retain as notified
DPR 0458	Kiwirail	5	Strategic transport network	Support	Retain as notified
DPR 0458	Kiwirail	13	Strategic transport network	Support	Retain as notified
DPR 0207	Selwyn District Council	11	Warehouse and distribution	Oppose in part	Amend as follows:  For the purpose of calculating cycle parking car parks means an industrial activity involving the storage and sorting of materials, goods or products pending distribution.
DPR-0363	lport Rolleston Holdings Ltd	FS017	Warehouse and distribution	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS017	Warehouse and distribution	Support	Adopt
DPR-0358	Rolleston West Residential Ltd	FS017	Warehouse and distribution	Support	Adopt
DPR-0384	Rolleston Industrial Development s Ltd	FS017	Warehouse and distribution	Support	Adopt

## Analysis

### *Arterial/Collector/Local Roads, State Highway*

7.3. Fulton Hogan Ltd <sup>4</sup>are seeking a change to the description of the roading hierarchy to provide more detail on the function of the roading classification – for example considerations of freight and heavy vehicle movements. They reference the descriptions contained in NZTA’s ‘One Network Road Classification’ as an example. I recommend this be accepted in part for the following reasons:

7.3.1. The roading hierarchy in Appendix 2 – Roding Hierarchy performs a different function to the roading hierarchy for asset management purposes, which is largely reconciled with One Network Road Classification (ONRC)<sup>5</sup>. NZTA did not intend for ONRC to be imported into district plans and most district plans do not exactly mirror the ONRC. Additionally, as ONRC is required to be regularly reviewed, this could regularly trigger a regular plan change requirement.

7.3.2. As such, ONRC should not be used as an exact reference for the roading hierarchy in the district plan as it performs a different function (land use planning rather than asset management planning). I do not recommend any change to these terms in the definitions. However, an amendment to Appendix 2 – Roding Hierarchy is recommended to clarify this relationship between the Selwyn District Plan roading hierarchy and ONRC.

### *Care home*

7.4. Summerset Villages Ltd<sup>6</sup> are requesting that the definition of a ‘care home’ is either deleted or amended to exclude retirement villages as these are separately defined in the Plan and are not the same as care homes. SDC<sup>7</sup> seek that the wording be changed to exclude car parking but include cycle parking to reflect the fact that the NPS-UD prohibits local authorities from setting minimum car parking standards. I recommend accepting the SDC submission point in full to give effect to national direction. I also recommend accepting the Summerset submission point in part for the following reasons:

7.4.1. I agree that it is confusing to have a definition of a retirement village (which is defined separately and may incorporate aspects of a care home on-site, such as supported residential care) and a care home (which is defined as being within a retirement village). There is also a separate definition of ‘supported residential accommodation’, which excludes retirement villages but forms part of what can constitute a care home. I agree that a care home should be a standalone facility, not within a retirement village.

7.4.2. In addition, as supported residential care can form part of a retirement village mix, it is necessary to calculate cycle parking requirements differently to other residential units within a retirement village complex. I recommend a consequential change to TRAN-TABLE9

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<sup>4</sup> DPR-0415:025, DPR-0415:026, DPR-0415:027, DPR-0415:028

<sup>5</sup> At the time of writing the ONRC is being reviewed and will transition into the ‘One Network Framework’ which will place more emphasis on a land use component include the use and sense of ‘place’ in urban areas.

<sup>6</sup> DPR-0217:003,

<sup>7</sup> DPR-0207:004

(Number of cycle spaces), under 'retirement villages' to differentiate between independent living units and supported residential care. Supported residential care requirements would include 1 space per 50 clients for visitor parking and 1 space per 30 clients for long term parking, which is the same as the standard for a care home in the Plan.

#### *Equivalent vehicle movement*

- 7.5. NZTA<sup>8</sup> are seeking that the definition of 'equivalent vehicle movement' is amended to give further consideration to the specific number of equivalent vehicle movements, particularly truck movements, which appears to be inconsistent with NZTA guidelines. I have requested further information from NZTA on the specific guidelines that are referred to in their submission however at the time of writing have not received any further guidance. However I note Abley's advice that the NZTA Planning Policy Manual (PPM) glossary defines equivalent vehicle movements in a slightly different way to the PDP. The difference is how it defines truck and trailer movements to and from a property (1 truck and trailer movement equals 10 equivalent car movements rather than 12 as in the PDP). Due to certain other recommended changes seeking to align the PDP more with the PPM, I recommend this is changed to the PPM definition and the submission point is accepted in part.

#### *Heavy vehicle*

- 7.6. Federated Farmers<sup>9</sup> are seeking a change to the definition of 'heavy vehicle' as they consider the definition is unnecessarily complicated. The definition is derived from the Heavy Motor Vehicle Regulations 1974 and is in general use. However, I agree with the submitter that the last part of the sentence is unnecessary and should be deleted. Therefore I recommend that this submission point be accepted in part.

#### *High trip generating activity*

- 7.7. Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments Limited<sup>10</sup> are seeking the deletion of the definition of 'high trip generating activity' as they consider that it is not clear what is meant by 'exceeding the scale of activity requirements'. Federated Farmers<sup>11</sup> are seeking an amendment to link this definition more clearly to the scale of activity requirements listed in the Transport Chapter of the Plan. I recommend that these submission points be accepted in part as I agree that the definition needs to be clarified so that it is clear what is meant by 'scale of activity requirements'. Therefore I recommend an amendment to the definition of 'High Trip Generating Activity'. So this is completely clear, I also recommend a consequential change to TRAN-R8.1.a.

#### *Land transport infrastructure*

- 7.8. HortNZ<sup>12</sup> is seeking changes to the use of various infrastructure related terms in the plan to streamline these terms (by way of several submission points). This matter is dealt with under the

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<sup>8</sup> DPR-0375:001

<sup>9</sup> DPR-0422:046

<sup>10</sup> DPR-0422:046, 0363:026, 0374:032, 0384:034

<sup>11</sup> DPR-0422:049

<sup>12</sup> DPR-0353:051

‘Part 1 – Introduction and General Provisions’ topic and depending on whether that relief is accepted, may have consequential changes to the term ‘Land Transport Infrastructure’. I note that the recommendation by the officer for that topic is to reject the overarching relief.

- 7.9. In terms of ‘Land Transport Infrastructure’, Federated Farmers<sup>13</sup> consider that the term ‘Stormwater management facilities, ventilation structures, drainage devices and erosion control devices’ in clause ‘I’ is not related to land transport infrastructure and should be deleted. In the context of land transport infrastructure stormwater management, drainage and erosion control devices are important to prevent flooding and slips which can have the effect of closing road and rail routes. Ventilation structures are necessary to vent air in tunnels. I therefore recommend the submission point be rejected.
- 7.10. I also note that KiwiRail<sup>14</sup> are seeking a change to clause ‘c’ of the definition to include ‘retaining walls’. Retaining walls could come under the definition of an ‘erosion control device’ under clause ‘I’ but for the avoidance of doubt, I recommend this relief be accepted.

#### *Large format and bulk goods retail*

- 7.11. SDC<sup>15</sup> are seeking an amendment to the definition of Large Format and Bulk Goods Retail for the wording to be changed to exclude car parking but include cycle parking to reflect the fact that the NPS-UD prohibits local authorities from setting minimum car parking standards. As the term is used in conjunction with the requirement for integrated transport assessments, it is also requested by SDC that the definition refer to this. I recommend the submission point be accepted.
- 7.12. Similar changes are proposed by SDC in relation to the definition of ‘Outdoor Display Area’<sup>16</sup>, ‘Place of Assembly’<sup>17</sup>, ‘Service Business’<sup>18</sup>, ‘Sport and Recreation Facilities’<sup>19</sup> and ‘Warehouse and Distribution’<sup>20</sup> seeking an amendment in the requirement for car parking to cycle parking. I agree with these changes for the reason outlined above and recommend they be accepted to ensure compliance with national direction. This also aligns with relief sought by Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments<sup>21</sup> to review, amend and/or delete definitions which exist to calculate car parking requirements. I also agree with the change proposed by SDC to redefine ‘parking areas’<sup>22</sup> to avoid any implication that minimum rates need be provided

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<sup>13</sup> DPR-0422:061

<sup>14</sup> DPR-0458:007

<sup>15</sup> DPR-0207:005

<sup>16</sup> DPR-0207:007

<sup>17</sup> DPR-0207:006

<sup>18</sup> DPR-0207:008

<sup>19</sup> DPR-0207:009

<sup>20</sup> DPR-0207:011

<sup>21</sup> DPR 0358:009, 0363:008, 0374:014, 0384:016

<sup>22</sup> DPR-0207:003

### *Posted speed limit*

- 7.13. NZTA<sup>23</sup> are seeking a change to the definition of ‘posted speed limit’ as the PDP definition is currently worded in a way that could be interpreted as applying to only those roads managed by SDC. I recommend that this submission point be accepted in part (using slightly different wording) for the same reasons given by NZTA and changed to make it clear that the definition also applies to State Highways.

### *Queuing space*

- 7.14. NZTA<sup>24</sup> are seeking the insertion of a definition of ‘queuing space’. They do not give a reason however propose the following wording:

*Means the area used for the on-site queuing of vehicles entering or exiting a site, measured from the road boundary of the site to the first point at which a vehicle can turn into a loading space, standing space or parking space.*

I note there is no definition of ‘queuing space’ in the Selwyn Operative District Plan. In the PDP the term is mentioned several times in the Transport chapter including forming the basis of TRAN-REQ15. I agree that a definition would be useful, so that it is clear what is meant by the term. The wording of the ‘note’ in TRAN-REQ15 appears to already capture what is meant by a ‘queuing space’ – *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*. I consider this could form the basis of a definition and whilst I note NZTA’s recommended wording, the use of the term ‘vehicle control point’ in the note incorporates devices such as barriers where vehicles may be required to stop. I therefore recommend the submission point is accepted in part.

### *State Highway*

- 7.15. NZTA<sup>25</sup> are seeking a change to the definition of ‘State Highway’, so that it is consistent with the definition in the RMA. The definition of State Highway in the RMA is effectively that which is in the Land Transport Management Act 2003 (by reference to the Roading Powers Act) and the definition in the PDP is an abridged version of the definition in the Land Transport Management Act. For consistency sake, and because the Council’s approach has been to ensure that Plan definitions align with definitions that are already defined in the RMA or National Planning Standards, I recommend a change to use the definition in the RMA (this change incorporates a minor spelling error highlighted by Federated Farmers<sup>26</sup>). Therefore, I recommend that these submission points are accepted.

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<sup>23</sup> DPR-0375:007

<sup>24</sup> DPR-0375:008

<sup>25</sup> DPR-0375:011

<sup>26</sup> DPR-0422:086

## 7.2.Overarching submission points

7.16. Six overarching submission points and approximately 33 further submission points were received on the Transport Hearing stream.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
DPR-0159	Lincoln Envirotown Trust	004	TRAN	Neither support or oppose	Not specifically stated.
DPR-0427	Department of Conservation	140	TRAN	Support	Retain as notified subject to amending the definition of important infrastructure.
DPR-0301	Upper Waimakiriri/ Rakaia Group	FS282	TRAN	Support	Allow
DPR-0407	Royal Forest and Bird	FS305	TRAN	Support	Accept
DPR-0363	Iport Rolleston Holdings Ltd	425	TRAN	Oppose	Insert the following words or words to like effect to all controlled and restricted discretionary rules:  <u>Applications shall not be limited or publically notified on the basis of effects associated specifically with this rule and the associated matters of control and discretion.</u>
DPR-0032	Christchurch City Council	FS220	TRAN	Oppose in Part	<i>Do not limit notification where neighbouring properties, communities, or the wider district are potentially directly affected and the adverse effects are potentially more than minor or where the Act requires notification.</i>
DPR - 0298	Trices Road Re-zoning Group	FS951	TRAN	Support	Accept
DPR-0371	Christchurch International Airport Ltd	FS141	TRAN	Support in part	Accept in part
DPR-0375	Waka Kotahi	FS313	TRAN	Oppose	Retain without non-notification clause.
DPR-0414	Kainga Ora	FS145	TRAN	Support	Not specifically stated



DPR-0422	Federated Farmers of NZ	FS198	TRAN	Support in Part	Allow the submission on controlled activity.  Disallow the submission point that notification is not required for all restricted discretionary applications.
DPR-0453	Midland Port, Lyttelton Port Company Ltd	FS139	TRAN	Support	Accept in Part
DPR-0456	Four Star Developments and Gould Developments Ltd	FS041	TRAN	Support	Accept
DPR-0374	Rolleston Industrial Holdings Ltd	471	TRAN	Oppose	Insert the following words or words to like effect to all controlled and restricted discretionary rules:  <u>Applications shall not be limited or publically notified on the basis of effects associated specifically with this rule and the associated matters of control and discretion.</u>
DPR-0032	Christchurch City Council	FS258	TRAN	Oppose in Part	Do not limit notification where neighbouring properties, communities, or the wider district are potentially directly affected and the adverse effects are potentially more than minor or where the Act requires notification.
DPR - 0298	Trices Road Re-zoning Group	FS985	TRAN	Support	Accept
DPR-0371	Christchurch International Airport Ltd	FS072	TRAN	Support in part	Accept in part
DPR-0375	Waka Kotahi	FS314	TRAN	Oppose	Retain without non-notification clause.
DPR-0414	Kainga Ora	FS179	TRAN	Support	Not specifically stated
DPR-0453	Midland Port, Lyttelton Port Company Ltd	FS072	TRAN	Support	Accept in Part
DPR-0456	Four Star Developments and Gould	FS075	TRAN	Support	Accept

	<i>Developments Ltd</i>				
DPR-0358	Rolleston West Residential Ltd	400	TRAN	Oppose	Insert the following words or words to like effect to all controlled and restricted discretionary rules:  <u>Applications shall not be limited or publically notified on the basis of effects associated specifically with this rule and the associated matters of control and discretion.</u>
DPR-0032	Christchurch City Council	FS186	TRAN	Oppose in Part	<i>Do not limit notification where neighbouring properties, communities, or the wider district are potentially directly affected and the adverse effects are potentially more than minor or where the Act requires notification.</i>
DPR - 0298	Trices Road Re-zoning Group	FS917	TRAN	Support	Accept
DPR-0371	Christchurch International Airport Ltd	FS038	TRAN	Support in part	Accept in part
DPR-0375	Waka Kotahi	FS312	TRAN	Oppose	Retain without non-notification clause.
DPR-0414	Kainga Ora	FS111	TRAN	Support	Not specifically stated
DPR-0453	Midland Port, Lyttelton Port Company Ltd	FS038	TRAN	Support	Accept in Part
DPR-0456	Four Star Developments and Gould Developments Ltd	FS007	TRAN	Support	Accept
DPR-0384	Rolleston Industrial Developments Ltd	504	TRAN	Oppose	Insert the following words or words to like effect to all controlled and restricted discretionary rules:  <u>Applications shall not be limited or publically notified on the basis of effects associated specifically with this rule and the associated</u>

					<u>matters of control and discretion.</u>
DPR-0032	Christchurch City Council	FS293	TRAN	Oppose in Part	Do not limit notification where neighbouring properties, communities, or the wider district are potentially directly affected and the adverse effects are potentially more than minor or where the Act requires notification.
DPR - 0298	Trices Road Re-zoning Group	FS1012	TRAN	Support	Accept
DPR-0371	Christchurch International Airport Ltd	FS105	TRAN	Support in part	Accept in part
DPR-0375	Waka Kotahi	FS315	TRAN	Oppose	Retain without non-notification clause.
DPR-0414	Kainga Ora	FS213	TRAN	Support	Not specifically stated
DPR-0453	Midland Port, Lyttelton Port Company Ltd	FS105	TRAN	Support	Accept in Part
DPR-0456	Four Star Development s and Gould Development s Ltd	FS109	TRAN	Support	Accept

### Analysis

7.15. Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments Limited<sup>27</sup> are seeking that notification clauses are added to all rules that are controlled and restricted discretionary activities having the effect of precluding limited or public notification. I address this under the rules and rule requirement section below but note that, whilst it may be appropriate to preclude notification for controlled activities (of which there are none in the Transport Chapter), it is not always appropriate to preclude notification if an activity is restricted discretionary as the views of certain affected parties need to be sought.

7.16. I note that it is recommended in the S42a report – Energy and Infrastructure that DOC's<sup>28</sup> relief seeking a change to the definition of important infrastructure be rejected. I therefore recommend their relief here, which is contingent on that relief being accepted also be rejected. I recommend

<sup>27</sup> DPR-0358:400, 0363:425, 0374:471, 0384:504

<sup>28</sup> DPR-0427:140

that Lincoln Envirotown Trust<sup>29</sup> relief which is not altogether clear but in general seeks the continued provision of walking and cycling be accepted.

### 7.3. Overview

7.17. Six submissions points and one further submission was made on the overview.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
DPR - 0269	Heritage New Zealand Pouhere Taonga	3	TRAN-Overview	Support in Part	<p>Amend as follows:</p> <p><u>Note:</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u></p>

<sup>29</sup> DPR-0159:004

					<u>As mentioned above, before undertaking any work that may affect an archaeological site you must obtain an authority from Heritage New Zealand.</u>
DPR-0363	Iport Rolleston Holdings Limited	070	TRAN-Overview	Support	Retain as notified.
DPR-0358	Rolleston West Residential Limited	071	TRAN-Overview	Support	Retain as notified.
DPR-0371	Christchurch International Airport Ltd	029	TRAN-Overview	Support	Retain as notified.
<i>DPR-0353</i>	<i>Horticulture NZ</i>	<i>FS092</i>	<i>TRAN-Overview</i>	<i>Oppose</i>	<i>Reject</i>
DPR-0374	Rolleston Industrial Holdings Limited	076	TRAN-Overview	Support	Retain as notified.
DPR-0384	Rolleston Industrial Development	078	TRAN-Overview	Support	Retain as notified.

## Analysis

7.18. Heritage New Zealand Pouhere Taonga<sup>30</sup> recommend a note in the Transport chapter of the Plan, consistent with relief sought elsewhere, alerting plan users to the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 and the need in certain circumstances to obtain an archaeological authority. I agree and recommend that this submission point is accepted as a note would add clarity, but would be better accommodated at the beginning of the rules section of the Chapter as part of the existing note. I recommend that those submission points seeking the overview be retained as notified are accepted.

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<sup>30</sup> DPR-0269:003

## 7.4. Appendix 2 – Roading Hierarchy

7.19. Six submission points and one further submission point was made on Appendix 2.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
DPR 0207	Selwyn District Council	101	APP2	Oppose in Part	Amend the relevant provisions so that Trices Road between Ellesmere Road and the District Boundary is classified as an Arterial, with the remaining classifications for Trices Road being maintained as stated.
DPR 0134	Ballantrae Residents Group	FS001	APP2	Support	Support the Selwyn District Council's amendment to the Proposed District Plan to keep Trices Road to Ellesmere Road as a collector road, or lesser category
DPR-0358	Rolleston West Residential Limited	144	APP2	Support in Part	Amend APP2 - Roading Hierarchy and/or the Road Classification layer of the planning maps in order to ensure consistency of road classification.
DPR-0363	Iport Rolleston Holdings Limited	143	APP2	Support in Part	Amend APP2 - Roading Hierarchy and/or the Road Classification layer of the planning maps in order to ensure consistency of road classification.
DPR-0374	Rolleston Industrial Holdings Limited	149	APP2	Support in Part	Amend APP2 - Roading Hierarchy and/or the Road Classification layer of the planning maps in order to ensure consistency of road classification.
DPR-0384	Rolleston Industrial Developments Limited	151	APP2	Support in Part	Amend APP2 - Roading Hierarchy and/or the Road Classification layer of the planning maps in order to ensure consistency of road classification.
DPR 0375	Waka Kotahi	208	APP2	Support	Retain as notified.

### Analysis

7.20. Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited, Rolleston Industrial Developments Limited<sup>31</sup> note that there are some apparent

<sup>31</sup> DPR-0358.144, 0363.143, 0374.149, 0384.151

inconsistencies in the mapping of road classifications in the Plan maps and in Appendix 2. SDC<sup>32</sup> requests an amendment so that Trices Road between Ellesmere Road and the district boundary is classified as an arterial route.

- 7.21. Appendix 2 was populated from the recommendations of Abley Ltd who recommended updates to the roading hierarchy in the district to reflect the growth that has occurred. The maps, in some cases, still reflect the roading hierarchy in the operative district plan and I recommend that they need to be updated to reflect Appendix 2.
- 7.22. Abley have also advised me that Barker Street is incorrectly identified as a collector road in Appendix 2. As a cul de sac, it should be a local road. I recommend that this is amended to a local road based on Abley's advice.

## 7.5. Mapping

- 7.23. There were five submission points seeking changes to the road classification layer of the maps as a consequence of ensuring accuracy with Appendix 2 of the PDP.

Map					
DPR-0358	Rolleston West Residential Limited	145	Map	Support in Part	Amend Road Classification layer of planning maps and/or APP2 - Roading Hierarchy in order to ensure consistency of road classification.
DPR-0363	Iport Rolleston Holdings Limited	144	Map	Support in Part	Amend Road Classification layer of planning maps and/or APP2 - Roading Hierarchy in order to ensure consistency of road classification.
DPR-0374	Rolleston Industrial Holdings Limited	150	Map	Support in Part	Amend Road Classification layer of planning maps and/or APP2 - Roading Hierarchy in order to ensure consistency of road classification.
DPR-0384	Rolleston Industrial Development s Limited	152	Map	Support in Part	Amend Road Classification layer of planning maps and/or APP2 - Roading Hierarchy in order to ensure consistency of road classification.
DPR - 0207	Selwyn District Council	102	MAP	Oppose in Part	Amend the relevant provisions so that Trices Road between Ellesmere Road and the District Boundary is classified as an Arterial, with the remaining classifications for Trices Road being maintained as stated.

<sup>32</sup> DPR-0207:101, DPR-0207:102

### ***Analysis***

- 7.24. As for the above section on Appendix 2, I agree that there appear to be some errors in the maps that do not align with the roading hierarchy in Appendix 2 and recommend these submission points be accepted.

### ***Recommendations and amendments***

- 7.25. I recommend, for the reasons given above, that the Hearings Panel:

- a) Amend the definitions of:
  - ‘care home’,
  - ‘equivalent vehicle movement’
  - ‘high trip generating activity’,
  - ‘large format and bulk goods retail’,
  - ‘outdoor display area’
  - ‘parking area’
  - ‘place of assembly’
  - ‘posted speed limit’
  - ‘service business’
  - ‘sports and recreational facilities’
  - ‘heavy vehicle’
  - ‘land transport infrastructure’
  - ‘State Highway’
  - ‘warehouse and distribution’
- b) Insert a definition of:
  - ‘queuing space’
- c) Insert a note into TRAN-Rules alerting plan users to their responsibilities under the Heritage New Zealand Pouhere Taonga Act 2014.
- d) Amend mapping layer – ‘roading classification’.
- e) Insert a note in the Appendix 2 – Roding Hierarchy detailing how the hierarchy aligns with the One Network Roding Classification.
- f) Amend Appendix 2 – Roding Hierarchy.

as shown in **Appendix 2** to provide better clarity and consistency and to correct errors.



7.26. It is recommended that submissions and further submissions are either accepted, accepted in part or rejected as shown in **Appendix 1**.

## 8. TRAN-O1, TRAN-P1-TRAN-P6 (Integration of transport infrastructure with urban growth and enabling access to different transport modes)

### Introduction

8.1. In summary, these provisions seek to ensure that land transport networks and systems are safe, convenient, efficient and cost effective to establish, operate, improve and renew. This is to address two issues identified in the S32 report:

8.1.1. **Integration of transport infrastructure with growth and development** - The failure to integrate land transport corridors and infrastructure with urban growth, land use activities and subdivision development or to coordinate the provision of land transport networks and systems will result in unsafe, inefficient and costly transport networks.

8.1.2. **Developing a range of transport modes** - Land use activities and subdivision development needs to better enable and support a range of transport modes through accessible and well-connected walking and cycling networks and roads to provide access to public transport and public transport facilities that are safe, convenient and enjoyable to use.

8.2. 59 submission points and 55 further submission points were made on TRAN-O1 and TRAN-P1 to TRAN-P6.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-O1</b>					
DPR 0032	- Christchurch City Council	8	TRAN-O1	Support in Part	Amend as follows: People and places are connected through safe, efficient, and convenient land transport corridors and land transport infrastructure <u>for all transport modes, including connections to Christchurch City</u> , which is well integrated with land use activities and subdivision development <u>and reduces dependency on private motor vehicles</u> .
DPR 0134	- Birchs Village Ltd	FS008	TRAN-O1	Oppose in Part	Reject submission
DPR 0298	- Trices Road Re-zoning Group	FS008	TRAN-O1	Oppose	Reject submission
DPR-0580	Kersey Park Ltd	FS009	TRAN-O1	Oppose in Part	Reject submission in part

DPR-0587	Lloyd Bathurst	FS005	TRAN-O1	Oppose	Submission points be disallowed in full as does not support higher density living in Rolleston or the requirement to provide for public transport in all new developments.
DPR-0461	Dunweavin 2020 Ltd	FS008	TRAN-O1	Oppose	Reject submission
DPR-0157	Kevin and Bonnie Williams	FS031	TRAN-O1	Oppose	Reject submission points
DPR-0209	Manmeet Singh	FS009	TRAN-O1	Oppose	Reject submission
DPR-0492	Kevler Development Ltd	FS803	TRAN-O1	Oppose	Reject submission
DPR-0493	Gallina Nominees Ltd & Hienz Wattie Ltd Pension Plan	FS022	TRAN-O1	Oppose	Reject submission
DPR 0068	- MetroPort	10	TRAN-O1	Support	Retain as notified
DPR 0358	- Rolleston West Residential Limited	72	TRAN-O1	Support	Retain as notified
DPR 0359	- Fire and Emergency NZ	31	TRAN-O1	Support	Retain as notified
DPR 0363	- Iport Rolleston Holdings Limited	71	TRAN-O1	Support	Retain as notified
DPR 0370	- Fonterra	30	TRAN-O1	Support	Retain as notified
DPR 0371	- Christchurch International Airport Ltd	30	TRAN-O1	Support	Retain as notified
DPR-0353	Horticulture NZ	FS093	TRAN-O1	Oppose	Reject
DPR 0374	- Rolleston Industrial Holdings Ltd	77	TRAN-O1	Support	Retain as notified
DPR 0375	- Waka Kotahi	27	TRAN-O1	Support in Part	Amend as follows: People and places are connected through safe, efficient, and <del>effective</del> convenient land transport corridors and land transport infrastructure which is well integrated with land use activities and subdivision development
DPR 0384	- Rolleston Industrial	79	TRAN-O1	Support	Retain as notified

	Developments Ltd				
DPR 0458	- Kiwirail	23	TRAN-O1	Support	Retain as notified
<b>TRAN-P1</b>					
DPR 0032	- Christchurch City Council	9	TRAN-P1	Support	Retain as notified
DPR 0432	- Birchs Village Ltd	FS009	TRAN-P1	Oppose in Part	Reject submission
DPR-0580	Kersey Park Ltd	FS010	TRAN-P1	Oppose in Part	Reject submission in part
DPR-0157	Kevin and Bonnie Williams	FS032	TRAN-P1	Oppose	Reject submission points
DPR-0209	Manmeet Singh	FS010	TRAN-P1	Oppose	Reject submission
DPR 0298	- Trices Road Re-zoning Group	FS009	TRAN-P1	Oppose	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS009	TRAN-P1	Oppose	Reject submission
DPR-0492	Kevler Development Ltd	FS804	TRAN-P1	Oppose	Reject submission
DPR-0493	Gallina Nominees Ltd & Hienz Wattie Ltd Pension Plan	FS023	TRAN-P1	Oppose	Reject submission
DPR 0215	- Winstone Aggregates	19	TRAN-P1	Oppose in Part	Clarify the intent and purpose of policy and reworded accordingly.
DPR 0358	- Rolleston West Residential Limited	75	TRAN-P1	Support	Retain as notified
DPR 0359	- Fire and Emergency NZ	32	TRAN-P1	Support	Retain as notified
DPR 0363	- Iport Rolleston Holdings Limited	74	TRAN-P1	Support	Retain as notified
DPR 0367	- Orion New Zealand Limited	25	TRAN-P1	Support in Part	Amend as follows:  3. Ensures there is enough space within land transport corridors to support the <u>safe</u> , efficient and effective <u>installation</u> , operation <u>repair and maintenance</u> of network utilities;
DPR-0407	Royal Forest and Bird	FS594	TRAN-P1	Oppose	Reject aspects of the submission which do not directly relate to electricity lines and services as critical infrastructure.
DPR 0374	- Rolleston Industrial Holdings Ltd	80	TRAN-P1	Support	Retain as notified

DPR 0375	-	Waka Kotahi	30	TRAN-P1	Support	Retain as notified
DPR 0384	-	Rolleston Industrial Developments Ltd	82	TRAN-P1	Support	Retain as notified
DPR 0458	-	Kiwirail	26	TRAN-P1	Support	Retain as notified
<b>TRAN-P2</b>						
DPR 0032	-	Christchurch City Council	10	TRAN-P2	Support in Part	Amend as follows:  Manage any extensions to the District's land transport network to ensure it occurs in an integrated way by:  1. Co-ordinating the timing of land use activities and subdivision development with the availability of capacity in land transport corridors, <u>including those of the Christchurch District;</u>
DPR 0432	-	Birchs Village Ltd	FS010	TRAN-P2	Oppose in Part	Reject submission
DPR-0580		Kersey Park Ltd	FS011	TRAN-P2	Oppose in Part	Reject submission in part
DPR-0157		Kevin and Bonnie Williams	FS033	TRAN-P2	Oppose	Reject submission points
DPR-0209		Manmeet Singh	FS011	TRAN-P2	Oppose	Reject submission
DPR 0298	-	Trices Road Re-zoning Group	FS010	TRAN-P2	Oppose	Reject submission
DPR-0461		Dunweavin 2020 Ltd	FS010	TRAN-P2	Oppose	Reject submission
DPR-0492		Kevler Development Ltd	FS805	TRAN-P2	Oppose	Reject submission
DPR-0493		Gallina Nominees Ltd & Hienz Wattie Ltd Pension Plan	FS024	TRAN-P2	Oppose	Reject submission
DPR 0358	-	Rolleston West Residential Ltd	76	TRAN-P2	Support	Retain as notified
DPR 0363	-	Iport Rolleston Holdings Ltd	75	TRAN-P2	Support	Retain as notified
DPR 0374	-	Rolleston Industrial Holdings Ltd	81	TRAN-P2	Support	Retain as notified

DPR 0375	-	Waka Kotahi	31	TRAN-P2	Support	Retain as notified
DPR 0384	-	Rolleston Industrial Developments Ltd	83	TRAN-P2	Support	Retain as notified
DPR 0414	-	Kainga Ora	15	TRAN-P2	Support in Part	Amend as follows: Manage any extensions to the District's land transport network to ensure it occurs in an integrated way by:  1. ...  <del>3. Ensuring land use activities and subdivision development do not foreclose on the opportunity for land transport corridors to meet future land transport needs.</del> <u>Ensuring that the District's land transport network is planned and constructed in a manner that avoids, mitigates or remediates adverse effects on people and the environment.</u>
DPR-0157		Kevin and Bonnie Williams	FS107	TRAN-P2	Oppose in Part	Reject submission in part
DPR-0209		Manmeet Singh	FS286	TRAN-P2	Oppose in Part	Reject submission in part
DPR 0298	-	Trices Road Re-zoning Group	FS067	TRAN-P2	Oppose in Part	Reject submission
DPR-0461		Dunweavin 2020 Ltd	FS093	TRAN-P2	Oppose in Part	Reject submission
DPR 0458	-	Kiwirail	27	TRAN-P2	Support	Retain as notified
<b>TRAN-P3</b>						
DPR 0032	-	Christchurch City Council	11	TRAN-P3	Support in Part	Amend as follows: Require Integrated Transport Assessments to assess the effects of high trip generating activities on the surrounding land transport network to:  ...  <del>2. Establish whether the high trip generating activity can be supported by</del> <u>Encourage and provide for</u> active transport modes, including accessibility to safe and convenient walking and cycling connections and access to public transport and public transport facilities.

DPR - 0432	Birchs Village Ltd	FS011	TRAN-P3	Oppose in Part	Reject submission
DPR-0453	Midland Port, Lyttelton Port Company Ltd	FS001	TRAN-P3	Oppose	Retain as notified
DPR-0363	Iport Rolleston Holdings Ltd	FS053	TRAN-P3	Support	Adopt
DPR- 0374	Rolleston Industrial Holdings Ltd	FS053	TRAN-P3	Support	Adopt
DPR-0358	Rolleston West Residential Ltd	FS053	TRAN-P3	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS053	TRAN-P3	Support	Adopt
DPR-0580	Kersey Park Ltd	FS012	TRAN-P3	Oppose in Part	Reject submission in part
DPR-0157	Kevin and Bonnie Williams	FS034	TRAN-P3	Oppose	Reject submission points
DPR-0209	Manmeet Singh	FS012	TRAN-P3	Oppose	Reject submission
DPR - 0298	Trices Road Re-zoning Group	FS01	TRAN-P3	Oppose	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS011	TRAN-P3	Oppose	Reject submission
DPR-0492	Kevler Development Ltd	FS806	TRAN-P3	Oppose	Reject submission
DPR-0493	Gallina Nominees Ltd & Hienz Wattie Ltd Pension Plan	FS025	TRAN-P3	Oppose	Reject submission
DPR - 0215	Winstone Aggregates	20	TRAN-P3	Support in Part	Request Council clarify how 'integrating development with funded improvements to the network and ensuring the timing aligns with capacity' would be implemented.
DPR-0358	Rolleston West Residential Ltd	FS054	TRAN-P3	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS054	TRAN-P3	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS054	TRAN-P3	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS054	TRAN-P3	Support	Adopt

DPR 0217	-	Summerset Villages Ltd	6	TRAN-P3	Support in Part	Not specifically stated
DPR 0375	-	Waka Kotahi	32	TRAN-P3	Support	Retain as notified
DPR 0378	-	Ministry of Education	9	TRAN-P3	Support	Retain as notified
DPR 0409	-	Hughes Developments Ltd	33	TRAN-P3	Oppose	Delete as notified
DPR-0358		Rolleston West Residential Ltd	FS055	TRAN-P3	Support	Adopt
DPR-0363		Iport Rolleston Holdings Ltd	FS055	TRAN-P3	Support	Adopt
DPR-0374		Rolleston Industrial Holdings Ltd	FS055	TRAN-P3	Support	Adopt
DPR-0384		Rolleston Industrial Developments Ltd	FS055	TRAN-P3	Support	Adopt
DPR 0414	-	Kainga Ora	16	TRAN-P3	Support in Part	Amend as follows:  Require Integrated Transport Assessments to assess the effects of high trip generating activities on the surrounding land transport network to:  ...  2. Establish whether the high trip generating activity can be <u>located near and</u> supported by active transport modes, including accessibility to safe and convenient walking and cycling connections and access to public transport and public transport facilities.
DPR-0157		Kevin and Bonnie Williams	FS108	TRAN-P3	Oppose in Part	Reject submission in part
DPR-0209		Manmeet Singh	FS135	TRAN-P3	Oppose in Part	Reject submission in part
DPR 0298	-	Trices Road Re-zoning Group	FS068	TRAN-P3	Oppose in Part	Reject submission
DPR-0461		Dunweavin 2020 Ltd	FS094	TRAN-P3	Oppose in Part	Reject submission
DPR-0358		Rolleston West Residential Ltd	FS056	TRAN-P3	Support	Adopt
DPR-0363		Iport Rolleston Holdings Ltd	FS056	TRAN-P3	Support	Adopt

DPR-0374	Rolleston Industrial Holdings Ltd	FS056	TRAN-P3	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS056	TRAN-P3	Support	Adopt
DPR 0458	- Kiwirail	28	TRAN-P3	Support	Retain as notified
<b>TRAN-P4</b>					
DPR 0215	- Winstone Aggregates	21	TRAN-P4	Oppose in Part	Delete as notified
DPR 0353	- Horticulture NZ	101	TRAN-P4	Oppose in Part	Delete as notified and replace with: <u>Enable vehicle movements for rural production activities within the General Rural Zone.</u>
DPR-0212	Ellesmere Sustainable Agriculture Incorporated	FS031	TRAN-P4	Support	Allow
DPR-0372	Dairy Holdings Ltd	FS036	TRAN-P4	Support	Accept
DPR 0358	- Rolleston West Residential Ltd	78	TRAN-P4	Support	Retain as notified
DPR 0363	- Iport Rolleston Holdings Ltd	77	TRAN-P4	Support	Retain as notified
DPR 0374	- Rolleston Industrial Holdings Ltd	83	TRAN-P4	Support	Retain as notified
DPR 0375	- Waka Kotahi	33	TRAN-P4	Support	Retain as notified
DPR 0384	- Rolleston Industrial Development Ltd	85	TRAN-P4	Support	Retain as notified
DPR 0458	- Kiwirail	29	TRAN-P4	Support	Retain as notified
<b>TRAN-P5</b>					
DPR 0032	- Christchurch City Council	13	TRAN-P5	Support in Part	Amend as follows;  Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by:  ...  <u>3. Ensuring land use activities provide an adequate amount of safe, secure, and convenient cycle parking.</u>
DPR-0432	Birchs Village Ltd	FS013	TRAN-P5	Oppose in Part	Reject submission



DPR-0580	Kersey Park Ltd	FS014	TRAN-P5	Oppose in Part	Reject submission in part
DPR-0157	Kevin and Bonnie Williams	FS036	TRAN-P5	Oppose	Reject submission with respect to SD (Strategic Directions), UG (Urban Growth) and TRAN (Transport) and any other matters not consistent with or with implications for the our submission (157)
DPR-0209	Manmeet Singh	FS014	TRAN-P5	Oppose	Reject submission with respect to SD, UG and TRAN.
DPR - 0298	Trices Road Re-zoning Group	FS013	TRAN-P5	Oppose	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS016	TRAN-P5	Oppose	Reject submission
DPR-0492	Kevler Development Ltd	FS814	TRAN-P5	Oppose	Reject submission
DPR-0493	Gallina Nominees Ltd & Hienz Wattie Ltd Pension Plan	FS030	TRAN-P5	Oppose	Reject submission
DPR - 0343	Canterbury District Health Board	14	TRAN-P5	Support	Retain as notified
DPR - 0358	Rolleston West Residential Ltd	79	TRAN-P5	Support	Retain as notified
DPR - 0363	Iport Rolleston Holdings Ltd	78	TRAN-P5	Support	Retain as notified
DPR - 0374	Rolleston Industrial Holdings Ltd	84	TRAN-P5	Support	Retain as notified
DPR - 0375	Waka Kotahi	34	TRAN-P5	Support	Retain as notified
DPR - 0384	Rolleston Industrial Developments Ltd	86	TRAN-P5	Support	Retain as notified
<b>TRAN-P6</b>					
DPR - 0032	Christchurch City Council	14	TRAN-P6	Support	Retain as notified
DPR-0432	Birchs Village Ltd	FS014	TRAN-P6	Oppose in Part	Reject submission
DPR-0580	Kersey Park Ltd	FS015	TRAN-P6	Oppose in Part	Reject submission in part
DPR-0157	Kevin and Bonnie Williams	FS037	TRAN-P6	Oppose	Reject submission with respect to SD (Strategic Directions), UG (Urban Growth) and TRAN (Transport) and any other matters not consistent with

					<i>or with implications for the our submission (157)</i>
DPR-0209	Manmeet Singh	FS015	TRAN-P6	Oppose	Reject submission with respect to SD, UG and TRAN.
DPR - 0298	Trices Road Re-zoning Group	FS014	TRAN-P6	Oppose	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS017	TRAN-P6	Oppose	Reject submission
DPR-0492	Kevler Development Ltd	FS815	TRAN-P6	Oppose	Reject submission
DPR-0493	Gallina Nominees Ltd & Hienz Wattie Ltd Pension Plan	FS031	TRAN-P6	Oppose	Reject submission
DPR - 0343	Canterbury District Health Board	15	TRAN-P6	Support	Retain as notified
DPR - 0358	Rolleston West Residential Ltd	80	TRAN-P6	Support	Retain as notified
DPR - 0363	Iport Rolleston Holdings Ltd	79	TRAN-P6	Support	Retain as notified
DPR - 0374	Rolleston Industrial Holdings Ltd	85	TRAN-P6	Support	Retain as notified
DPR - 0375	Waka Kotahi	35	TRAN-P6	Support	Retain as notified
DPR - 0384	Rolleston Industrial Developments Ltd	87	TRAN-P6	Support	Retain as notified

## Analysis

### TRAN-O1

8.3. CCC<sup>33</sup> are seeking an amendment to TRAN-O1 to include all transport modes, including those to Christchurch City, and to link the purpose of the Objective to reducing dependency on private motor vehicles. NZTA<sup>34</sup> seek an amendment to the word 'convenient' to replace it with 'effective' as this is more aligned with the language used in the Land Transport Management Act 2003 and the Government Policy Statement on Land Transport.

8.4. I agree with NZTA, particularly as convenience is a product of a transport system being 'effective' and therefore recommend this point be accepted. I acknowledge CCC's point that

<sup>33</sup> DPR:0032:008

<sup>34</sup> DPR-0375:027

there are considerable transport flows between Christchurch and the Selwyn District and a goal to reduce private vehicle dependency in favour of multi modal options is appropriate, being consistent with Objective 6.2.4 (Integration of transport infrastructure and land use) of the CRPS. I do not believe it is necessary however to specifically highlight connections between Selwyn and Christchurch City as this is inherent in the objective (and connections around other parts of Greater Christchurch are also important). I therefore recommend this point be accepted in part.

- 8.5. I recommend all other submission points (MetroPort, Rolleston West Residential Ltd, FENZ, Iport Rolleston Holdings Ltd, Fonterra and CIAL<sup>35</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

#### *TRAN-P1*

- 8.6. Winstone Aggregates<sup>36</sup> considers that the intention of the TRAN-P1 is unclear when identifying the roles and responsibilities of the Policy. In their view, Council appears to have responsibility to manage the types of 'land transport corridors' and 'land transport infrastructure' whilst other matters such as managing the levels of service and formation standards are the responsibility of parties undertaking land use and subdivision development. They request that this be clarified and the Policy be redrafted accordingly.
- 8.7. This policy applies to anyone undertaking land transport activities including Council and private developers although I appreciate that some elements will be more relevant to Council, who are responsible for managing the roading network, than private developers. I recommend accepting this point in part.
- 8.8. Orion<sup>37</sup> are seeking an amendment to TRAN-P1 (3) to better encapsulating network utility activities in land transport corridors. The suggested amendments are I believe appropriate and consistent with the intent of the policy. Land transport corridors are often used to co-locate infrastructure and it is appropriate that enough space be allocated for this purpose. I recommend this point is accepted.
- 8.9. I recommend all other submission points (CCC, Rolleston West Residential Ltd, FENZ, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Developments Ltd, KiwiRail<sup>38</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

#### *TRAN-P2*

- 8.10. CCC<sup>39</sup> are seeking a change to TRAN-P2 (1) to include consideration of the capacity of land transport corridors in Christchurch District. As for TRAN-O1, I do not believe it is necessary to

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<sup>35</sup> DPR-0068:10, 0358:72, 0359:31, 0363:71, 0370:30, 0371:30)

<sup>36</sup> DPR-0215:019

<sup>37</sup> DPR-0367:025

<sup>38</sup> DPR-0032:09, 0358:75, 0359:32, 0363:74, 0374:80, 0375:30, 0384:82, 0458:26

<sup>39</sup> DPR-0032:10

specifically highlight connections between Selwyn and Christchurch as considering land transport capacity in other districts is not precluded by the current wording of the policy. I therefore recommend this point is rejected.

- 8.11. Kainga Ora<sup>40</sup> are seeking a change to TRAN-P2 (3) on the basis that land use activities and subdivision will not foreclose opportunities to expand land transport corridors to meet future transport needs where these needs are properly managed through the designation process. The submitter states that it is the responsibility of the land transport network providers to manage the effects of adjacent land uses generated by the operation of their network by appropriately planning and designing their networks to avoid, remedy or mitigate adverse effects.
- 8.12. Whilst the designation process is available to network utility operators (that are requiring authorities) and often used to safeguard expansions to the strategic transport network, they are not often used for the district roading network. There are often occasions at a finer grain where it is good planning practice to ensure there is space for future connections between neighbouring subdivisions or outline development plan areas. In these instances, it is inefficient to require a full designation be sought. The proposed wording by the submitter captures the purpose of the RMA which any development would be expected to demonstrate ('avoid, remedy or mitigate'). I also note the relief recommended by the submitter includes considerations that are already captured under TRAN-P13. I therefore recommend this point be rejected.
- 8.13. I recommend all other submission points (Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Developments Ltd, KiwiRail<sup>41</sup>) on this provision seeking that it be retained as notified be accepted.

#### *TRAN-P3*

- 8.14. CCC<sup>42</sup> are seeking a change to TRAN-P3 (2) to promote active and public transport when assessing trip generating activities. However it is not the role of this policy to encourage and provide active transport modes and public transport (noting that there are other policies in the Transport Chapter that seek to do this). The policy is to support the requirement to properly assess whether a development can be serviced by active and public transport. I therefore recommend this point is rejected.
- 8.15. Winstone Aggregates<sup>43</sup> and Summerset Villages Ltd<sup>44</sup> raise the issue that the wording in TRAN-P3 (1) requiring the integration of development with funded improvements to the network and ensuring the timing aligns with capacity is outside the developer's control. Winstone Aggregates seek further clarity on this.

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<sup>40</sup> DPR-0414:15

<sup>41</sup> DPR-0358:76, 0363:75, 0374:81, 0375:31, 0384:83, 0414:15, 0458:27

<sup>42</sup> DPR-0032:011

<sup>43</sup> DPR-0215:020

<sup>44</sup> DPR-0217:006

- 8.16. I agree with both submitters that this issue is largely outside the control of developers, where transport improvements are to be constructed by Council or NZTA. It is reasonable to assume that any development which increases pressure on the transport network should mitigate this through appropriate development contributions or works to the transport network. However the first part of the policy provides enough direction for Council to consider these effects, and any mitigation necessary. I also note that TRAN-P2 has a similar clause (1) which requires co-ordinating the timing of land use activities and subdivision development with available land transport corridor capacity. Therefore the second limb of TRAN-P3 (1) is unnecessary and can be deleted. I therefore recommend both submission points are accepted in part.
- 8.17. Hughes Development<sup>45</sup> seeks the deletion of this policy as part of a broader package of relief seeking the deletion of policies, rules and matters of discretion relating to integrated transport assessments. They consider that there is too little clarity and guidance on what an integrated transport assessment is supposed to contain or the difference between a basic and full integrated transport assessment. I recommend this submission be accepted in part for the following reasons:
- 8.17.1. Abley has provided technical evidence, reviewing the integrated transport assessment package to determine whether the definitions, categorisation and triggers for basic and full integrated transport assessments are appropriate. In summary, Abley found that the information could be presented more clearly (this is addressed primarily under TRAN-R8). In this policy, they recommend a note be inserted stating what an integrated transport assessment is. I agree that this would provide some clarity but could be better expressed as a new definition which would link to other relevant provisions.
- 8.17.2. However, I do not agree that the policy and rules package should be deleted in its entirety as per the submitter's relief simply because there may be issues of clarity.
- 8.18. Kainga Ora<sup>46</sup> are requesting additional wording to TRAN-P3 (2) on whether a high trip generating activity can be located near active transport modes to clarify the outcomes sought. I do not support this change and recommend the point be rejected. This point is already inherently covered by the second part of the policy considering accessibility to walking, cycling and public transport. I also note there may be occasions where a proposed high trip generating activity may not be located near existing active transport modes or public transport however extensions to active transport modes or public transport are considered as part of the proposal.
- 8.19. I recommend all other submission points (NZTA, MOE, KiwiRail<sup>47</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

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<sup>45</sup> DPR-0409:033

<sup>46</sup> DPR-0414:016

<sup>47</sup> DPR-0375:32, 0378:09, 0458:28

*TRAN-P4*

8.20. Winstone Aggregates<sup>48</sup> considers that TRAN-P4 is a duplication of TRAN-P3 and is unnecessary as high trip generating activities are defined as ‘any activity that exceeds the scale of activity requirements listed in this plan’. HortNZ<sup>49</sup> consider that applying a maximum number of vehicle movements across the whole rural zone is not effects based and does not take into account the varying environments that exist within the rural area. Both seek the deletion of the policy with Horticulture New Zealand seeking that it be replaced with ‘Enable vehicle movements for rural production activities within the General Rural Zone’. I consider that the submission points should be rejected for the following reasons:

8.20.1. The policy is closely linked to TRAN-R7, which sets maximum vehicle movement standards for sites within rural areas. The approach mirrors the operative district plan, Rule 9.13.1 (Rural Volume).

8.20.2. The major reason for the policy and rule package to exist is to manage rural amenity from higher than would be expected rural vehicle movements (depending on the roading classification of the frontage road and whether the road is sealed and maintained or unsealed and unformed by Council). Whilst the thresholds themselves may be subject to change, the intent of TRAN-P4 still remains relevant and as an effects based policy, applies equally to rural production activities. I do not therefore consider that TRAN-P4 should be deleted nor should the wording be changed.

8.21. I recommend all other submission points (Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Development Ltd, KiwiRail<sup>50</sup>) on this provision seeking that it be retained as notified be accepted.

*TRAN-P5*

8.22. CCC<sup>51</sup> are requesting a change to TRAN-P5 to include an extra limb on the provision of cycle parking

8.23. I support this addition to the policy and recommend it be accepted in part. Whilst there is consideration of multi-modal connections, including walking, cycling and public transport, there is no specific corresponding wording for cycle parking where rules and standards in the Plan apply. I recommend adding ‘where necessary’ as not all land use activities require cycle parking.

8.24. I recommend all other submission points (CDHB, Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Developments Ltd<sup>52</sup>)

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<sup>48</sup> DPR-0215:021

<sup>49</sup> DPR-0353:101

<sup>50</sup> DPR-0358:78, 0363:77, 0374:83, 0375:33, 0384:85, 0458:29

<sup>51</sup> DPR-0032:013

<sup>52</sup> DPR-0343:14, 0358:79, 0363:78, 0374:84, 0375:34, 0384:86

on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

*TRAN-P6*

8.25. No amendments were sought to this policy. I therefore recommend all submission points (CDHB, Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Developments Ltd<sup>53</sup>) on this provision seeking that it be retained as notified be accepted.

***Recommendations and amendments***

8.26. I recommend for the reasons given above, that the Hearings Panel make amendments to:

- a. TRAN-O1,
- b. TRAN-P1,
- c. TRAN-P3 and
- d. TRAN-P5

as shown in **Appendix 2** to provide better clarity and consistency and to correct errors.

8.27. It is recommended that submissions and further submissions are either accepted, accepted in part or rejected as shown in **Appendix 1**.

8.28. The s32AA evaluation is likewise undertaken in a consolidated manner below following the assessment and recommendations on submissions relating to TRAN-O1 and TRAN-P5.

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<sup>53</sup> DPR-0343:15, 0358:80, 0363:79, 0374:85, 0375:35, 0384:87

### ***Section 32AA evaluation***

8.29. The following points evaluate the recommended changes under Section 32AA of the RMA.

#### Effectiveness and efficiency

8.30. Amending TRAN-O1 and TRAN-P5 will strengthen the focus on other modes of transport such as public and active transport. This is more effective and efficient as it better gives effect to higher order planning documents such as the CRPS and NPS-UD. TRAN-O1 as notified does not give any particular weighting to public and active transport which is the intent of various policies in the Transport Chapter. Amending TRAN-P5 would better support rules in the Transport Chapter that require cycle parking as well give effect to TRAN-O1 as amended and regional and national planning documents.

#### Costs and benefits

8.31. The benefits would be better alignment between policy and rules in the plan and objectives and direction from higher order planning documents. The costs would be minor because the changes would better align the rules (where the compliance costs to plan users lie) with a clearer rationale in the objectives and policies.

#### Risk of acting or not acting

8.32. The risks would be that it would be less clear to plan users what objectives and policies plan rules are implementing and the rationale for these rules.

#### Conclusion as to the most appropriate option

8.33. The amendments are more appropriate in achieving the purpose of the RMA and the amended objective and policy are the most appropriate way to achieve this purpose than the notified version because they better give effect to higher order direction and provide a clearer rationale for rules in the plan that promote public and active transport.

## **9. TRAN-O2, TRAN-P7- TRAN-P11. (Protection of existing transport infrastructure from the reverse sensitivity effects of land use activities)**

### ***Introduction***

9.1. In summary, these provisions seek to address this issue identified in the S32 report:

9.1.1. **Protection of existing transport infrastructure from the reverse sensitivity effects** - Land transport corridors and infrastructure need to be protected from reverse sensitivity effects that have the potential to undermine the safe, efficient and cost effective operation of the District's road and rail networks.

9.2. There were 44 submission points and approximately 23 further submission points on this suite of provisions (TRAN-O7, TRAN-P7-TRAN-P11).



Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-O2</b>					
DPR 0068	- MetroPort Christchurch	11	TRAN-O2	Support	Retain as notified
DPR 0358	- Rolleston West Residential Ltd	73	TRAN-O2	Support	Retain as notified
DPR 0363	- Iport Rolleston Holdings Ltd	72	TRAN-O2	Support	Retain as notified
DPR 0370	- Fonterra	32	TRAN-O2	Support	Retain as notified
DPR-0209	Manmeet Singh	FS764	TRAN-O2	Oppose in Part	Reject submission in part
DPR 0371	- Christchurch International Airport Ltd	31	TRAN-O2	Support	Retain as notified
DPR-0353	Horticulture NZ	FS094	TRAN-O2	Oppose	Reject
DPR 0374	- Rolleston Industrial Ltd	78	TRAN-O2	Support	Retain as notified
DPR 0375	- Waka Kotahi	28	TRAN-O2	Support	Retain as notified
DPR 0384	- Rolleston Industrial Developments Ltd	80	TRAN-O2	Support	Retain as notified
DPR 0458	- Kiwirail	24	TRAN-O2	Support	Retain as notified
<b>TRAN-P7</b>					
DPR 0032	- Christchurch City Council	15	TRAN-P7	Support in Part	Amend as follows:  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, <u>including through public and active transport</u> , by:  ...
DPR-0432	Birchs Village Ltd	FS015	TRAN-P7	Oppose in Part	Reject submission
DPR-0580	Kersey Park Ltd	FS016	TRAN-P7	Oppose in Part	Reject submission in part
DPR-0157	Kevin and Bonnie Williams	FS038	TRAN-P7	Oppose	Reject submission
DPR-0209	Manmeet Singh	FS016	TRAN-P7	Oppose	Reject submission

DPR 0298	-	Trices Road Re-zoning Group	FS015	TRAN-P7	Oppose	Reject submission
DPR-0461		Dunweavin 2020 Ltd	FS012	TRAN-P7	Oppose	Reject submission with respect to SD, UG an TRAN.
DPR 0358	-	Rolleston West Residential Ltd	81	TRAN-P7	Support	Retain as notified
DPR 0363	-	Iport Rolleston Holdings Ltd	80	TRAN-P7	Support	Retain as notified
DPR 0371	-	Christchurch International Airport Ltd	33	TRAN-P7	Support in Part	<p>Amend as follows:</p> <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> <p>1. <del>Managing</del> <u>Avoiding more than minor adverse effects, including cumulative 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;</p> <p>2. Ensuring land transport corridors and land transport infrastructure can <u>efficiently and effectively</u> <del>support</del> <u>provide for</u> the volume and type of transport movements based on the network road classifications; and</p> <p>3. ....</p>
DPR-0353		Horticulture NZ	FS096	TRAN-P7	Oppose	Reject
DPR 0374	-	Rolleston Industrial Holdings Ltd	86	TRAN-P7	Support	Retain as notified
DPR 0375	-	Waka Kotahi	36	TRAN-P7	Support	Retain as notified
DPR 0384	-	Rolleston Industrial Developments Ltd	88	TRAN-P7	Support	Retain as notified
DPR 0453	-	Midland Port, Lyttelton Port Company Ltd	46	TRAN-P7	Support in Part	Amend as follows:

					<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> <p>1. <del>Managing</del> <u>Avoiding more than minor adverse effects, including cumulative effects, and otherwise managing adverse effects from</u> activities on 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;</p> <p>2. Ensuring land transport corridors and land transport infrastructure can <u>efficiently and effectively</u> <del>support</del> <u>provide</u> for the volume and type of transport movements based on the network road classifications; and</p> <p>...</p>
DPR-0358	Rolleston West Residential Ltd	FS057	TRAN-P7	Support	Adopt
DPR-0363	Ipport Rolleston Holdings Ltd	FS057	TRAN-P7	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS057	TRAN-P7	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS057	TRAN-P7	Support	Adopt
DPR 0458	- Kiwirail	30	TRAN-P7	Support	Retain as notified
<b>TRAN-P8</b>					
DPR 0215	- Winstone Aggregates	22	TRAN-P8	Oppose in Part	<p>Amend as follows:</p> <p>Recognise and protect rail networks and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by:</p> <p>...</p> <p>3. Controlling the design and location of land use activities and</p>

					subdivision development, <u>where practicable</u> , to reduce the need for pedestrians, cyclists, motorists, or other road users from crossing railway lines; and .....
DPR-0453	Midland Port, Lyttelton Port Company Ltd	FS010	TRAN-P8	Oppose	Reject
DPR-0415	Fulton Hogan Ltd	FS052	TRAN-P8	Support	Accept
DPR 0358	– Rolleston West Residential Ltd	82	TRAN-P8	Support	Retain as notified
DPR 0363	– Iport Rolleston Holdings Ltd	81	TRAN-P8	Support	Retain as notified
DPR 0374	– Rolleston Industrial Holdings Ltd	87	TRAN-P8	Support	Retain as notified
DPR 0384	– Rolleston Industrial Developments Ltd	89	TRAN-P8	Support	Retain as notified
DPR 0458	- Kiwirail	31	TRAN-P8	Support	Retain as notified
<b>TRAN-P9</b>					
DPR 0358	– Rolleston West Residential Ltd	83	TRAN-P9	Support in Part	Amend as follows:  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.
DPR 0363	– Iport Rolleston Holdings Ltd	82	TRAN-P9	Support in Part	Amend as follows:  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.
DPR 0374	– Rolleston Industrial Holdings Ltd	88	TRAN-P9	Support in Part	Amend as follows:  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.

DPR 0375	-	Waka Kotahi	37	TRAN-P9	Support	Retain as notified
DPR 0384	-	Rolleston Industrial Developments Ltd	90	TRAN-P9	Support in Part	Amend as follows:  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.
<b>TRAN-P10</b>						
DPR 0343	-	Canterbury District Health Board	16	TRAN-P10	Support	Retain as notified
DPR 0358	-	Rolleston West Residential Ltd	84	TRAN-P10	Support in Part	Amend as follows:  Supporting the economic growth of commercial centres through the appropriate supply of <u>off-site vehicle parking and on-site cycle parking and loading areas</u> and the establishment of public transport facilities that correspond with the type and function of each centre.
DPR 0363	-	Iport Rolleston Holdings Ltd	83	TRAN-P10	Support in Part	Amend as follows:  Supporting the economic growth of commercial centres through the appropriate supply of <u>off-site vehicle parking and on-site cycle parking and loading areas</u> and the establishment of public transport facilities that correspond with the type and function of each centre.
DPR 0374	-	Rolleston Industrial Holdings Ltd	89	TRAN-P10	Support in Part	Amend as follows:  Supporting the economic growth of commercial centres through the appropriate supply of <u>off-site vehicle parking and on-site cycle parking and loading areas</u> and the establishment of public transport facilities that correspond with the type and function of each centre.
DPR 0375	-	Waka Kotahi	38	TRAN-P10	Support	Retain as notified

DPR 0384	-	Rolleston Industrial Developments Ltd	91	TRAN-P10	Support in Part	Amend as follows:  Supporting the economic growth of commercial centres through the appropriate supply of <u>off-site vehicle parking and on-site cycle parking and loading areas</u> and the establishment of public transport facilities that correspond with the type and function of each centre
DPR 0414	-	Kainga Ora	17	TRAN-P10	Support in Part	Amend as follows:  Supporting the economic growth of commercial centres through the appropriate <u>provision and supply of</u> <del>vehicle and cycle parking areas and</del> <u>the establishment of a range of active and</u> public transport facilities that correspond with the type and function of each centre.
DPR-0157		Kevin and Bonnie Williams	FS109	TRAN-P10	Oppose in Part	Reject submission in part
DPR-0209		Manmeet Singh	FS287	TRAN-P10	Oppose in Part	Reject submission in part
DPR 0298	-	Trices Road Re-zoning Group	FS069	TRAN-P10	Oppose in Part	Reject submission
DPR-0461		Dunweavin 2020 Ltd	FS095	TRAN-P10	Oppose in Part	Reject submission
DPR 0358	-	Rolleston West Residential Ltd	FS058	TRAN-P10	Support	Adopt
DPR-0363		Iport Rolleston Holdings Ltd	FS058	TRAN-P10	Support	Adopt
DPR-0374		Rolleston Industrial Holdings Ltd	FS058	TRAN-P10	Support	Adopt
DPR-0384		Rolleston Industrial Developments Ltd	FS058	TRAN-P10	Support	Adopt
<b>TRAN-P11</b>						
DPR 0358	-	Rolleston West Residential Ltd	85	TRAN-P11	Support	Retain as notified
DPR 0359	-	Fire and Emergency NZ	33	TRAN-P11	Support	Retain as notified
DPR 0363	-	Iport Rolleston Holdings Ltd	84	TRAN-P11	Support	Retain as notified

DPR 0374	-	Rolleston Industrial Holdings Ltd	90	TRAN-P11	Support	Retain as notified
DPR 0375	-	Waka Kotahi	39	TRAN-P11	Support	Retain as notified
DPR 0384	-	Rolleston Industrial Developments Ltd	92	TRAN-P11	Support	Retain as notified
DPR 0409	-	Hughes Developments Ltd	38	TRAN-P11	Support in Part	Amend as follows:  Manage vehicle access, vehicle crossings and manoeuvring areas to maintain the safe and efficient operation of land transport corridors and land transport infrastructure by:  ...  <del>4. Minimising the need to reverse onto Collector and Local Roads through the provision of appropriate on-site manoeuvring areas.</del>
DPR 0358	-	Rolleston West Residential Ltd	FS059	TRAN-P11	Support	Adopt
DPR-0363		Iport Rolleston Holdings Ltd	FS059	TRAN-P11	Support	Adopt
DPR-0374		Rolleston Industrial Holdings Ltd	FS059	TRAN-P11	Support	Adopt
DPR-0384		Rolleston Industrial Developments Ltd	FS059	TRAN-P11	Support	Adopt
DPR 0458	-	Kiwirail	32	TRAN-P11	Support	Retain as notified

## Analysis

### TRAN-O2

9.3. No amendments were sought to this objective. I therefore recommend all submission points (MetroPort Christchurch, Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Fonterra, CIAL, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Developments Ltd, KiwiRail<sup>54</sup>) on this provision seeking that it be retained as notified be accepted.

<sup>54</sup> DPR-0068:11, 0358:73, 0363:72, 0363:72, 0370:32, 0371:31, 0374:78, 0375:28, 0384:80, 0458:24

*TRAN-P7*

- 9.4. CCC<sup>55</sup> are seeking an amendment to the wording of TRAN-P7 to recognise that the protection of the function of the District's land transport network and system to ensure the safe movement of people and goods needs to include consideration of public and active transport modes.
- 9.5. I do not consider the addition is required as other policies address providing for transport choice. This policy is about safeguarding transport routes which may convey a wide range of modes (private care, freight, public and active transport), inherent in the wording of the policy. I therefore recommend this point be rejected.
- 9.6. CIAL<sup>56</sup> and Midland Port, Lyttelton Port Company Ltd<sup>57</sup> consider that a stronger policy response is needed to provide firmer direction on avoiding adverse effects on land transport infrastructure rather than just managing them. I recommend that these submission points be accepted in part for the following reasons:
- 9.6.1. A complementary policy (TRAN-P13) that relates to the protection of the natural and physical environment from land transport infrastructure requires that effects from the land transport network be minimised. As this policy effectively mirrors TRAN-P13, but from the perspective of safeguarding land transport infrastructure from the neighbouring physical environment, it could be considered appropriate that the word 'minimise' is used in the wording of this policy as well.
- 9.6.2. I note that as elements of the land transport infrastructure constitutes 'important infrastructure' (the 'strategic transport network') or 'regionally significant infrastructure' (as per the CRPS), it may be appropriate to require a higher degree of protection than simply 'manage'. I also note Mr Ben Baird's recommendation for UG-P11 that when establishing new urban development, significant effects on land transport infrastructure is to be avoided. If this recommendation is adopted, this policy would be consistent with the approach in UG-P11.
- 9.6.3. In my opinion, 'minimise' would be more appropriate than 'avoid' for other effects less than significant because often improvements are proposed as a result of development that can appropriately mitigate impacts on the land transport network. On the other hand, 'minimise' also provides more direction than 'manage' which would be expected to be demonstrated by any applicant regardless under the RMA ('minimise' is generally understood to mean to reduce effects to as small as is practicable to achieve and this definition has been recommended by Mr Love in his 'right of reply' report on the Strategic Directions hearing stream).
- 9.7. I recommend all other submission points (Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Developments Ltd,

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<sup>55</sup> DPR-0032:015

<sup>56</sup> DPR-0371:033

<sup>57</sup> DPR-0453:046



Kiwirail<sup>58</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

#### *TRAN-P8*

- 9.8. Winstone Aggregates<sup>59</sup> consider that the word 'reduce' in TRAN-P8 (3) could have issues for quarry traffic as there may be no alternative for trucks to cross the railway from State Highway 1 to access gravel. They seek that a caveat be inserted that this only be 'where practicable'.
- 9.9. The wording of the policy favours reducing the need to cross railway lines but does not contemplate preventing it entirely. In my opinion there is sufficient flexibility inherent in the wording of the policy that would allow crossing the railway line if there was no other alternative. I therefore recommend the submission point is rejected.
- 9.10. I recommend all other submission points (Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, Rolleston Industrial Developments Ltd, KiwiRail)<sup>60</sup> on this provision seeking that it be retained as notified be accepted.

#### *TRAN-P9*

- 9.11. Rolleston West Residential Limited, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>61</sup> seek that TRAN-P9 is amended to make it clear the focus is on the design and layout of on-site parking areas (and loading areas). They consider the amendment is required to give effect to the NPS-UD where Council cannot require minimum car parking.
- 9.12. I agree with the submitter that this policy should be focused on the design and layout of parking areas and recommend the submission point be accepted and the change made as proposed.
- 9.13. I recommend all other submission points (NZTA, CDHB<sup>62</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

#### *TRAN-P10*

- 9.14. Rolleston West Residential Limited, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>63</sup> are seeking the a change to TRAN-P10 in order for the PDP to give better effect to the NPS-UD minimum car parking provisions. The change clarifies that the policy should relate to off-site car parking only, on-site cycle parking and loading areas in commercial centres.
- 9.15. Kainga Ora<sup>64</sup> seek changes to give effect to the NPS-UD and to promote active and public transport. I agree with both submitters that references to the effect of requiring the appropriate supply of on-site vehicle parking should be deleted as this appears to conflict with the NPS-UD.

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<sup>58</sup> DPR-0358:81, 0363:80, 0374:86, 0375:36, 0384:88, 0458:30

<sup>59</sup> DPR-0215:022

<sup>60</sup> DPR-0358:82, 0363:81, 0374:87, 0384:89, 0458:31

<sup>61</sup> DPR-0358:083, DPR-0363:082, DPR-0374:088, DPR-0384:090

<sup>62</sup> DPR-0375:37, 0343:16

<sup>63</sup> DPR-0358:084, DPR-0363:083, DPR-0374:089, DPR-0384:091

<sup>64</sup> DPR-0414:017

9.16. The specific provision of cycle parking is now addressed through recommended amendments to TRAN-P5 (additional clause 3) which is broader in application to just commercial centres. I also note TRAN-P9 addresses the management of parking and loading areas.

9.17. I prefer the wording of Kainga Ora that the policy is solely focussed on public transport and active modes and away from car parking and therefore recommend their submission point be accepted and the other submission points be accepted in part.

9.18. I recommend all other submission points (CDHB, NZTA<sup>65</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

#### *TRAN-P11*

9.19. Hughes Development Ltd<sup>66</sup> are seeking a change to TRAN-P11 (4) to delete the stipulation for on-site manoeuvring areas to be provided to minimise the need to reverse onto Collector and Local roads. They consider this change is needed as, in their opinion, the provision for on-site manoeuvring areas in residential areas is unrealistic and undesirable. I recommend that this submission be accepted in part for the following reasons:

9.19.1. TRAN-REQ16 which implements this policy does not specify standards for activities fronting local roads, only collector roads. I therefore question the utility of including local roads in this policy as there is no rule to implement it and recommend it is deleted.

9.19.2. I disagree that it is inappropriate to include collector roads however as they carry a higher level of traffic. TRAN-REQ16 only applies where three or more parking spaces are required. The majority of new residential uses in the district, being single dwellings with internal garages, will likely provide two parking spaces or fewer and therefore the scenario the submitter describes will be relatively uncommon.

9.20. I recommend all other submission points (Rolleston West Rolleston Residential Ltd, FENZ, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Developments Ltd, KiwiRail<sup>67</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

#### ***Recommendations and amendments***

9.21. I recommend, for the reasons given above, that the Hearing Panel amendments to:

- a) TRAN-P7,
- b) TRAN-P9,
- c) TRAN-P10 and
- d) TRAN-P11

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<sup>65</sup> DPR-0343:16, 0375:38

<sup>66</sup> DPR-0409:038

<sup>67</sup> DPR-0358:85, 0359:33, 0363:84, 0374:90, 0375:39, 0384:92, 0458:32

as shown in **Appendix 2** to provide better clarity and consistency and to correct errors.

- 9.22. It is recommended that submissions and further submissions are either accepted, accepted in part or rejected as shown in **Appendix 1**.
- 9.23. The s32AA evaluation is likewise undertaken in a consolidated manner below following the assessment and recommendations on submissions relating to TRAN-P7.

#### ***Section 32AA evaluation***

- 9.24. The following points evaluate the recommended changes under Section 32AA of the RMA.

##### Effectiveness and efficiency

- 9.25. Amending TRAN-P7 will better give effect to the CRPS, particularly direction on regionally significant infrastructure as well as protecting the operation of important infrastructure as defined in the PDP. It better aligns with the suggested approach in the urban growth chapter to avoid significant effects on important infrastructure. 'Minimise' is more appropriate than 'manage' because it provides direction that gives effect to the CRPS and overarching objectives of the PDP.

##### Costs and benefits

- 9.26. The benefits would be that important infrastructure is better protected from activities that may compromise its operation. There may be an increased cost to land use activities in terms of requiring avoidance and mitigation to manage these effects. Important infrastructure provides a benefit to everyone however so there would be a net positive benefit overall.

##### Risk of acting or not acting

- 9.27. The risks would be that important infrastructure is less protected from land use activities that may compromise its operation.

##### Conclusion as to the most appropriate option

- 9.28. The amendments are more appropriate in achieving the purpose of the RMA and the amended policy is the most appropriate way to achieve this purpose than the notified version because it better gives effect to higher order direction and better protects important infrastructure from the effects of potentially incompatible land use activities.

## 10. TRAN-O3, TRAN-P12 and TRAN-P13 (Manage the effects of land transport infrastructure and corridors)

### Introduction

10.1. In summary, these provisions seek to address this issue identified in the S32 report:

10.1.1. **Protection of existing activities from the effects of transport infrastructure** - Land use activities and subdivision developments needs to be protected from adverse caused by the establishment, maintenance or operation of land transport corridors and infrastructure.

10.2. There were 24 submission points and approximately 19 further submission points on this suite of provisions (TRAN-O3, TRAN-P12 and TRAN-P13).

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-O3</b>					
DPR-0358	Rolleston West Residential Ltd	74	TRAN-O3	Support	Retain as notified
DPR-0363	Iport Rolleston Holdings Ltd	73	TRAN-O3	Support	Retain as notified
DPR-0370	Fonterra Ltd	33	TRAN-O3	Support	Retain as notified
DPR-0209	Manmeet Singh	FS765	TRAN-O3	Oppose in Part	Reject submission in part
DPR-0371	Christchurch International Airport Ltd	32	TRAN-O3	Support	Retain as notified
DPR-0353	Horticulture NZ	FS095	TRAN-O3	Oppose	Reject
DPR-0374	Rolleston Industrial Holdings Ltd	79	TRAN-O3	Support	Retain as notified
DPR-0375	Waka Kotahi	29	TRAN-O3	Support	Retain as notified
DPR-0384	Rolleston Industrial Developments Ltd	81	TRAN-O3	Support	Retain as notified
DPR-0458	Kiwirail	25	TRAN-O3	Support	Retain as notified
<b>TRAN-P12</b>					
DPR-0358	Rolleston West Residential Ltd	86	TRAN-P12	Support	Retain as notified
DPR-0363	Iport Rolleston Holdings Ltd	85	TRAN-P12	Support	Retain as notified

DPR-0367	Orion	26	TRAN-P12	Support in Part	Amend as follows:  Enable <del>works to be carried out by</del> network utility operators to <u>install, operate, maintain, repair and upgrade</u> <del>construct, renew, improve, and operate</del> network utilities within land transport corridors in a <u>safe</u> <del>an</del> efficient, <u>and effective</u> manner, while managing the scale and types of works and activities.
DPR-0407	Royal Forest and Bird	FS595	TRAN-P12	Oppose	Reject aspects of the submission which do not directly relate to electricity lines and services as critical infrastructure.
DPR-0374	Rolleston Industrial Holdings Ltd	91	TRAN-P12	Support	Retain as notified
DPR-0375	Waka Kotahi	40	TRAN-P12	Support	Retain as notified
DPR-0384	Rolleston Industrial Developments Ltd	93	TRAN-P12	Support	Retain as notified
DPR-0414	Kainga Ora	18	TRAN-P12	Support in Part	Amend as follows:  Enable works to be carried out by network utility operators to construct, renew, improve, and operate network utilities within land transport corridors in an efficient manner, while managing the scale and types of works and activities <u>so as to avoid, mitigate or remedy adverse effects on people and the environment.</u>
DPR-0157	Kevin and Bonnie Williams	FS110	TRAN-P12	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS288	TRAN-P12	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS070	TRAN-P12	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS096	TRAN-P12	Oppose in Part	Reject submission
DPR-0458	Kiwirail	33	TRAN-P12	Support	Retain as notified
<b>TRAN-P13</b>					
DPR-0215	Winstone Aggregates	23	TRAN-P13	Oppose in Part	Amend to ensure policy only refers to land transport infrastructure and corridors.

DPR 0358	Rolleston West Residential Ltd	FS060	TRAN-P13	Support	Adopt
DPR-0363	Ipport Rolleston Holdings Ltd	FS060	TRAN-P13	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS060	TRAN-P13	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS060	TRAN-P13	Support	Adopt
DPR-0358	Rolleston West Residential Ltd	87	TRAN-P13	Support in Part	<p>Amend as follows:</p> <p>Minimise <u>significant adverse effects, and otherwise manage</u> the adverse effects of <del>development</del> <u>new land transport infrastructure and corridors</u> on the physical and natural environment by:</p> <ol style="list-style-type: none"> <li>1. Locating, designing and operating <del>development</del> <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.</li> <li>2. Encourage <u>the</u> development of <u>new land transport infrastructure and corridors</u> to consider alternative sites, routes or methods.</li> <li>3. Limiting the presence and effects of <del>development</del> <u>new land transport infrastructure and corridors</u> within Outstanding Natural Landscapes, Visual Amenity Landscapes, Areas of Significant Indigenous Vegetation and habitats of indigenous fauna, sites of historic heritage and site and areas of significance to Māori to those which:</li> </ol> <p>...</p> <ol style="list-style-type: none"> <li>4. Requiring restoration of indigenous biodiversity and habitat following <u>the</u> development of <u>new land transport infrastructure and corridors</u> in areas of Areas of Significant Indigenous Vegetation and habitats of indigenous fauna,</li> </ol>

					<p>and the on-going monitoring of that restoration.</p> <p>5. Considering biodiversity off-setting or compensation where the loss of significant indigenous vegetation cannot be restored and significant habitats of indigenous fauna or wetlands cannot be fully mitigated where the adverse effects <u>of new land transport infrastructure and corridors</u> cannot be avoided or remedied.</p> <p>...</p>
DPR-0363	Iport Rolleston Holdings Ltd	86	TRAN-P13	Support in Part	<p>Amend as follows:</p> <p>Minimise <u>significant adverse effects, and otherwise manage</u> the adverse effects of <del>development</del> <u>new land transport infrastructure and corridors</u> on the physical and natural environment by:</p> <p>1. Locating, designing and operating <del>development</del> <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.</p> <p>2. Encourage <u>the development of new land transport infrastructure and corridors</u> to consider alternative sites, routes or methods.</p> <p>3. Limiting the presence and effects of <del>development</del> <u>new land transport infrastructure and corridors</u> within Outstanding Natural Landscapes, Visual Amenity Landscapes, Areas of Significant Indigenous Vegetation and habitats of indigenous fauna, sites of historic heritage and site and areas of significance to Māori to those which:</p> <p>...</p> <p>4. Requiring restoration of indigenous biodiversity and habitat following <u>the development of new</u></p>

					<p><u>land transport infrastructure and corridors</u> in areas of Areas of Significant Indigenous Vegetation and habitats of indigenous fauna, and the on-going monitoring of that restoration.</p> <p>5. Considering biodiversity off-setting or compensation where the loss of significant indigenous vegetation cannot be restored and significant habitats of indigenous fauna or wetlands cannot be fully mitigated where the adverse effects of <u>new land transport infrastructure and corridors</u> cannot be avoided or remedied.</p> <p>...</p>
DPR-0374	Rolleston Industrial Holdings Ltd	92	TRAN-P13	Support in Part	<p>Amend as follows:</p> <p>Minimise <u>significant adverse effects, and otherwise manage</u> the adverse effects of <del>development</del> <u>new land transport infrastructure and corridors</u> on the physical and natural environment by:</p> <p>1. Locating, designing and operating <del>development</del> <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.</p> <p>2. Encourage <u>the</u> development of <u>new land transport infrastructure and corridors</u> to consider alternative sites, routes or methods.</p> <p>3. Limiting the presence and effects of <del>development</del> <u>new land transport infrastructure and corridors</u> within Outstanding Natural Landscapes, Visual Amenity Landscapes, Areas of Significant Indigenous Vegetation and habitats of indigenous fauna, sites of historic heritage and site and areas of significance to Māori to those which:</p>



					<p>...</p> <p>4. Requiring restoration of indigenous biodiversity and habitat following <u>the development of new land transport infrastructure and corridors</u> in areas of Areas of Significant Indigenous Vegetation and habitats of indigenous fauna, and the on-going monitoring of that restoration.</p> <p>5. Considering biodiversity off-setting or compensation where the loss of significant indigenous vegetation cannot be restored and significant habitats of indigenous fauna or wetlands cannot be fully mitigated where the adverse effects of <u>new land transport infrastructure and corridors</u> cannot be avoided or remedied.</p> <p>...</p>
DPR-0375	Waka Kotahi	41	TRAN-P13	Support	Retain as notified
DPR-0384	Rolleston Industrial Developments Ltd	94	TRAN-P13	Support in Part	<p>Amend as follows:</p> <p>Minimise <u>significant adverse effects, and otherwise manage</u> the adverse effects of <del>development</del> <u>new land transport infrastructure and corridors</u> on the physical and natural environment by:</p> <p>1. Locating, designing and operating <del>development</del> <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.</p> <p>2. Encourage <u>the development of new land transport infrastructure and corridors</u> to consider alternative sites, routes or methods.</p> <p>3. Limiting the presence and effects of <del>development</del> <u>new land transport infrastructure and corridors</u> within Outstanding Natural Landscapes, Visual Amenity Landscapes, Areas of</p>

					<p>Significant Indigenous Vegetation and habitats of indigenous fauna, sites of historic heritage and site and areas of significance to Māori to those which:</p> <p>...</p> <p>4. Requiring restoration of indigenous biodiversity and habitat following <u>the development of new land transport infrastructure and corridors</u> in areas of Areas of Significant Indigenous Vegetation and habitats of indigenous fauna, and the on-going monitoring of that restoration.</p> <p>5. Considering biodiversity off-setting or compensation where the loss of significant indigenous vegetation cannot be restored and significant habitats of indigenous fauna or wetlands cannot be fully mitigated where the adverse effects <u>of new land transport infrastructure and corridors</u> cannot be avoided or remedied.</p> <p>...</p>
DPR-0414	Kainga Ora	19	TRAN-P13	Support in Part	<p>Amend as follows:</p> <p>Minimise the adverse effects of development <del>on from the physical and natural environment</del> <u>transport network</u> by:</p> <p>1. ...</p> <p>2. Encourage <del>development network</del> <u>utility operators and infrastructure providers</u> to consider alternative sites, routes or methods.</p> <p>3. ...</p>
DPR-0157	Kevin and Bonnie Williams	FS111	TRAN-P13	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS289	TRAN-P13	Oppose in Part	Reject submission in part
DPR 0298	Trices Road Re-zoning Group	FS071	TRAN-P13	Oppose in Part	Reject submission

<i>DPR-0461</i>	<i>Dunweavin 2020 Ltd</i>	<i>FS097</i>	<i>TRAN-P13</i>	<i>Oppose in Part</i>	<i>Reject submission</i>
DPR-0458	Kiwirail	34	TRAN-P13	Support in Part	Retain as proposed noting amendment sought for the ONL, and EIB Management Area and EIB Significant Natural Overlays to be removed from the KRH-1 designation.

## Analysis

### TRAN-O3

10.3. No amendments were sought to this objective. I therefore recommend all submission points (Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Fonterra, CIAL, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Developments Ltd, KiwiRail<sup>68</sup>) on this provision seeking that it be retained as notified be accepted.

### TRAN-P12

10.4. Orion<sup>69</sup> seek several amendments to TRAN-P12 to clarify and streamline the language used in the policy. I agree with the changes proposed as this terminology is more consistent with that used elsewhere in the PDP. I therefore recommend this point be accepted.

10.5. Kainga Ora<sup>70</sup> seek a change to clarify the intent of the policy. The amendment would add a sentence on the end to focus the policy on enabling works to be carried out so as to avoid, remedy or mitigate adverse effects on people and the environment. However, the provisions relating to network utility operators have been developed to give effect to Part 2 of the RMA, therefore there is no need to paraphrase this in TRAN-P12. I therefore recommend this point be rejected.

10.6. I recommend all other submission points (Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Developments Ltd, KiwiRail<sup>71</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

### TRAN-P13

10.7. Winstone Aggregates<sup>72</sup>, Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments Limited<sup>73</sup> are concerned that TRAN-P13 appears to refer to all 'development' rather than 'land transport infrastructure and corridors' which is the heading for this group of policies. For instance they

<sup>68</sup> DPR-0358:74, 0363:73, 0370:33, 0371:32, 0374:79, 0375:29, 0384:81, 0458:25

<sup>69</sup> DPR-0367:026

<sup>70</sup> DPR-0414:018

<sup>71</sup> DPR-0358:86, 0363:85, 0374:91, 0375:40, 0384:93, 0458:33

<sup>72</sup> DPR-0215:023

<sup>73</sup> DPR-0358:087, 0363:086, DPR-0374:092, 0384:094

recommend clause 1 be reworded from ‘development’ to ‘new land transport infrastructure and corridors’.

- 10.8. Similarly Kainga Ora<sup>74</sup> are seeking changes to clarify the outcomes sought for this policy in terms of infrastructure providers avoiding, remedying or mitigating adverse effects on private property owners. I agree that the current use of the word ‘development’ appears to be quite vague and would benefit from some further context. I recommend that references in the policy to ‘development’ be clarified to mean the development (or developers) of ‘land transport infrastructure and land transport corridors’. I therefore recommend that these submission point are accepted in part.
- 10.9. Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments Limited<sup>75</sup> also disagree with TRAN-P13 on the basis that they consider minimising adverse effects can be an impractical and unachievable threshold. They seek this be restricted to only significant adverse effects.
- 10.10. Minimising only *significant* adverse effects is, in my opinion, a relatively low bar to achieve given the broad reach of the policy (which includes Section 6 and 7 matters) and does not provide much direction for adverse effects that fall anywhere below this threshold. As stated under analysis for TRAN-P7, ‘manage’ is merely meeting the requirement of the RMA (to avoid, remedy or mitigate). The direction to ‘minimise’ adverse effects requires, in the context of the PDP, effects to be reduced as far as practicable which may still be more than minor after taking into account any technical or cost limitations of effects mitigation (refer to Mr Robert Love’s assessment – right of reply for Strategic Directions hearing). I therefore recommend this submission point is rejected.
- 10.11. I recommend all other submission points on this provision (NZTA, KiwiRail<sup>76</sup>) seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

### ***Recommendations and amendments***

- 10.12. I recommend for the reasons above, that the Hearings Panel make amendments to:

- a) TRAN-P12, and
- b) TRAN-P13

as shown in **Appendix 2** to provide better clarity and consistency and to correct errors.

- 10.13. It is recommended that submissions and further submissions are either accepted, accepted in part or rejected as shown in **Appendix 1**.

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<sup>74</sup> DPR-0414:19

<sup>75</sup> DPR-0358:087, DPR-0363:086, DPR-0384:094, DPR-0374:092

<sup>76</sup> DPR-0375:41, 0458:34

## 11. Transport Rules

### Introduction

11.1. This section contains analysis of submissions on the nine rules that implement the objectives and policies in the above sections as well as any submissions in general on the rules package.

### 11.1. Transport Rules (General)

11.2. 11 submissions and 9 further submissions were made that were general submissions on the rule package.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
DPR-0358	Rolleston West Residential Ltd	88	TRAN	Support in Part	Amend all relevant provisions to stipulate RDIS (rather than DIS or NC) status for applications, with corresponding assessment matters.
DPR-0358	Rolleston West Residential Ltd	89	TRAN	Support in Part	Amend all relevant provisions in the transport chapter, such that they refer to TRAN-MAT1.7 as a relevant matter of discretion.
DPR-0363	Iport Rolleston Holdings Ltd	87	TRAN	Support in Part	Amend all relevant provisions to stipulate RDIS (rather than DIS or NC) status for applications, with corresponding assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	88	TRAN	Support in Part	Amend all relevant provisions in the transport chapter, such that they refer to TRAN-MAT1.7 as a relevant matter of discretion.
DPR-0367	Orion	24	TRAN	Support in Part	Delete the following statement from the TRAN-Rules Note for Plan Users:  <del>All energy or infrastructure activities should be only assessed against the Energy and Infrastructure Chapter.</del>
DPR-0407	Royal Forest and Bird	FS593	TRAN	Oppose	Reject aspects of the submission which do not directly relate to electricity lines and services as critical infrastructure.

DPR-0374	Rolleston Industrial Holdings Ltd	93	TRAN	Support in Part	Amend all relevant provisions to stipulate RDIS (rather than DIS or NC) status for applications, with corresponding assessment matters.
DPR-0374	Rolleston Industrial Holdings Ltd	94	TRAN	Oppose in Part	Amend all relevant provisions in the transport chapter, such that they refer to TRAN-MAT1.7 as a relevant matter of discretion.
DPR-0384	Rolleston Industrial Developments Ltd	95	TRAN	Support in Part	Amend all relevant provisions to stipulate RDIS (rather than DIS or NC) status for applications, with corresponding assessment matters.
DPR-0384	Rolleston Industrial Developments Ltd	96	TRAN	Support in Part	Amend all relevant provisions in the transport chapter, such that they refer to TRAN-MAT1.7 as a relevant matter of discretion.
DPR-0414	Kainga Ora	32	TRAN	Oppose in Part	Amend the transport rules and rule requirements to add a notification preclusion statement for transport infrastructure associated with residential activities.
<i>DPR-0358</i>	<i>Rolleston West Residential Ltd</i>	<i>FS051</i>	<i>TRAN</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0363</i>	<i>Iport Rolleston Holdings Ltd</i>	<i>FS051</i>	<i>TRAN</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0374</i>	<i>Rolleston Industrial Holdings Ltd</i>	<i>FS051</i>	<i>TRAN</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0384</i>	<i>Rolleston Industrial Developments Ltd</i>	<i>FS051</i>	<i>TRAN-Rules</i>	<i>Support</i>	<i>Adopt</i>
DPR-0373	Foodstuffs	14	TRAN	Support	Retain no minimum parking standards as notified.
<i>DPR-0358</i>	<i>Rolleston West Residential Ltd</i>	<i>FS050</i>	<i>TRAN</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0363</i>	<i>Iport Rolleston Holdings Ltd</i>	<i>FS050</i>	<i>TRAN</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0374</i>	<i>Rolleston Industrial Holdings Ltd</i>	<i>FS050</i>	<i>TRAN</i>	<i>Support</i>	<i>Adopt</i>
<i>DPR-0384</i>	<i>Rolleston Industrial</i>	<i>FS050</i>	<i>TRAN -</i>	<i>Support</i>	<i>Adopt</i>

	<i>Developments Ltd</i>				
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## Analysis

11.3. I recommend Foodstuff's<sup>77</sup> submission point is accepted as there are no minimum car parking standards in the PDP.

### *Amend rules to restricted discretionary status*

11.4. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>78</sup> are requesting broad relief (applying across all rules and rule requirements in the transport chapter) to amend consenting requirements to restricted discretionary rather than discretionary or non-complying status. The reason given by the submitters is that where the effects relate to a specific attributes or effects of an activity then specific matters of discretion would provide adequate scope for assessment.

11.5. I address this relief as it applies to rule requirements in Section 12 below.

11.6. I recommend that these submission points be rejected in respect to the rules section for the following reasons:

11.6.1. Within the rules section, TRAN-R1 and TRAN-R2 are the only default discretionary activities when permitted standards cannot be complied with. TRAN-R1 relates to works and activities in a land transport corridor as undertaken by or on behalf of the road controlling authority or otherwise as part of an approved consent or designation. TRAN-R2 relates to the creation of a new land transport corridor which is permitted provided it is located outside a sensitive area identified in the Plan.

11.6.2. Given that TRAN-R1 is intended to permit the vast majority of transport related activities in a land transport corridor<sup>79</sup> by either a road controlling authority or developer implementing a resource consent, it would be difficult to assess a situation that departed from this without it being a discretionary activity and such a situation could give rise to potentially a number of issues and effects (for example if the work departed from what has been approved by Council). I consider it appropriate that the default activity status remains as discretionary.

11.6.3. TRAN-R2 permits the establishment of a land transport corridor in most situations, however I consider that a full discretionary activity is appropriate where it is proposed to locate in sensitive areas such as (for example) Outstanding Natural Landscapes and Significant Natural Areas where impacts on amenity, natural values and biodiversity are relevant. As such I do not recommend a change here.

<sup>77</sup> DPR-0373:14

<sup>78</sup> DPR-0358:88, 0363:87, 0374:93, 0384:95

<sup>79</sup> The energy and infrastructure chapter permits other network utility works.

*Insert reference to TRAN-MAT1.7 across all restricted discretionary rules*

- 11.7. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>80</sup> are requesting broad relief (applying across all rules and rule requirements in the transport chapter) to insert a reference to TRAN-MAT1.7 on the basis that narrowing the scope of assessment too far (through limited matters of discretion) may mean that other pragmatic considerations are not able to be considered within the scope of discretion.
- 11.8. I recommend that this is rejected as whilst there may be some specific rule requirements where flexibility should be applied, I do not consider it appropriate that this broad matter of discretion be applied against every rule that is a restricted discretionary activity. To be perfectly clear, this relief would apply to 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). I note this also appears to contradict the relief sought above by the submitter in terms of wanting to narrow the matters of discretion applicable to rules in this Chapter.

*Non-notification clauses*

- 11.9. Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments Limited<sup>81</sup> are seeking non-notification clauses for each restricted discretionary rule. This would apply to TRAN-R4, TRAN-R6, TRAN-R7, TRAN-R8 and TRAN-R9. For most of these rules, there is the potential for adverse effects to be potentially more than minor and other parties and, potentially the wider community, may need to be consulted. I am recommending a change however to TRAN-P9 to be limited notification to KiwiRail (rather than unrestricted notification) given the narrow scope of this rule. Therefore I recommend these submission points are accepted in part.
- 11.10. Kainga Ora<sup>82</sup> are seeking that all transport rules are amended to preclude notification for transport infrastructure associated with residential activities. For reasons stated above, I do not consider sweeping exemptions to notification requirements to be sound planning practice as there may be occasions when residential activities (and transport infrastructure associated with it) give rise to adverse effects where parties or the community needs to be consulted. I recommend this submission point is rejected.

*Note*

- 11.11. Orion<sup>83</sup> considers that there are contradictions with the note in the Transport Chapter and the note in the Energy and Infrastructure Chapter. This issue may relate to an older draft of the PDP. In the notified PDP it is clear that all activities have to be assessed against the Energy and Infrastructure Chapter (point 2 of the note). I therefore recommend this submission point be accepted in part.

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<sup>80</sup> DPR-0358:89, 0363:88, 0374:94, 0384:96

<sup>81</sup> DPR-0358:400, 0363:425, 0374:471, 0384:504

<sup>82</sup> DPR-0414:32

<sup>83</sup> DPR-0367:24



## 11.2. Transport Rules TRAN-R1 – TRAN-R3

11.12. Nineteen submissions and approximately 30 further submissions were made on rules TRAN-R1 to TRAN-R3

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-R1</b>					
DPR-0358	Rolleston West Residential Ltd	90	TRAN-R1	Support in Part	Amend as follows:  1. Land transport infrastructure works or activities within a land transport corridor.  Where:  a. They are undertaken by, <del>or</del> on behalf of, <u>or pursuant to authorisation from</u> , a road controlling authority; or  b. ...
DPR-0363	Iport Rolleston Holdings Ltd	89	TRAN-R1	Support in Part	Amend as follows:  1. Land transport infrastructure works or activities within a land transport corridor.  Where:  a. They are undertaken by, <del>or</del> on behalf of, <u>or pursuant to authorisation from</u> , a road controlling authority; or  b. ...
<i>DPR-0453</i>	<i>Midland Port, Lyttelton Port Company Ltd</i>	<i>FS024</i>	<i>TRAN-R1</i>	<i>Support</i>	<i>Accept</i>
DPR-0367	Orion	27	TRAN-R1	Support	Retain as notified
<i>DPR-0407</i>	<i>Royal Forest and Bird</i>	<i>FS596</i>	<i>TRAN-R1</i>	<i>Oppose</i>	<i>Reject aspects of the submission which do not directly relate to electricity lines and services as critical infrastructure.</i>
DPR-0374	Rolleston Industrial Holdings Ltd	95	TRAN-R1	Support in Part	Amend as follows:  1. Land transport infrastructure works or activities within a land transport corridor.  Where:  a. They are undertaken by, <del>or</del> on behalf of, <u>or pursuant</u>

					to authorisation from, a road controlling authority; or  b. ...
DPR-0375	Waka Kotahi	42	TRAN-R1	Oppose in Part	Amend rule to include suitable exclusions for State Highways or further consideration is given to the requirements imposed as part of this rule. A note should also be included as part of the rule recognising that works may be permitted through a designation.
DPR-0384	Rolleston Industrial Developments Ltd	97	TRAN-R1	Support in Part	Amend as follows:  1. Land transport infrastructure works or activities within a land transport corridor.  Where:  a. They are undertaken by, <del>or</del> on behalf of, <u>or pursuant to authorisation from,</u> a road controlling authority; or  b. ...
<b>TRAN-R2</b>					
DPR-0345	Porters Alpine Resort	17	TRAN-R2	Oppose in Part	Amend TRAN-R2 by removing SKIZ from ALL Zone section and providing SKIZ with its own permitted activity status for the creation of a new land transport corridor.
<i>DPR-0407</i>	<i>Royal Forest and Bird</i>	<i>FS802</i>	<i>TRAN-R2</i>	<i>Oppose</i>	<i>Reject</i>
DPR-0358	Rolleston West Residential Ltd	91	TRAN-R2	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<i>DPR-0358</i>	<i>Rolleston West Residential Ltd</i>	<i>FS302</i>	<i>TRAN-R2</i>	<i>Support in Part</i>	<i>Amend submission point.</i>
DPR-0363	Iport Rolleston Holdings Ltd	90	TRAN-R2	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

DPR-0363	Iport Rolleston Holdings Ltd	FS001	TRAN-R2	Support in Part	Amend submission point.
DPR-0374	Rolleston Industrial Holdings Ltd	96	TRAN-R2	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0375	Waka Kotahi	43	TRAN-R2	Oppose in Part	Amend rule to improve clarification as to what constitutes a new land transport corridor and those requirements for when a new corridor connects to a State Highway.  It is also sought that an advisory note is included which specifies that advice should be sought from Waka Kotahi and approval provided to ensure that any new transport corridor that connects with a State Highway satisfy the design and operational requirements
DPR-0358	Rolleston West Residential Ltd	FS061	TRAN-R2	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS061	TRAN-R2	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS061	TRAN-R2	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS061	TRAN-R2	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	98	TRAN-R2	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0384	Rolleston Industrial Developments Ltd		TRAN-R2	Support in Part	Amend submission point.
DPR-0414	Kainga Ora	20	TRAN-R2	Oppose	Amend activity status as follows, with the subsequent

					deletion of the balance of the rules as notified:  Activity status: <del>PER</del> <u>DIS</u> 1. The creation of a new land transport corridor.
DPR-0157	Kevin and Bonnie Williams	FS112	TRAN-R2	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS290	TRAN-R2	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS072	TRAN-R2	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS098	TRAN-R2	Oppose in Part	Reject submission
DPR-0492	Kevler Development Ltd	FS494	TRAN-R2	Oppose in Part	Reject submission
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS092	TRAN-R2	Oppose in Part	Reject submission
DPR-0358	Rolleston West Residential Ltd	FS062	TRAN-R2	Oppose	Reject submission
DPR-0363	Iport Rolleston Holdings Ltd	FS062	TRAN-R2	Oppose	Reject
DPR-0374	Rolleston Industrial Holdings Ltd	FS062	TRAN-R2	Oppose	Reject
DPR-0384	Rolleston Industrial Developments Ltd	FS062	TRAN-R2	Oppose	Reject
<b>TRAN-R3</b>					
DPR-0358	Rolleston West Residential Ltd	92	TRAN-R3	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	91	TRAN-R3	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

DPR-0374	Rolleston Industrial Holdings Ltd	97	TRAN-R3	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0375	Waka Kotahi	44	TRAN-R3	Support in Part	Amend rule to include requirements for when new transport infrastructure connects to a State Highway.  It is also sought that an advisory note is included which specifies that advice should be sought from Waka Kotahi when it is proposed to undertake works associated with land transport infrastructure adjacent to a State Highway.
DPR-0384	Rolleston Industrial Developments Ltd	99	TRAN-R3	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0414	Kainga Ora	21	TRAN-R3	Support in Part	Amend activity status as follows, with the subsequent deletion of the balance of the rules as notified:  Activity status: <del>PER DIS</del> 1. The creation of a new land transport corridor.
DPR-0157	Kevin and Bonnie Williams	FS113	TRAN-R3	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS291	TRAN-R3	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS073	TRAN-R3	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS099	TRAN-R3	Oppose in Part	Reject submission
DPR-0492	Kevler Development Ltd	FS495	TRAN-R3	Oppose in Part	Reject submission
DPR-0493	Gallina Nominees Ltd	FS093	TRAN-R3	Oppose in Part	Reject submission

	<i>&amp; Heinz-Wattie Ltd Pension Plan</i>				
<i>DPR-0358</i>	<i>Rolleston West Residential Ltd</i>	<i>FS063</i>	<i>TRAN-R3</i>	<i>Oppose</i>	<i>Reject submission</i>
<i>DPR-0363</i>	<i>Iport Rolleston Holdings Ltd</i>	<i>FS063</i>	<i>TRAN-R3</i>	<i>Oppose</i>	<i>Reject</i>
<i>DPR-0374</i>	<i>Rolleston Industrial Holdings Ltd</i>	<i>FS063</i>	<i>TRAN-R3</i>	<i>Oppose</i>	<i>Reject</i>
<i>DPR-0384</i>	<i>Rolleston Industrial Developments Ltd</i>	<i>FS063</i>	<i>TRAN-R3</i>	<i>Oppose</i>	<i>Reject</i>

### **Analysis**

#### *TRAN-R1 Works and activities in a land transport corridor*

11.13. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>84</sup> are requesting a change to TRAN-R1 on the basis that the wording is not clear enough that this rule should cover work undertaken by a private landowner or contractor.

11.14. I agree that this change is appropriate and adds clarity (noting that a corridor access request will be required for any private works in the roading corridor). I therefore recommend the submission point be accepted.

11.15. NZTA<sup>85</sup> are seeking that the rule is considered further against the associated rule requirements and that necessary exclusions are put in place for State Highways, with a note recognising that works may be permitted through a designation. I recommend this submission point be accepted in part for the following reasons:

11.15.1. I agree that an additional line in the 'Note for Plan Users' at the beginning of the chapter would be useful, alerting plan users to the existence of designations for State Highways.

11.15.2. The generality of NZTA's other relief makes it difficult to know exactly what exclusions would be appropriate and why they are needed. The majority of works of a routine nature would be covered by the terms of the designations that exist for most State Highways. I am unsure why the State Highway network would need specific exemptions which would apply to the road network in general.

11.16. I recommend all other submission points (Orion<sup>86</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending above.

<sup>84</sup> DPR-0358:90, 0363:89, 0374:95, 0384:97

<sup>85</sup> DPR-0375:42

<sup>86</sup> DPR-0367:27

*TRAN-R2 Creation of a new land transport corridor/TRAN-R3 Land transport infrastructure not within a land transport corridor*

11.17. Porters Alpine Resort<sup>87</sup> wish to see an exemption in TRAN-R2 to the requirement for a resource consent as a discretionary activity for the creation of a new land corridor. The area is subject to approved Plan Change 25 (SKIZ in the Proposed Plan) which already assessed the appropriateness of new roads within an outstanding natural landscape area. I note that any subdivision in SKIZ, including the creation of new roads, will be subject to a comprehensive set of criteria and associated assessment matters as set out in SUB-R7. To avoid having to re-litigate the issue through TRAN-R2, I recommend this point be accepted and an exemption to the terms of TRAN-R2 be given to the creation of new land transport infrastructure corridors in SKIZ.

11.18. Kainga Ora<sup>88</sup> opposes the permitted status in TRAN-R2 for the creation of new land transport corridors on the basis that the nature of these works are significant and needs to be considered through the resource consent process. They note that the notice of requirement and designation process exists to establish new land transport corridors. Kainga Ora<sup>89</sup> also oppose TRAN-R3 for the same reason as TRAN-R2,

11.19. I recommend that this point be accepted in part for the following reasons:

11.19.1. Designations are not used for local roads in Selwyn. The approach taken in the Operative and Proposed Plan is for roads to be considered a utility over the underlying zoning. The scope of this rule is intended to apply to the creation of a new road or rail corridor (as defined Section 2 RMA) although the designation process is available to any requiring authority who wishes to use it (and it is used by NZTA for the State Highway network) and KiwiRail for the South Island Main Trunk Railway). The Plan Review process found that this process is working well but the PDP should provide more clarity on what qualifies as a permitted activity in respect to land transport activities.

11.19.2. Considering this, I believe it is unduly onerous to require that every new land transport corridor be required to get resource consent as a discretionary activity. This would apply to roads at any scale, including local roads within subdivision and outline development plan areas as well as larger projects.

11.19.3. I agree that, taken in isolation, TRAN-R2 would not be sufficient to regulate effects from land transport activities. However there are a number of other rules that apply:

11.19.3.1. SUB-R13 addresses the creation of access to subdivision as a controlled activity (providing rule requirements are met). In many cases, TRAN-R2 would need to be considered in concert with SUB-R13 as a land transport corridor created by subdivision. Making a TRAN-R2 a blanket discretionary activity would be inconsistent with the approach and activity status in SUB-R13.

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<sup>87</sup> DPR-0345:17

<sup>88</sup> DPR-414:020

<sup>89</sup> DPR-414:021

11.19.3.2. TRAN-R2 concerns the principle of the formation of a land transport corridor in a particular location. TRAN-R1 regulates the works taking place in that corridor. Taken together, I consider that they are sufficient to ensure effects are appropriately managed. I do agree that there may be an omission on location specific matters that should be considered when forming a new land transport corridor which is natural character setbacks (TRAN-REQ27). This is considered under TRAN-R1 but is arguably more important in TRAN-R2 when determining the establishment of new corridors. I therefore recommend this be added to the rule requirements applicable to TRAN-R2.

11.19.4. In terms of TRAN-R3, I consider the list of rule requirements is sufficiently comprehensive and I do not believe the activity status should be changed from permitted.

11.20. NZTA<sup>90</sup> consider that there needs to be clarification in TRAN-R2 and TRAN-R3 to define the involvement of NZTA when it is proposed to establish a new land transport corridor which connects to a State Highway and to consider the parameters of this rule and whether it also applies to widening. I recommend this point be accepted in part for the following reasons:

11.20.1. I agree with NZTA that it is not clear how expansions to existing land transport corridors would be addressed (for example widening a corridor or extending its route) in TRAN-R2. I therefore recommend that the wording of the rule be amended to include expansion.

11.20.2. In terms of defining the involvement NZTA, in addition to any requirements in the PDP and the need to consult the Agency, NZTA has various responsibilities and powers under the Government Roadway Powers Act 1989 regarding access arrangements. I do not consider that the rule needs to be redrafted but a note would be appropriate, signposting the requirement to seek advice from NZTA in order to connect to the State Highway network. This could be in the note at the beginning of the rules section and is consistent with advice elsewhere in the Chapter.

### 11.3. Transport Rules TRAN-R4 – TRAN-R6

11.21. Nineteen submissions and four further submissions were made on rules TRAN-R4 to TRAN-R6

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-R4</b>					
DPR 0346	- Ceres Professional Trustee Company Ltd & Sally Jean Tot	11	TRAN-R4	Oppose in Part	Amend as follows:  GRUZ ( <u>excluding GRUZ-PRC1</u> )  Activity status: PER  1. The establishment of a vehicle crossing...

<sup>90</sup> DPR-0375:43, 0375:44



					<p>CMUZ, GIZ, PORTZ, KNOZ, RESZ, <u>GRUZ-PREC1</u></p> <p>Activity status: PER</p> <p>5. The establishment of a vehicle crossing</p> <p>Where:</p> <p>....</p> <p>b. provides shared access to sites which cumulatively generate no more than 250vm/d.; <u>or</u></p> <p><u>c. is located in GRUZ-PREC1 and generates no more than 250vm/d</u></p>
DPR-0157	Kevin and Bonnie Williams	FS015	TRAN-R4	Support in Part	<p><i>The decision affecting rezoning including zone provisions, any access and the general layout of the proposed Rural Industrial Precinct should ensure that development of the site is appropriate and will integrate with the future proposed development of our land in Marshs Road being proposed for GIZ through Submission 157.</i></p>
DPR-0394	McMillan Civil Ltd	FS011	TRAN-R4	Support	<p><i>Re-zone the land identified in DPR-0346 and DPR-0394 in order to provide for the efficient operation of various business activity which supports rural land use activity.</i></p>
DPR 0358	- Rolleston West Residential Limited	94	TRAN-R4	Support in Part	<p>Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.</p>
DPR 0363	- Iport Rolleston Holdings Ltd	93	TRAN-R4	Support in Part	<p>Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.</p>

DPR 0367	- Orion	28	TRAN-R4	Support	Retain as notified
DPR-0407	Royal Forest and Bird	FS597	TRAN-R4	Oppose	<i>Reject aspects of the submission which do not directly relate to electricity lines and services as critical infrastructure.</i>
DPR 0374	- Rolleston Industrial Holdings Ltd	99	TRAN-R4	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	- Waka Kotahi	45	TRAN-R4	Support in Part	Amend rule to ensure plan users can easily and correctly ascertain when it is permitted, or otherwise, to establish a vehicle crossing along a state highway.
DPR 0384	- Rolleston Industrial Developments Ltd	101	TRAN-R4	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-R5</b>					
DPR 0358	- Rolleston West Residential Limited	95	TRAN-R5	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	- Iport Rolleston Holdings Ltd	94	TRAN-R5	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0367	- Orion	29	TRAN-R5	Support	Retain as notified
DPR-0407	Royal Forest and Bird	FS598	TRAN-R5	Oppose	<i>Reject aspects of the submission which do not directly relate to electricity lines and services as critical infrastructure.</i>

DPR 0374	-	Rolleston Industrial Holdings Ltd	100	TRAN-R5	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	-	Waka Kotahi	46	TRAN-R5	Support in Part	Amend rule to include reference to TRAN-REQ-4.
DPR 0384	-	Rolleston Industrial Developments Ltd	102	TRAN-R5	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-R6</b>						
DPR 0358	-	Rolleston West Residential Limited	96	TRAN-R6	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	-	Iport Rolleston Holdings Ltd	95	TRAN-R6	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374	-	Rolleston Industrial Holdings Ltd	101	TRAN-R6	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	-	Waka Kotahi	47	TRAN-R6	Support	Retain as notified.
DPR 0384	-	Rolleston Industrial Developments Ltd	103	TRAN-R6	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0458	-	Midland Port, Lyttelton Port Company Ltd	48	TRAN-R6	Support	Not specifically stated

## ***Analysis***

### ***TRAN-R4 Vehicle crossings***

11.22. Ceres Professional Trustee Company Ltd and Sally Jean Tothill<sup>91</sup> seek that a higher number of vehicle movements per day should apply (compared to that for GRUZ in TRAN-R4 (1)(b)(iii)) in the (proposed by the submitter) Rural Service Precinct. The Rural Service Precinct as proposed is located adjacent to the grade separated intersection with Shands Road and the Christchurch Southern Motorway. This change would increase permitted vehicle movements in TRAN-R4 from 40 vm/d in GRUZ to 250 vm/d within the proposed Precinct. Abley consider that this could be an appropriate threshold if the principle of more intensive activity is accepted in this Precinct. Given the creation of a new Rural Service Precinct will be heard as part of the GRUZ hearing, it is recommended that commissioners reserve their decision on these provisions until after the GRUZ hearing (DPR-0346:002 – 010).

11.23. NZTA<sup>92</sup> submit that there appears to be confusion between this rule and TRAN-REQ4 and when access to the State Highway is permitted and request this be clarified. Vehicle crossings onto a State Highway will always require a resource consent with notification limited to NZTA under TRAN-REQ4 which must be read alongside TRAN-R4 (TRAN-REQ4 is a rule requirement applicable to both TRAN-R4.1 and TRAN-R4.5). Whilst it may be more visible to have this requirement in the body of the rule, it could have the effect of making the rule appear cluttered and harder to follow that simply referencing it in the rule requirement. I therefore recommend this submission point be rejected.

11.24. I recommend all other submission points (Orion<sup>93</sup>) on this provision seeking that it be retained as notified be accepted.

### ***TRAN-R5 Vehicle accessways***

11.25. NZTA<sup>94</sup> are seeking a change to TRAN-R5 to link more clearly to TRAN-REQ4, which includes connections to State Highways, to enable a clear understanding of the requirements to connect to State Highways. I do not believe this is necessary as the 'vehicle crossing' requirements are dealt with separately and this is where access to the State Highway will occur.

11.26. I recommend all other submission points (Orion<sup>95</sup>) on this provision seeking that it be retained as notified be accepted.

### ***TRAN-R6 Parking, manoeuvring and loading areas***

11.27. No amendments were sought to this rule. I therefore recommend all submission points (NZTA, Midland Port, Lyttelton Port Company Ltd<sup>96</sup>) on this provision seeking that it be retained as notified be accepted.

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<sup>91</sup> DPR-0346-011

<sup>92</sup> DPR-0375:045

<sup>93</sup> DPR-0367:28

<sup>94</sup> DPR-0375:46

<sup>95</sup> DPR-0367:29

<sup>96</sup> DPR-0375:47, 0458:48

## 11.4. Transport Rules TRAN-R7 – TRAN-R9

11.28. Forty submissions and approximately 56 further submissions were made on rules TRAN-R7 to TRAN-R9

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-R7</b>					
DPR 0212	- Ellesmere Sustainable Agriculture Incorporated	14	TRAN-R7	Oppose in Part	<p>Amend TRAN-R7 so that rural vehicle movements are only restricted in accessing State Highway, arterial and unformed roads.</p> <p>Or, alternatively</p> <p>Amend TRAN-TABLE1 – Maximum Type and Number of Vehicle Movements to read:</p> <p>Road formation type: Formed, sealed, and maintained by SDC / Activity: Any activity accessing a State Highway and ....</p> <p>Road formation type: Formed, sealed, and maintained by SDC / Activity: <u>Any activity accessing an arterial roads /</u> Maximum vehicle movement: <u>55 ecm/d per site (averaged over any one-week period)</u> ....</p> <p>Road formation type: Formed, sealed, and maintained by SDC / Activity: Any activity accessing a local and collector Roads / Maximum vehicle movement: <u>70-60</u> ecm/d per site (averaged over any one-week period) ....</p> <p>Road formation type: Unformed and/or not maintained by SDC / Activity: Any activity with individual property access / Maximum vehicle movement: <u>1-25</u> ecm/d per site ....</p> <p>Road formation type: Formed, unsealed, and maintained by SDC / Activity: Any activity /</p>

					Maximum vehicle movement: <del>70-60</del> ecm/d per site (averaged over any one-week period) .... Refer to original submission for full decision requested
DPR-0215	Winstone Aggregates	FS016	TRAN-R7	Support	Accept
DPR-0372	Dairy Holdings Ltd	FS014	TRAN-R7	Support	Accept if preferred relief not granted.
DPR - 0346	Ceres Professional Trustee Company Ltd and Sally Jean Tothill	12	TRAN-R7	Oppose in Part	Amend as follows:  GRUZ ( <u>excluding GRUZ-PREC1</u> )  Activity status: PER  1. Vehicle movements associated with any activity.  ....
DPR-0157	Kevin and Bonnie Williams	FS016	TRAN-R7	Support in Part	The decision affecting rezoning including zone provisions, any access and the general layout of the proposed Rural Industrial Precinct should ensure that development of the site is appropriate and will integrate with the future proposed development of our land in Marshs Road being proposed for GIZ through Submission 157.
DPR - 0353	Horticulture NZ	102	TRAN-R7	Oppose	Amend to add to each activity in TRAN-TABLE1:  <u>excluding normal rural production activities.</u>
DPR-0372	Dairy Holdings Ltd	FS037	TRAN-R7	Support	Accept
DPR-0388	Craigmore Farming Services Ltd	FS007	TRAN-R7	Support	Accept
DPR - 0358	Rolleston West Residential Ltd	97	TRAN-R7	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

DPR 0363	- Iport Rolleston Holdings Ltd	96	TRAN-R7	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0367	- Orion	30	TRAN-R7	Support	Retain as notified.
DPR-0407	Royal Forest and Bird	FS599	TRAN-R7	Oppose	<i>Reject aspects of the submission which do not directly relate to electricity lines and services as critical infrastructure.</i>
DPR 0374	- Rolleston Industrial Holdings Ltd	102	TRAN-R7	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	- Waka Kotahi	48	TRAN-R7	Support in Part	Amend rule to both improve clarity and ensure due consideration is given by Waka Kotahi to those proposed activities accessing a state highway.
DPR 0384	- Rolleston Industrial Development Ltd	104	TRAN-R7	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0422	- Federated Farmers	116	TRAN-R7	Oppose	Amend TRAN-TABLE1 – Maximum Type and Number of Vehicle Movements as follows:  Road formation type: Formed sealed and maintained by SDC:  Activity: Any activity accessing a State Highway and arterial roads....  Activity: <u>Any activity accessing an arterial road</u> Maximum vehicle movement <u>55 ecm/d per site (averaged over any one-week period)</u>  ....

					<p>Road formation type: Unformed and/or not maintained by SDC:</p> <p>Activity: Any activity with individual property access Maximum vehicle movement <del>15-25</del> ecm/d per site</p> <p>....</p> <p>Road formation type: Formed, unsealed, and maintained by SDC</p> <p>Activity: Any activity Maximum vehicle movement <del>60-70</del> ecm/d per site (averaged over any one-week period)</p>
<b>TRAN-R8</b>					
DPR-0372	Dairy Holdings Ltd	FS058	TRAN-R8	Support in Part	Accept if preferred relief not granted.
DPR 0032	Christchurch City Council	12	TRAN-R8	Support in Part	Amend relevant rules to include reference to guidelines for the preparation of an ITA.
DPR-0432	Birchs Village Ltd	FS012	TRAN-R8	Oppose in Part	Reject submission
DPR-0378	Ministry of Education	FS013	TRAN-R8	Support	Accept- amend relevant rules to include reference to guidelines for the preparation of an ITA.
DPR-0363	IPort Rolleston Holdings Ltd	FS064	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS064	TRAN-R8	Support	Adopt
DPR-0358	Rolleston West Residential Ltd	FS064	TRAN-R8	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS064	TRAN-R8	Support	Adopt
DPR-0580	Kersey Park Ltd	FS013	TRAN-R8	Oppose in Part	Reject submission in part
DPR-0157	Kevin and Bonnie Williams	FS035	TRAN-R8	Oppose	Reject submission with respect to SD (Strategic Directions), UG (Urban Growth) and TRAN (Transport) and any other matters not consistent with or



					<i>with implications for the our submission (157)</i>
DPR-0209	Manmeet Singh	FS013	TRAN-R8	Oppose	Reject submission with respect to SD, UG and TRAN.
DPR - 0298	Trices Road Re-zoning Group	FS012	TRAN-R8	Oppose	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS015	TRAN-R8	Oppose	Reject submission with respect to SD, UG an TRAN.
DPR - 0068	Metroport Christchurch	12	TRAN-R8	Oppose	Amend to clarify that expansion does not include existing GFA.
DPR-0358	Rolleston West Residential Ltd	FS065	TRAN-R8	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS065	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS065	TRAN-R8	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS065	TRAN-R8	Support	Adopt
DPR - 0145	Bunnings Group Ltd	2	TRAN-R8	Support in Part	Amend to provide a separate category for Trade Retail and Trade Supply Activities within the Activity Column of TRAN-TABLE 2 – HTGA threshold and ITA requirements, and require a basic ITA be required for such activities.
DPR-0358	Rolleston West Residential Ltd	FS066	TRAN-R8	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS066	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS066	TRAN-R8	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS066	TRAN-R8	Support	Adopt
DPR-0453	Midland Port, Lyttelton Port Company Ltd	FS007	TRAN-R8	Oppose	Reject
DPR - 0192	Merf Ag Services Ltd and Matthew Reed	7	TRAN-R8	Oppose	Exempt activities from the requirements of TRAN-R8 High Traffic Generators, where an Integrated Traffic Assessment has previously been submitted for the proposed activity e.g. at

					the time of subdivision or as part of a rezoning request.
DPR-0358	Rolleston West Residential Ltd	FS067	TRAN-R8	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS067	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS067	TRAN-R8	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS067	TRAN-R8	Support	Adopt
DPR 0212	- Ellesmere Sustainable Agriculture Incorporated	15	TRAN-R8	Support	Retain as notified.
DPR 0212	- Ellesmere Sustainable Agriculture Incorporated	16	TRAN-R8	Support	Retain TRAN-TABLE2 as notified.
DPR 0345	- Porters Alpine Resort	36	TRAN-R8	Oppose	<p>Either: Delete the requirement entirely and rely on TRAN-R8 High trip generating activities which will trigger a requirement for an Integrated Transport Assessment in accordance with the thresholds identified in that rule; Or Amend SKI-REQ4.1 to read as follows:</p> <p>1. <del>Construction of Earthwork activities in the Crystal Basin</del> <u>or for buildings which either individually or in combination, increase the visitor accommodation capacity to 1,000 or more guests in the Village Base Sub-Area or for the establishment of skiable terrain in the Crystal Basin Sub Area shall only commence on: ...</u></p>
DPR-0407	Royal Forest and Bird	FS821	TRAN-R8	Oppose	Reject
DPR 0358	- Rolleston West Residential Ltd	98	TRAN-R8		Delete as notified
DPR-0378	Ministry of Education	FS014	TRAN-R8	Oppose	Reject

DPR 0359	- Fire and Emergency NZ	34	TRAN-R8	Support	Retain as notified
DPR 0370	- Fonterra	34	TRAN-R8	Oppose	Amend as follows: All Zones ( <u>excluding DPZ</u> )
DPR-0209	Manmeet Singh	FS766	TRAN-R8	Oppose in Part	Reject submission in part
DPR 0375	- Waka Kotahi	49	TRAN-R8	Support in Part	Amend rule to ensure the types of activities, including number of vehicle movements, is appropriate and that the requirement of ITA's is appropriate.
DPR-0358	Rolleston West Residential Ltd	FS068	TRAN-R8	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS068	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS068	TRAN-R8	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS068	TRAN-R8	Support	Adopt
DPR 0378	- Ministry of Education	10	TRAN-R8	Support in Part	Amend TRAN-TABLE2 to insert the words <u>more than</u> before each of the numbers shown on the rows for Education - Preschool, Education - Schools, and Education - Tertiary
DPR 0409	- Hughes Development Ltd	34	TRAN-R8	Oppose	Delete as notified
DPR 0409	- Hughes Development Ltd	35	TRAN-R8	Oppose	Delete TRAN-TABLE2 as notified.
DPR 0414	- Kainga Ora	22	TRAN-R8	Support in Part	Amend TRAN-TABLE2 to remove 'Residential' and its associated provisions.
DPR-0157	Kevin and Bonnie Williams	FS114	TRAN-R8	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS292	TRAN-R8	Oppose in Part	Reject submission in part
DPR 0298	- Trices Road Re-zoning Group	FS074	TRAN-R8	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS100	TRAN-R8	Oppose in Part	Reject submission
DPR-0492	Kevler Development Ltd	FS496	TRAN-R8	Oppose in Part	Reject in part

DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS094	TRAN-R8	Oppose in Part	Reject in part
DPR-0358	Rolleston West Residential Ltd	FS069	TRAN-R8	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS069	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS069	TRAN-R8	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS069	TRAN-R8	Support	Adopt
DPR - 0415	Fulton Hogan Ltd	19	TRAN-R8	Support	Retain TRAN-R8 as notified.
DPR-0358	Rolleston West Residential Ltd	FS070	TRAN-R8	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS070	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS070	TRAN-R8	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS070	TRAN-R8	Support	Adopt
DPR - 0415	Fulton Hogan Ltd	20	TRAN-R8	Support	Retain TRAN-TABLE2 as notified
DPR-0358	Rolleston West Residential Ltd	FS071	TRAN-R8	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS071	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS071	TRAN-R8	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS071	TRAN-R8	Support	Adopt
DPR - 0420	Synlait Milk Ltd	5	TRAN-R8	Oppose	Amend to exclude the DPZ.
DPR - 0422	Federated Farmers	117	TRAN-R8	Support	Retain as notified
DPR - 0424	Retirement Villages Association of New Zealand Incorporated	42	TRAN-R8	Oppose	Amend TRAN-R8 and TRAN-TABLE2 to exclude retirement villages. Requests that retirement villages are explicitly excluded from the

					definition of high trip generating activities.
DPR-0217	Summerset Villages Ltd	FS006	TRAN-R8	Support	Accept the submission
DPR 0425	Ryman Healthcare Ltd	42	TRAN-R8	Oppose	Amend TRAN-R8 and TRAN-TABLE2 to exclude retirement villages. Requests that retirement villages are explicitly excluded from the definition of high trip generating activities.
DPR-0378	Ministry of Education	FS016	TRAN-R8	Oppose	Reject
DPR 0453	Midland Port, Lyttelton Port Company Ltd	47	TRAN-R8	Support in Part	Clarify and amend TRAN-TABLE2 to explicitly exclude existing lawfully established or consented development from the threshold requirements.
DPR-0358	Rolleston West Residential Ltd	FS072	TRAN-R8	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS072	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS072	TRAN-R8	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS072	TRAN-R8	Support	Adopt
DPR 0456	Four Stars Development & Gould Developments Ltd	17	TRAN-R8	Oppose	Amend as follows:  Activity Status: PER  1. The establishment of a new, or expansion of an existing activity listed in TRAN-TABLE2 <u>except that an ITA is not required if the Site of the activity was established by a Plan Change for which an ITA was completed or the activity is within an ODP/DEV plan area.</u>  ....
DPR-0358	Rolleston West Residential Ltd	FS073	TRAN-R8	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS073	TRAN-R8	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS073	TRAN-R8	Support	Adopt

DPR-0384	Rolleston Industrial Developments Ltd	FS073	TRAN-R8	Support	Adopt
<b>TRAN-R9</b>					
DPR 0358	- Rolleston West Residential Ltd	99	TRAN-R9	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	- Iport Rolleston Holdings Ltd	98	TRAN-R9	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0367	- Orion	31	TRAN-R9	Support in Part	Amend as follows:  1. The establishment of a new, or expansion of an existing structure, or the planting of a tree, <u>except for the upgrade of existing utility poles.</u>
DPR-0407	Royal Forest and Bird	FS600	TRAN-R9	Oppose	Reject aspects of the submission which do not directly relate to electricity lines and services as critical infrastructure.
DPR 0374	- Rolleston Industrial Holdings Ltd	104	TRAN-R9	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0384	- Rolleston Industrial Developments Ltd	106	TRAN-R9	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0414	- Kainga Ora	23	TRAN-R9	Support in Part	Amend provision to add new permitted activity criteria so new structures do not block sightlines from existing vehicle crossings.

DPR-0157	Kevin and Bonnie Williams	FS115	TRAN-R9	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS293	TRAN-R9	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS075	TRAN-R9	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS109	TRAN-R9	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS506	TRAN-R9	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS104	TRAN-R9	Oppose in Part	Reject in Part
DPR - 0458	KiwiRail	35	TRAN-R9	Support in Part	<p>Amend as follows:</p> <p>Matters for discretion:</p> <p>3. The exercise of discretion in relation to TRAN-R9.2 is restricted to the following matters:</p> <p>...</p> <p>c. TRAN-MAT1.4 The outcome of any consultation with KiwiRail</p> <p>Notification:</p> <p>4. Any application arising from TRAN-R9.2 shall not be subject to public notification <u>or limited-notification unless KiwiRail is determined to be an affected person in accordance with section 95B of the Resource Management Act 1991 or Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.</u>"</p>

## Analysis

### *TRAN-R7 Rural vehicle movements and associated parking*

11.29. Ceres Professional Trustee Company Ltd and Sally Jean Tothill<sup>97</sup> seek an exemption from this rural for the Proposed Rural Services Precinct. As stated, it is recommended that commissioners reserve their decision on these provisions until after the GRUZ hearing (DPR-0346:002 – 010).

11.30. ESAI<sup>98</sup> and Federated Farmers<sup>99</sup> question the usefulness of this rule and are seeking changes to TRAN-R7 (TRAN-TABLE1 Maximum type and number of vehicle movements) on the basis that, in their opinion, the vehicle movements per site are too low for farming operations, particularly in relation to State Highways and arterial roads. ESAI seek that TRAN-R7 is amended so that rural vehicle movements are only restricted in accessing State Highway, arterial and unformed roads. Both submitters propose higher thresholds for rural vehicle movements applicable to different categories of road.

11.31. HortNZ<sup>100</sup> are seeking that the rule does not apply to normal rural production activities to enable such production in GRUZ.

11.32. I recommend that ESAI and Federated Farmers submission points be accepted in part for the following reasons:

11.32.1. The rural vehicle movement thresholds, which are a rollover from the Operative District Plan, are primarily designed to manage rural amenity of the surrounding environment. It is recognised that in the rural area, vehicle movements tied to typical rural production activities are unlikely to give rise to adverse effects, however more intense activities such as larger rural industries, intensive farming and large scale mineral extraction activities may generate significantly larger volumes. Given the size and scale of some rural industry and mineral extraction activities, it is likely that managing transport movements to and from the site will form part of a resource consent triggered by another rule in the plan where they will be assessed as full discretionary activities. On the other hand, some activities such as intensive farming may otherwise be permitted with the exception of this rule.

11.32.2. Equivalent vehicle movements per day are defined in the PDP as:

11.32.2.1. one car to and from the property (2 ecm – ‘equivalent car movement’),

11.32.2.2. one truck to and from the property (6 ecm) and

11.32.2.3. one truck and trailer to and from the property (12 ecm).

11.32.3. This is averaged over a week. So by way of an example, 25 truck and trailer movements a week from a rural packhouse facility would average out at 43 ecm/d ( $25 \times 12 = 300$ .  $300 / 7 = 43$ ). This would comply with the standard for sealed and unsealed roads local and

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<sup>97</sup> DPR-0346-012

<sup>98</sup> DPR-0212:014

<sup>99</sup> DPR-0422:116

<sup>100</sup> DPR-0353:102



collector roads maintained by Selwyn District Council but not arterial roads and State Highways.

11.32.4. To ensure consistency with NZTA's planning policy manual, I recommended a change from 12 ecm to 10 ecm for truck and trailer movements (refer to the 'definitions' section of this report).

11.32.5. As stated, most normal rural production activities should be able to comply with these figures, noting that the figures are an average over seven days which includes weekends. This would allow more intense movements to take place over part of the week with lesser traffic flows on other days.

11.32.6. Abley have recommended that the thresholds are reviewed to ensure that they are realistic to comply with. Taking into account this and the submitters relief sought, I recommend the following changes:

11.32.6.1. Deleting the standard for State Highway and arterial roads 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 these roads (both from users and properties fronting them) compared with local and collector roads. The safety implications of accessing a State Highway and arterial road are dealt with in other rules in the Plan.

11.32.6.2. Unformed (paper) roads and roads that are not maintained by Council which typically carry very low traffic volumes and support access to a limited number of properties. I agree with submitters' suggestion that the threshold could reasonably be raised to 25 ecm/d in this instance.

11.32.6.3. I do not agree that any threshold should be above 60 ecm/d. Currently this allows 35 truck and trailer, 70 trucks, or 230 car movements over a week. With the change to the definition as proposed above, the 35 truck and trailer movements would increase to 42. These figure are a reasonable upper ceiling.

11.21. I do not agree that TRAN-R7 should exclude primary production as requested by HortNZ. The rule is managing effects common to all activities and whilst most rural production activities are unlikely to be captured by this rule, some activities such as intensive farming could lead to traffic generation of greater intensity. It is considered that in these instances greater management of traffic movements is required. I therefore recommend this point is rejected.

11.22. I recommend all other submission points (Orion<sup>101</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes proposed above.

#### *TRAN-R8 High trip generating activities*

11.23. CCC<sup>102</sup> consider that the guidelines for the preparation of an Integrated Transport Assessment should be referred to within the relevant rules of the Plan. I also note submissions from NZTA<sup>103</sup> and

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<sup>101</sup> DPR-0367:30

<sup>102</sup> DPR-0032:012

<sup>103</sup> DPR-0375:049

Hughes Developments<sup>104</sup> that query how clear the guidance is around Integrated Transport Assessments. Hughes Developments seeks that the rule is deleted on the basis that it is unclear<sup>105</sup>. I recommend these submissions be accepted in part for the following reasons:

11.23.1. Abley discussed in *Technical memo – Transport Components Integrated Transport Assessments 2019*<sup>106</sup> whether guidance should be included in the Plan and concluded that whilst this might have merit, the industry is now familiar with the level of detail required in an integrated transport assessment. Therefore I do not consider full guidance need be included in the Plan.

11.23.2. The New Zealand Transport Agency Research Report No.422 *Integrated Transport Assessment Guidelines*, Abley et al, November 2010<sup>107</sup> is often cited by district plans as a source of information on the preparation of integrated transport assessments. Whilst this document may be updated during the life of the Plan, it provides a useful guide to practioners and I recommend that it be referenced in the Plan, preferably as a note under TRAN-R8.

11.23.3. I note some district plans provide a checklist on what should be included in a basic and full assessment (based on Appendix A of the NZTA research report). In terms of setting out more clearly what the requirements are within the rules and differentiating between the tiers, I recommend some clarifications to TRAN-MAT8 (dealt with under section 13 below).

11.23.4. Abley recommend some further amendments to TRAN-R8.3 and TRAN-R8.4 to clarify their intent which I agree with. These clarifications are made under the scope of the above submissions to improve the readability of this rule.

11.23.5. Finally, Abley also recommend the use of a flow chart to provide further clarity (which could be located in this rule). I agree and recommend the flow chart be included as TRAN-Diagram1 (consequential renumbering of other diagrams in the Transport Chapter will be required).

11.24. MetroPort Christchurch<sup>108</sup> and Midland Port, Lyttelton Port Company Ltd oppose TRAN-R8 on the basis that it is unclear whether ‘expansion’ includes any existing development in the calculation of Gross Floor Area. They oppose including existing floorspace in this calculation. I recommend these submission points are rejected. Expansion must include factoring in existing floorspace because, if it did not, an activity could continue to expand at just below the threshold without triggering the requirement for an integrated transport assessment. This would meant that the totality of transport

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<sup>104</sup> DPR-0409:034

<sup>105</sup> I also note Rolleston West Residential Ltd seeks that the rule be deleted. Relief from Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd seeking TRAN-R8 be deleted has been withdrawn.

<sup>106</sup> [https://www.selwyn.govt.nz/\\_\\_data/assets/pdf\\_file/0010/354556/Technical-memo-Transport-Components-Integrated-Transport-Assessments-25-October-2019.pdf](https://www.selwyn.govt.nz/__data/assets/pdf_file/0010/354556/Technical-memo-Transport-Components-Integrated-Transport-Assessments-25-October-2019.pdf)

<sup>107</sup> <https://www.nzta.govt.nz/assets/resources/research/reports/422/docs/422.pdf>

<sup>108</sup> DPR-0068:012, DPR-0453:047

effects arising from an activity could be cumulatively significant but not be subject to any requirements to manage these effects through an integrated transport assessment.

11.25. Bunnings Group<sup>109</sup> submit that a separate category should be provided for trade retail and trade supply activities within the activity column of TRAN-TABLE2 and require a basic integrated transport assessment. I recommend this point be accepted in part for the following reasons:

11.25.1. Abley have reviewed this approach against the Christchurch District Plan and Draft Timaru District Plan and note that trade retail and trade supply activities are excluded from retail categories but are not listed as a separate activity. They are instead captured by 'all other activities' based on peak hour trip generation.

11.25.2. Abley recommend a similar approach for Selwyn and also consider that they should be subject to both basic and full transport assessments (not just basic as requested by the submitter).

11.25.3. I agree with Abley's assessment that TRAN-R8 should be amended to exclude trade retail and trade supply activities from the retail category. These activities would then default to the 'all other activity' category subject to both a basic or full assessment.

11.26. Merf Ag Services Ltd and Matthew Reed<sup>110</sup> and Four Star Development and Gould Developments Ltd seek an exemption from the requirements of TRAN-R8 where an integrated transport assessment has previously been submitted for the proposed activity (e.g. as part of a subdivision proposal or rezoning request). I recommend this be accepted in part for the following reasons:

11.26.1. Abley considered this in 'Technical memo – Transport Components Integrated Transport Assessments'<sup>111</sup> and concluded that this would be inappropriate for rezoning requests as these can cover a large area of land and not each site use which will not have been defined at that stage. On the other hand an exclusion where an assessment has previously been undertaken as part of a resource consent was contemplated. There is a similar provision in the Christchurch District Plan which relates to resource consents but not plan changes:

*"If an Integrated Transport Assessment has already been approved for the site as part of a granted resource consent, then these rules do not apply to any development that is within the scope of that Integrated Transport Assessment and in accordance with the resource consent, unless the resource consent has lapsed."*

However this does not appear to have been carried forward into the notified plan package.

11.26.2. If, for example, a subdivision consent has been granted resource consent and an integrated transport assessment has been completed then, assuming the consent has not lapsed, I consider it reasonable that it remain valid for any development that is

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<sup>109</sup> DPR-0145:12

<sup>110</sup> DPR-0192:007, 0456:017

<sup>111</sup> [https://www.selwyn.govt.nz/\\_data/assets/pdf\\_file/0010/354556/Technical-memo-Transport-Components-Integrated-Transport-Assessments-25-October-2019.pdf](https://www.selwyn.govt.nz/_data/assets/pdf_file/0010/354556/Technical-memo-Transport-Components-Integrated-Transport-Assessments-25-October-2019.pdf)

proposed that was contemplated in the transport assessment. I therefore agree with the submitter that a broad exemption should be included in TRAN-R8 along the lines of that in the Christchurch District Plan.

11.27. Porters Alpine Resort<sup>112</sup> oppose SKIZ-REQ4 and request this be dealt with through relying on the requirements and thresholds in TRAN-R8. This matter is addressed in the S42a report for SKIZ under DPR-0345:037.

11.28. Fonterra and Synlait Milk Ltd<sup>113</sup> are seeking that the DPZ is excluded from this provision as it is addressed through DPZ-R3 which requires a traffic assessment prior to the issuing of a building consent for any new building and/or any addition to an existing building. I agree with both submitters that the traffic effects of development can adequately be addressed by DPZ-R3 and therefore can be exempted from the requirements of TRAN-R8. I recommend the submission points are accepted.

11.29. NZTA, Hughes Developments Ltd and Kainga Ora<sup>114</sup> are requesting that the integrated transport thresholds be reviewed with Kainga Ora seeking that residential activities be exempted and Hughes Development seeking that TRAN-TABLE2 be deleted altogether. The Retirement Villages Association of New Zealand and Ryman Healthcare Ltd<sup>115</sup> seek that TRAN-TABLE2 explicitly exclude retirement villages as high trip generating activities. Following advice from Abley, I recommend accepting these submission points in part and making the following changes:

11.29.1. Abley comment that heavy vehicle movements, currently used as a threshold alongside peak hour generation for 'all other activities', is not a useful threshold for the Selwyn District as a very large operation that would generate this level of truck movement would likely not be a permitted or restricted discretionary activity. They recommend deleting the requirement to consider heavy vehicle movements and focus only on peak hour trip generation which I accept.

11.29.2. For residential activities, Abley disagree with Kainga Ora's premise that residential activities should be excluded from the requirement for integrated transport assessments. I agree – it is illogical that residential activities, a potential large source of traffic generation, are not subject to these requirements.

11.29.3. In respect of retirement villages, Abley concur that retirement villages have a different trip generation profile to other residential activities. Based on NZ Transport Agency Research Report 453<sup>116</sup>, retirement villages appear to have units that have half the peak hour trip generation of a typical dwelling or unit. The threshold for residential units are considered to be too low to apply fairly to retirement villages and therefore should be excluded from residential activities. They would however be captured as 'all other activities' and subject to peak hour thresholds. I agree with Abley's recommendation.

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<sup>112</sup> DPR-0345:036

<sup>113</sup> DPR-0370:034, 0420:005

<sup>114</sup> DPR-0375:049, 0409:034, 0409:035, 0414:022

<sup>115</sup> DPR-0424:042, 0425:042

<sup>116</sup> <https://www.nzta.govt.nz/assets/resources/research/reports/453/docs/453.pdf>

11.30. The MOE<sup>117</sup> are seeking that TRAN-TABLE2 is amended to add the words ‘more than’ before each of the numbers that apply to educational institutes (preschools, schools and tertiary facilities). I agree with the submitter but recommend a slight rewording of TRAN-R8 (1)(a) to apply more generally to the list of activities in TRAN-TABLE2. This would apply to all the different categories in the table and is a clearer articulation of the intent of the rule. This is also consistent with Abley’s advice on making amendments to this rule. I therefore recommend accepting this submission point in part.

11.31. I recommend all other submission points (ESAI, FENZ, Fulton Hogan, Federated Farmers<sup>118</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes proposed above.

*TRAN-R9 Buildings, structures and trees near road/rail crossings*

11.32. Orion [DPR-0367:031] seeks an exception to TRAN-R9 to exempt the upgrading of utility poles from being captured by the rule. The rule is one of a safety concern, to protect sightlines. As a very specific activity, one which is commonly anticipated to be in the road reserve and the effects readily known (for instance increasing the number of cross arms or pole height) I agree with the submitter that it is reasonable to have an exemption for the upgrade of existing utility poles, providing the base footprint of the pole remains the same or similar to protect sightlines. I therefore recommend this point be accepted.

11.33. Kainga Ora<sup>119</sup> seeks an amendment to TRAN-R9 to add new permitted activity criteria so new structures do not block sightlines from existing vehicle crossings so as to maximise pedestrian and cyclist safety at level crossings.

11.34. Whilst I agree with the submitter to some extent, I do not believe a change to the permitted criteria is needed. This is because any new or expansion of an existing structure within the sightline triangle would trigger a resource consent requirement. However I do note that presently, there is actually no requirement to assess pedestrian and cyclist safety when a consent is required. I recommend an additional matter of discretion be added TRAN-MAT1.1. For this reason, I recommend the submission point is accepted in part.

11.35. KiwiRail<sup>120</sup> are seeking an amendment to TRAN-R9 to provide clarity over the matters of discretion that will be retained, to include an assessment of whether KiwiRail has been consulted and to provide clarification as to the notification status of an application.

11.36. I agree with the submitter that proposed TRAN-MAT1.4 is a relevant consideration and should be added to the rule, as any works that trigger a consent requirement have the potential to affect the rail network. For consistency sake (in terms of standard wording used elsewhere in the plan), I recommend the notification clause be amended by incorporating the matter of concern raised by Kiwirail. I therefore recommend the submission point be accepted in part.

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<sup>117</sup> DPR-0378:010

<sup>118</sup> DPR-0212:15, 0212:16, 0359:34, 0415:19, 0415:20, 0422:117

<sup>119</sup> DPR-0414:023

<sup>120</sup> DPR-0458:035

### ***Recommendations and amendments***

11.37. I recommend for the reasons given above, that the Hearings Panel make amendments to:

- a) TRAN-R1,
- b) TRAN-R2,
- c) TRAN-R4,
- d) TRAN-R7,
- e) TRAN-R8, and
- f) TRAN-R9

g) as shown in **Appendix 2** to provide better clarity and consistency and to correct errors.

11.38. It is recommended that submissions and further submissions are either accepted, accepted in part or rejected as shown in **Appendix 1**.

11.39. The s32AA evaluation is likewise undertaken in a consolidated manner below following the assessment and recommendations on submissions relating to TRAN-R2.

### ***Section 32AA evaluation***

11.4. The following points evaluate the recommended changes under Section 32AA of the RMA.

#### Effectiveness and efficiency

11.5. Amending TRAN-R2 to include a requirement to meet waterbody setbacks is a more effective and efficient means of meeting the purpose of the RMA. Natural character is a matter of national importance under RMA S6a. The CRPS also requires that natural character values are preserved and protected from inappropriate development through Objective 7.2.1. The amendment would better give effect to policy and methods in the CRPS that require district plans to give effect to this objective.

#### Costs and benefits

11.6. The benefits would be better alignment between rules in the plan and objectives and direction from higher order planning documents. It would ensure that any effects on natural character are properly evaluated through the resource consent process. The cost would be having to get resource consent if a land transport corridor is proposed within the setback from waterbodies.

#### Risk of acting or not acting

11.7. The risks would be that natural character may be compromised and higher order planning documents would not be given effect to.

#### Conclusion as to the most appropriate option

11.8. The amendments are more appropriate in achieving the purpose of the RMA and the amended rule is a more appropriate way to achieve this purpose than the notified version because it better gives effect to higher order direction and promotes and preserved protection of natural character values.

## 12. Transport Rule Requirements TRAN-REQ1 – TRAN-REQ28

### Introduction

12.21. This section contains rule requirements that are functionally similar to rules however provide more detail on performance requirements that must be satisfied in order for the activity to be permitted. They also provide a link through to other standards, diagrams and tables in the chapter. There are 28 rule requirements in total.

### 12.1. Transport Rule Requirements (General)

#### *Amend rules to restricted discretionary status*

11.33. As for the rules above, Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>121</sup> are requesting broad relief to amend consenting requirements to restricted discretionary rather than discretionary or non-complying status. The reason given by the submitters is that the effects relate to a specific attributes or effects of an activity and specific matters of discretion would provide adequate scope for assessment.

11.34. Many rules are already restricted discretionary activities in this section. In a few instances, I recommend a change to a discretionary activity status from a non-complying status or a restricted discretionary activity from a discretionary activity status. In most instances, discretionary or non-complying activity statuses are used because:

11.34.1. A number of rule requirements reference rules in other chapters. Where the rule referenced is a discretionary activity, there may be broad effects that need to be considered (for example impacts on ONL or SASM).

11.34.2. There is good reason for that activity status. In the case of a non-complying activity, it clearly signals something that is not contemplated in the PDP. In the context of the Transport Chapter, this might be a particular location where the effects of an activity are likely to be significant (for example a vehicle crossing very close to a level crossing in TRAN-REQ4.10) or where policy has signaled that effects are to be avoided on the grounds of safety (such as reversing onto the Strategic Transport Network).

#### *Insert reference to TRAN-MAT1.7 across all restricted discretionary rules*

11.35. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>122</sup> are requesting broad relief (applying across all rules and rule requirements in the transport chapter) to insert a reference to TRAN-MAT1.7 on the basis that

<sup>121</sup> DPR-0358:88, 0363:87, 0374:93, 0384:95

<sup>122</sup> DPR-0358:89, 0363:88, 0374:94, 0384:96

narrowing the scope of assessment too far (through limited matters of discretion) may mean that other pragmatic considerations are not able to be considered within the scope of discretion.

- 11.36. As for similar relief in the rules above, I recommend that this is rejected as whilst there may be some specific rule requirements where flexibility should be applied, I do not consider it appropriate that this broad matter of discretion be applied against every rule requirement that is a restricted discretionary activity.

*Non-notification clauses*

- 11.37. Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments Limited<sup>123</sup> are seeking non-notification clauses for each restricted discretionary rule requirement. A number of these rule requirements have notification clauses precluding public notification. For others it has been assessed that there is the potential for adverse effects to be potentially more than minor and other parties and, potentially the wider community, may need to be consulted. I am recommending a change however to TRAN-PEQ4.5 to be limited notification to KiwiRail (rather than unrestricted notification) given the narrow scope of this rule. Therefore I recommend these submission points are accepted in part.

- 11.38. Kainga Ora<sup>124</sup> are seeking that all transport rules are amended to preclude notification for transport infrastructure associated with residential activities. For reasons stated above, I do not consider sweeping exemptions to notification requirements to be sound planning practice as there may be occasions when residential activities (and transport infrastructure associated with it) give rise to adverse effects where parties or the community needs to be consulted. I recommend this submission point is rejected.

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<sup>123</sup> DPR-0358:400, 0363:425, 0374:471, 0384:504

<sup>124</sup> DPR-0414:32



## 12.2. Transport Rule Requirements TRAN-REQ1 – TRAN-REQ5

12.22. Approximately 37 submission points and approximately 22 further submissions were made on TRAN-REQ1 – TRAN-REQ5.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-REQ1</b>					
DPR 0269	- Heritage New Zealand Pouhere Taonga	6	TRAN-REQ1	Support	Retain as notified
DPR 0358	- Rolleston West Residential Ltd	100	TRAN-REQ1	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	- Iport Rolleston Holdings Ltd	99	TRAN-REQ1	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374	- Rolleston Industrial Holdings Ltd	105	TRAN-REQ1	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	- Waka Kotahi	50	TRAN-REQ1	Oppose	Amend this rule requirement to exclude state highway related works and reference to other rules is removed from the requirement.
DPR 0384	- Rolleston Industrial Developments Ltd	107	TRAN-REQ1	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0414	Kainga Ora	24	TRAN-REQ1	Support in Part	Amend as follows:  2. When compliance with any of TRAN-REQ1.1 is not achieved: <del>DIS</del> <u>RDIS</u>

DPR-0157	Kevin and Bonnie Williams	FS116	TRAN-REQ1	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS294	TRAN-REQ1	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS076	TRAN-REQ1	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS101	TRAN-REQ1	Oppose in Part	Reject submission
DPR-0492	Kevler Development Ltd	FS497	TRAN-REQ1	Oppose in Part	Reject submission in part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS095	TRAN-REQ1	Oppose in Part	Reject submission in part
TRAN-REQ2					
DPR - 0212	Ellesmere Sustainable Agriculture Inc.	17	TRAN-REQ2	Oppose	Amend TRAN-REQ2.10 so that it does not apply to the General Rural Zone (GRUZ)
DPR-0372	Dairy Holdings Ltd	FS015	TRAN-REQ2	Support	Accept
DPR - 0358	Rolleston West Residential Ltd	101	TRAN-REQ2	Support in Part	Amend as follows: 1. The vehicle crossing is formed: a. within a road where the posted speed limit is 60km/hr or less; <del>or and</del> b. where the site is solely used to accommodate a utility structure; or c. <u>within a road where the posted speed limit is greater than 60km/hr</u> <u>and</u> where the activities on the site(s) using the vehicle crossing generate less than 100ecmv/d.
DPR - 0358	Rolleston West Residential Ltd	102	TRAN-REQ2	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR - 0363	Iport Rolleston Holdings Ltd	100	TRAN-REQ2	Support in Part	Amend as follows: 1. The vehicle crossing is formed: a. within a road where the posted speed limit is 60km/hr or less; <del>or and</del>

					b. where the site is solely used to accommodate a utility structure; or c. <u>within a road where the posted speed limit is greater than 60km/hr and</u> where the activities on the site(s) using the vehicle crossing generate less than 100ecmv/d.
DPR 0363	- Iport Rolleston Holdings Ltd	101	TRAN-REQ2	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0367	- Orion	32	TRAN-REQ2	Support	Retain as notified.
DPR-0407	Royal Forest and Bird	FS601	TRAN-REQ2	Oppose	<i>Reject aspects of the submission which do not directly relate to electricity lines and services as critical infrastructure.</i>
DPR 0374	- Rolleston Industrial Holdings Ltd	106	TRAN-REQ2	Support in Part	Amend as follows: 1. The vehicle crossing is formed: a. within a road where the posted speed limit is 60km/hr or less; <u>or and</u> b. where the site is solely used to accommodate a utility structure; or c. <u>within a road where the posted speed limit is greater than 60km/hr and</u> where the activities on the site(s) using the vehicle crossing generate less than 100ecmv/d.
DPR 0374	- Rolleston Industrial Holdings Ltd	107	TRAN-REQ2	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	- Waka Kotahi	51	TRAN-REQ2	Support in Part	Amend rule requirement to require sites to gain access from an arterial, collector or local road rather than a state highway where alternative access is available.
DPR 0384	- Rolleston Industrial Developments Ltd	108	TRAN-REQ2	Support in Part	Amend as follows: 1. The vehicle crossing is formed:

					<p>a. within a road where the posted speed limit is 60km/hr or less; <del>or and</del></p> <p>b. where the site is solely used to accommodate a utility structure; or</p> <p>c. <u>within a road where the posted speed limit is greater than 60km/hr and</u> where the activities on the site(s) using the vehicle crossing generate less than 100ecmv/d.</p>
DPR 0384	- Rolleston Industrial Developments Ltd	109	TRAN-REQ2	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0414	- Kainga Ora	25	TRAN-REQ2	Support in Part	<p>Amend as follows:</p> <p>1. <u>Vehicle crossing access restrictions apply where t</u>The vehicle crossing is formed:</p> <p>a. within a road where the posted speed limit is <del>60</del><u>70</u>km/hr or less; and</p> <p>b. where the site is solely used to accommodate a utility structure; or</p> <p><del>c. where the activities on the site(s) using the vehicle crossing generate less than 100ecmv/d.</del></p>
DPR-0157	Kevin and Bonnie Williams	FS117	TRAN-REQ2	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS295	TRAN-REQ2	Oppose in Part	Reject submission in part
DPR 0298	- Trices Road Re-zoning Group	FS077	TRAN-REQ2	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS103	TRAN-REQ2	Oppose in Part	Reject submission
DPR-0492	Kevler Development Ltd	FS499	TRAN-REQ2	Oppose in Part	Reject submission in part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS097	TRAN-REQ2	Oppose in Part	Reject submission in part
DPR 0414	- Kainga Ora	26	TRAN-REQ2	Support in Part	Amend as follows:

					<p>10. Where a vehicle crossing is formed within an arterial road it shall comply with the following:</p> <p>a. ...</p> <p><u>c. Speed calming measures are implemented to protect pedestrian and cyclist safety.</u></p> <p>Matters for discretion</p> <p>13. The exercise of discretion in relation to TRAN-REQ2.11 is restricted to the following matters:</p> <p>a. ...</p> <p><u>d. Pedestrian and cyclist safety.</u></p>
DPR-0157	Kevin and Bonnie Williams	FS118	TRAN-REQ2	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS296	TRAN-REQ2	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS078	TRAN-REQ2	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS103	TRAN-REQ2	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS499	TRAN-REQ2	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS097	TRAN-REQ2	Oppose in Part	Reject in Part
DPR - 0422	Federated Farmers	118	TRAN-REQ2	Support in Part	<p>Delete TRAN-REQ2.10.a as follows:</p> <p>10. Where a vehicle crossing is formed within an arterial road it shall comply with the following:</p> <p><del>a. No alternative legal access is available from a collector road or local road; and ...</del></p> <p>Amend rule so that TRAN-REQ2.10.a is not a matter of compliance in the GRUZ areas and any necessary consequential amendments.</p>
DPR-0212	Ellesmere Sustainable Agriculture Incorporated	FS032	TRAN-REQ2	Support	Allow

TRAN-REQ3					
DPR 0358	- Rolleston West Residential Ltd	103	TRAN-REQ3	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	- Iport Rolleston Holdings Ltd	102	TRAN-REQ3	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374	- Rolleston Industrial Holdings Ltd	108	TRAN-REQ3	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0375	Waka Kotahi	52	TRAN-REQ3	Support in Part	Amend rule requirement to include a requirement that any site fronting on to a state highway is limited to a maximum of one vehicle crossing unless access is available from an alternative road whereby no vehicle crossing to a state highway shall be provided.
DPR 0384	- Rolleston Industrial Development Ltd	110	TRAN-REQ3	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
TRAN-REQ4					
DPR 0358	- Rolleston West Residential Ltd	104	TRAN-REQ4	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	- Iport Rolleston Holdings Ltd	103	TRAN-REQ4	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable

					identification of assessment matters.
DPR 0374	- Rolleston Industrial Holdings Ltd	109	TRAN-REQ4	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	- Waka Kotahi	53	TRAN-REQ4	Support in Part	Retain as notified subject to the following amendments:  - Section 1.b. is amended to prevent vehicle crossings within 10 metres of an intersection.  - Section 1.c. is amended to remove inconsistencies between rule references.  - Section 7 is amended to remove reference to a highway in the associated diagram.
DPR 0453	- Midland Port, Lyttelton Port Company Ltd	FS031	TRAN-REQ4		Accept
DPR 0384	- Rolleston Industrial Developments Ltd	111	TRAN-REQ4	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0458	- KiwiRail	36	TRAN-REQ4	Support in Part	Amend as follows:  6. When compliance with TRAN-REQ4.5 is not achieved: <del>DIS</del> -RDIS  <u>Matters for discretion:</u>  <u>(x). The exercise of discretion in relation to TRAN-REQ4.5 is restricted to the following matters:</u>  <u>a. TRAN-MAT1.2 Safety and efficiency</u>  <u>b. TRAN-MAT1.4 The outcome of any consultation with KiwiRail</u>  <u>c. TRAN-MAT1.7 Characteristics of the site or use</u>  <u>Notification:</u>  <u>Any application arising from TRAN-REQ4.5 shall not be subject to public notification or limited-</u>

					<u>notification unless KiwiRail is determined to be an affected person in accordance with section 95B of the Resource Management Act 1991 or Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.</u>
<b>TRAN-REQ5</b>					
DPR 0358	- Rolleston West Residential Ltd	105	TRAN-REQ5	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	- Iport Rolleston Holdings Ltd	104	TRAN-REQ5	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374	- Rolleston Industrial Holdings Ltd	110	TRAN-REQ5	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	- Waka Kotahi	54	TRAN-REQ5	Support in Part	Amend TRAN-REQ5 where appropriate to ensure: <ul style="list-style-type: none"> <li>- The diagrams for access are appropriately determined and are appropriate for intended use.</li> <li>- Section 5.b.i is amended so that it does not apply to state highways.</li> <li>- Provisions are included to direct when an intersection is required as opposed to a vehicle crossing.</li> </ul>
DPR 0384	- Rolleston Industrial Developments Ltd	112	TRAN-REQ5	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.



## Analysis

### TRAN-REQ1 Location of works

12.23. NZTA<sup>125</sup> oppose this rule as they note that they undertake works in a variety of situations, including on steep banks and it is not practical to meet the slope requirements for all land transport infrastructure (TRAN-REQ1.1). They seek an exclusion for State Highway infrastructure. The rule requirement also references other rules in the plan and this is considered unnecessary by NZTA who consider that the only reference should be through an advice note, noting that there are other provisions in the Plan that apply. I recommend that the submissions points from NZTA are accepted in part for the following reasons:

12.23.1. Under the national planning standards, rules governing transport activities that are not specific to any other chapter or special purpose zone must be located in this chapter. The transport chapter must also cross reference any related transport provisions located in a special purpose zone chapter or any other section of the plan. The provision of an advice note only would therefore be inconsistent with the national planning standards.

12.23.2. The existing Operative District Plan rule (Rule 5.1.1 in the Township Volume) is restricted to 'the forming of any road' rather than the wider definition of 'Land Transport Infrastructure' which might capture everything from street lighting to retaining walls. I agree with the submitter that it is unnecessary and onerous for infrastructure providers to have to get consent to place every bit of infrastructure on land with a slope greater than 1:6 vertical and an average slope greater than 20°. I therefore propose recommend an amendment which pares the requirement back to just the forming of any road as per the existing rule in the Operative Plan.

12.23.3. I note that for NZTA, most of these works will fall under the terms of a designation. In any case, I see no reason why the State Highway network should be excluded from the rule requirement.

12.24. Kainga Ora<sup>126</sup> are seeking the activity is amended to a restricted discretionary activity (TRAN-REQ1.2). The rule requirement mirrors the requirement in the Selwyn District Council Engineering Code of Practice (8.15.30) that no point of the kerb line should exceed 1:6. As most of the roads in the district are on land that fall considerably within the permitted standard, it is likely any consent triggered by this rule requirement would be the exception. This may raise a number of issues such as servicing, access, safety, amenity and maintenance which would be better assessed as a discretionary activity. I therefore do not recommend a change.

12.25. I recommend all other submission points (HNZPT<sup>127</sup>) on this provision seeking that it be retained as notified be accepted in part due to the change I am recommending above.

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<sup>125</sup> DPR-0375:050

<sup>126</sup> DPR-0414:024

<sup>127</sup> DPR-0269:06

*TRAN-REQ2 Vehicle crossing access restrictions*

12.26. ESAI<sup>128</sup> and Federated Farmers request that TRAN-REQ2.10 is amended to exclude GRUZ. They submit that many properties are large and it is not practical to form laneways through productive land when access could be created to an arterial road, as long as other necessary standards are met. I recommend that these submission point are rejected for the following reasons:

12.26.1. The purpose of this rule requirement is to protect the function of arterial roads, which is to move large traffic volumes around the district. It is designed to encourage landowners to consider placing buildings and new activities where new vehicle crossings are required onto local and collector roads where traffic volumes are lower and the road environment may be safer, unless there is no alternative road frontage available.

12.26.2. Whilst I agree with the submitters that where this not possible or desirable, the result could either be having to construct a longer accessway, on balance, I consider that protecting the integrity of the arterial road network is of greater importance. Where this is considered too onerous or impracticable, a resource consent can be applied for to test the merits of a departure from the rule.

12.27. NZTA<sup>129</sup> are seeking that there is a requirement to first consider access from an arterial or local road rather than a State Highway, where access to an arterial or local road is available. As a vehicle crossing on to a State Highway requires resource consent under the PDP (TRAN-REQ4), in addition to NZTA controlling access under the Roding Powers Act 1989 (for limited access roads), this would be considered as a matter of course through the consent process. I therefore recommend this submission point is rejected.

12.28. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>130</sup> seek an amendment to TRAN-REQ2.1. The submitters consider that TRAN-REQ2.1 is not clearly worded insofar as it uses the terms 'and' and 'or' and this creates uncertainty about what is required to be complied with. They consider that it is also appropriate to permit vehicle crossings on roads of 60km/hr or greater, where the site generates fewer than 100 ecmv/d. I recommend this submission point is accepted in part for the following reasons:

12.28.1. A corresponding rule in the Operative District Plan (Rule 5.3.1.4 Township Volume) present clearer wording as to the intent of this rule. For completeness the wording is:

*Rule 5.3.1. The forming of any vehicle crossing shall be a permitted activity if the following conditions are met:*

*Rule 5.3.1.4. The site does not have access directly on to a State Highway or arterial road listed in Appendix 7; unless:*

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<sup>128</sup> DPR-0212:017, 0422:118

<sup>129</sup> DPR-0375:051

<sup>130</sup> DPR-0358:101, DPR-0363:100, DPR-0384:108, DPR-0374:106

- a) *The speed limit on that part of the road to which access is gained is 70km/hr or less;  
or*
- b) *The site is used solely to house a utility structure; and*
- c) *The site generates less than 100 ecm/d.*

12.28.2. Abley advise that it is unlikely that a site used solely to house a utility structure will generate 100 ecm/d. I agree that this is indeed unlikely and recommend it is deleted.

12.28.3. Abley also question the need for a speed limit clause as speed limits in the living and business zones are unlikely to be 70km/h or greater (the rule requirement in the PDP applies to road speeds of 60km/h or less). The rule requirement does appear to have a bigger remit than the Operative Plan, applying to vehicle crossings on all road classifications, rather than just arterial roads and State Highways (which require a resource consent anyway under the PDP). Abley recommend deleting this clause as well and I agree with that recommendation.

12.28.4. Clause c, relating to the volume of permissible vehicle movements (ecm/d) is recommended to remain as a trigger to consider the safety and performance aspects of a vehicle crossing with higher traffic volumes.

~~12.29.~~ Kainga Ora<sup>131</sup> seek the deletion of TRAN-REQ2(1)(c) to reduce duplication with other standards and ensure consistency with the approach to high trip generating activities. As discussed above, Abley have recommended that this clause remain. Whilst not recommending the deletion of clause 'c', I recommend amending TRAN-MAT1.2 to TRAN-MAT1.1 (Visibility and safety of road users) as a matter for this rule requirement. This would avoid the broader requirement to assess the efficiency of land transport infrastructure (which might be expected in an ITA) whilst retaining the core requirement to review safety aspects.

12.30. Kainga Ora<sup>132</sup> have requested additional clauses in TRAN-REQ2(10) to ensure that vehicle crossing are formed on arterial roads provide measures to protect pedestrian and cyclist safety. However this rule requirement pertains to largely rural areas and special purpose zones, not urban areas. As such the road environment is likely to be open roads, with speeds over 70kmh and it would be inappropriate to require traffic calming and other such measures to protect pedestrians and cyclists as this would conflict with the primary purpose of the road. Additionally, under TRAN-MAT1 (which pertains to TRAN-REQ2.11), pedestrian and cyclist safety is a relevant matter of control and discretion. I therefore recommend this submission point is rejected.

12.31. I recommend all other submission points (Orion<sup>133</sup>) on this provision seeking that it be retained as notified be accepted in part due to the change I am recommending above.

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<sup>131</sup> DPR-0414:025

<sup>132</sup> DPR-0414:026

<sup>133</sup> DPR-0367:32

*TRAN-REQ3 Number of vehicle crossings*

12.32. NZTA<sup>134</sup> are seeking that this rule requirement is amended so that any site fronting on to a State Highway is limited to a maximum of one vehicle crossing, unless access is available from an alternative road whereby no vehicle crossing to a State Highway is provided. However there is a clause under TRAN-REQ4 that any vehicle crossing on to a State Highway requires resource consent. The merits of establishing one or more vehicle crossings on to a State Highway will therefore already be subject to the consenting process. I therefore recommend this submission point is rejected.

*TRAN-REQ4 Siting of vehicle crossings*

12.33. NZTA<sup>135</sup> are seeking several changes to TRAN-REQ4. This includes:

12.33.1. Amending clause 1(b) to prevent vehicle crossings locating within 10m of an intersection. I recommend this submission point is accepted in part. This provision is intended to prevent vehicle crossings locating within 10m of a splitter or approach island to a roundabout. TRAN-TABLE4, mandates minimum separation distances between a vehicle crossing and an intersection. Whilst changes are recommended to TRAN-TABLE4 (under the analysis of submissions on SCHED2), no separation distance is less than 10m.

12.33.2. Amending inconsistencies in clause 1(c) between rule references for TRAN-DIAGRAM2 and TRAN-TABLE5. However these have not been precisely identified by the submitter and therefore I am unable to determine what changes they are seeking. However changes are recommended to TRAN-DIAGRAM2 under the SCHED2 analysis that may satisfy this relief. I recommend this submission point is accepted in part.

12.33.3. Seeking a change related to a reference through clause 7 to remove the wording of 'highway' in TRAN-DIAGRAM 4 as the diagram applies only to arterial roads. I assume that NZTA are concerned there may be some confusion from plan readers that this references a State Highway. I address TRAN-DIAGRAM4 in under section 14 (relating to TRAN-SCHED2) of this report below.

12.34. KiwiRail<sup>136</sup> are seeking an amendment to TRAN-REQ4.5 to provide clarity over the matters that discretion will be retained over and to provide clarification as to the notification status of an application.

12.35. I recommend this submission be accepted. Whilst this rule is designed to protect both KiwiRail's assets and road users, the matters of discretion could be more narrowly defined, similar to other parts of this rule requirement. I therefore agree with the submitter that there is merit in amending the activity status to a restricted discretionary activity with KiwiRail as a notified party.

12.36. As noted earlier, Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>137</sup> are seeking greater use of restricted

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<sup>134</sup> DPR-0375:052

<sup>135</sup> DPR-0375:053

<sup>136</sup> DPR-0458:036

<sup>137</sup> DPR-0358:104, 0363:103, 0374:109, 0384:111

discretionary activities and notification clauses. I therefore recommend their relief in relation to TRAN-REQ4 is accepted in part, consistent with the above change.

12.37. No change is recommended to TRAN-REQ4 (10) which is a non-complying activity due to the constraints on this section of road, being tightly confined between a railway line and SH1.

#### *TRAN-REQ5 Vehicle crossing design and construction*

12.38. NZTA<sup>138</sup> are seeking a number of changes to TRAN-REQ5 including:

12.38.1. That Council review the diagrams for access (related to TRAN-REQ5) to determine if they are appropriate for their intended use. I have addressed this under the section for TRAN-SCHED2 where the diagrams are located.

12.38.2. Amend TRAN-REQ5 (b) (i) so that it does not apply to state highways. Abley recommend, and I agree, an exclusion for vehicle crossings on a State Highway is appropriate. Vehicle crossings on state highways will always require resource consent in any case under TRAN-REQ4. I recommend this submission point be accepted.

12.38.3. Include provisions to direct where an intersection is required rather than a vehicle crossing. Abley comment that there are several rules in the PDP where a bespoke access solution can be considered. In particular TRAN-R4 requires consent for vehicle movements over 40 vm/d in GRUZ and potentially TRAN-R7 where consent is required for over 60 ecm/d, for certain road types (the primary focus on this rules is amenity however). In addition, all vehicle crossing onto a State Highway require resource consent under the PDP. I recommend this submission point be accepted in part.

### 12.3. Transport Rule Requirements TRAN-REQ6 – TRAN-REQ10

12.39. Approximately 31 submission points and 29 further submissions were made on TRAN-REQ6 – TRAN-REQ10.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-REQ6</b>					
DPR 0358	- Rolleston West Residential Ltd	106	TRAN-REQ6	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	- Iport Rolleston Holdings Ltd	105	TRAN-REQ6	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable

<sup>138</sup> DPR-0375:054

					identification of assessment matters.
DPR 0374	- Rolleston Industrial Holdings Ltd	111	TRAN-REQ6	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	- Waka Kotahi	55	TRAN-REQ6	Support	Retain as notified.
DPR 0384	- Rolleston Industrial Developments Ltd	113	TRAN-REQ6	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0414	- Kainga Ora	27	TRAN-REQ6	Support in Part	Amend the provision to exclude GRUZ.
DPR-0157	Kevin and Bonnie Williams	FS119	TRAN-REQ6	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS341	TRAN-REQ6	Oppose in Part	Reject submission in part
DPR 0298	- Trices Road Re-zoning Group	FS079	TRAN-REQ6	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS105	TRAN-REQ6	Oppose in Part	Reject submission
DPR-0492	Kevler Development Ltd	FS501	TRAN-REQ6	Oppose in Part	Reject submission in part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS099	TRAN-REQ6	Oppose in Part	Reject submission in part
DPR-0372	Dairy Holdings Ltd	FS052	TRAN-REQ6	Support	Accept
<b>TRAN-REQ7</b>					
DPR 0156	- Peter Stafford	3	TRAN-REQ7	Oppose in Part	Amend as follows: 14. Where access is shared to more than <del>six</del> <u>ten</u> sites this shall be via a road.
DPR 0358	- Rolleston West Residential Ltd	107	TRAN-REQ7	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable

					identification of assessment matters.
DPR 0359	- Fire and Emergency NZ	35	TRAN-REQ7	Support	Retain as notified
DPR 0363	- Iport Rolleston Holdings Ltd	106	TRAN-REQ7	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374	- Rolleston Industrial Holdings Ltd	112	TRAN-REQ7	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0375	- Waka Kotahi	56	TRAN-REQ7	Support	Retain as notified
DPR 0384	- Rolleston Industrial Developments Ltd	114	TRAN-REQ7	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0409	- Hughes Development Ltd	29	TRAN-REQ7	Oppose	Amend as follows:  14. Where access is shared to more than <del>six</del> <u>ten</u> sites this shall be via a road.
DPR-0358	Rolleston West Residential Ltd	FS074	TRAN-REQ7	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS074	TRAN-REQ7	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS074	TRAN-REQ7	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS074	TRAN-REQ7	Support	Adopt
DPR 0414	- Kainga Ora	28	TRAN-REQ7	Oppose	Delete TRAN-REQ7.12 and TRAN-REQ7.13 as notified.
DPR-0157	Kevin and Bonnie Williams	FS120	TRAN-REQ7	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS298	TRAN-REQ7	Oppose in Part	Reject submission in part

DPR 0298	- Trices Road Re-zoning Group	FS080	TRAN-REQ7	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS105	TRAN-REQ7	Oppose in Part	Reject submission
DPR-0492	Kevler Development Ltd	FS501	TRAN-REQ7	Oppose in Part	Reject submission in part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS099	TRAN-REQ7	Oppose in Part	Reject submission in part
DPR 0414	- Kainga Ora	29	TRAN-REQ7	Oppose	Delete TRAN-REQ7.14 and TRAN-REQ7.15 as notified.
DPR-0157	Kevin and Bonnie Williams	FS121	TRAN-REQ7	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS299	TRAN-REQ7	Oppose in Part	Reject submission in part
DPR 0298	- Trices Road Re-zoning Group	FS081	TRAN-REQ7	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS106	TRAN-REQ7	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS503	TRAN-REQ7	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS101	TRAN-REQ7	Oppose in Part	Reject in Part
DPR 0475	- Rolleston Residents Association	5	TRAN-REQ7	Neither support or oppose	That a cap be placed on the maximum number of houses down a private right of way.
DPR-0358	Rolleston West Residential Ltd	FS075	TRAN-REQ7	Oppose	Reject
DPR-0363	Iport Rolleston Holdings Ltd	FS075	TRAN-REQ7	Oppose	Reject
DPR-0374	Rolleston Industrial Holdings Ltd	FS075	TRAN-REQ7	Oppose	Reject
DPR-0384	Rolleston Industrial Developments Ltd	FS075	TRAN-REQ7	Oppose	Reject
<b>TRAN-REQ8</b>					
DPR 0205	- Lincoln University	36	TRAN-REQ8	Support	Retain as notified



DPR 0358	-	Rolleston West Residential Ltd	108	TRAN-REQ8	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	-	Iport Rolleston Holdings Ltd	107	TRAN-REQ8	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374	-	Rolleston Industrial Holdings Ltd	113	TRAN-REQ8	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0384	-	Rolleston Industrial Developments Ltd	115	TRAN-REQ8	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ9</b>						
DPR 0346	-	Ceres Professional Trustee Company Ltd & Sally Jean Tothill	13	TRAN-REQ9	Oppose in Part	Amend TRAN-REQ9 to include Rural Services Precinct.
<i>DPR-0157</i>		<i>Kevin and Bonnie Williams</i>	<i>FS017</i>	<i>TRAN-REQ9</i>	<i>Neither Support nor Oppose</i>	<i>The decision affecting rezoning including zone provisions, any access and the general layout of the proposed Rural Industrial Precinct should ensure that development of the site is appropriate and will integrate with the future proposed development of our land in Marshs Road being proposed for GIZ through Submission 157.</i>
DPR 0358	-	Rolleston West Residential Ltd	109	TRAN-REQ9	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

DPR 0363	-	Iport Rolleston Holdings Ltd	108	TRAN-REQ9	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0374		Rolleston Industrial Holdings Ltd	114	TRAN-REQ9	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0384	-	Rolleston Industrial Developments Ltd	116	TRAN-REQ9	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ10</b>						
DPR 0358	-	Rolleston West Residential Ltd	110	TRAN-REQ10	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	-	Iport Rolleston Holdings Ltd	109	TRAN-REQ10	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0374		Rolleston Industrial Holdings Ltd	115	TRAN-REQ10	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0384	-	Rolleston Industrial Developments Ltd	117	TRAN-REQ10	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

*TRAN-REQ6 Vehicle crossing surface*

12.40. Kainga Ora<sup>139</sup> seek a change to TRAN-REQ6 to exclude GRUZ from the requirement to seal vehicle crossings as this may not be practical in the rural zone where driveways may not be sealed. Abley have advised me that whilst there may be occasions where it is not necessary to seal a vehicle crossing in a rural zone, it is based assessed on its merits on a case by case basis through the resource consent process. I accept Abley's advice on this matter and do not recommend any changes and recommend this submission point be rejected.

12.41. I recommend all other submission points (NZTA<sup>140</sup>) on this provision seeking that it be retained as notified be accepted.

*TRAN-REQ7 Access design and formation*

12.42. Peter Stafford and Hughes Development<sup>141</sup> consider that restricting the number of sites accessed off a private accessway has led to poor development outcomes. Increasing the number of allotments from 6 to 10 in TRAN-REQ7 will, according to submitters, provide greater efficiency and is consistent with how access to joint ownership lots are treated in other local authorities.

12.43. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>142</sup> are seeking greater use of restricted discretionary activities and notification clauses in the chapter. The use of a discretionary and non-complying activity where access is via more than six sites without a road being formed (TRAN-REQ7.12 and TRAN-REQ7.14) appears to be a roll-over from the Operative District Plan.

12.44. I recommend these submissions be accepted in part for the following reasons:

12.44.1. 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 the difficulty in servicing (such as waste collection services). As Abley note, the primary purpose of this requirement is to avoid a situation where a larger volume of traffic occurs over a private way than is appropriate and where roading standards should be applied to ensure the traffic and other users such as people walking and cycling can be accommodated. Plan Change 12 to the Operative District Plan in 2011 attempted to address this by reducing the maximum number of sites permitted from a shared accessway to six.

12.44.2. Abley undertook a review of other district plans and compared road vesting triggers however found there was no common approach. However they note that there are occasions when the shape of the land and other constraints means a shared accessway serving more than 6 dwellings or sites is a pragmatic solution.

12.45. I agree to some extent with the submitters that the issue does not warrant a non-complying activity (with respect to CMUZ, GIZ and RESZ) for 7-9 sites, as there may be occasions where this is an

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<sup>139</sup> DPR-0414:027

<sup>140</sup> DPR-0375:55

<sup>141</sup> DPR-0156:003, 0409:029

<sup>142</sup> DPR-0358:107, 0363:106, 0374:112, 0384:114

appropriate design outcome. However this should still be tested through the resource consent process as a discretionary activity where appropriate and possibly bespoke design standards could be developed on a case by case basis. I therefore recommend amending the activity status to a discretionary activity, in respect of 7-9 sites. More than 9 sites serviced by an accessway are unlikely to be desirable from a design and accessibility perspective in the Selwyn context (most new developments will be single dwellings) and therefore I do not recommend a change from non-complying activity status.

12.46. Kainga Ora<sup>143</sup> are seeking the deletion of both TRAN-REQ7.12 and 14 as they consider the provision onerous in rural zones and not enabling of residential development. I recommend this is rejected as the rural zone is not meant to be enabling of larger scale residential development (residential development with accessways servicing a large number of lots is unlikely to be appropriate in the rural zone and subdivision of this scale would likely be a non-complying-activity under the PDP). However the merits of servicing more than six sites in GRUZ by way of an accessway, where residential development is otherwise considered appropriate, can be tested on a case by case basis through the consent process as a discretionary activity.

12.47. Rolleston Residents Association<sup>144</sup> are seeking a cap on the maximum number of houses down a private right of way in TRAN-REQ7. However there is already a threshold in the rule that requires the formation of a road. This effectively acts as a cap on the number of sites down a private right of way. I recommend this submission point is accepted in part (on the basis this is already provided for in the Plan).

12.48. I recommend all other submission points (FENZ, NZTA<sup>145</sup>) on this provision seeking that it be retained as notified be accepted in part due to the changes I am recommending.

#### *TRAN-REQ8 Access design and formation*

12.49. No specific amendments were sought to this rule requirement. I therefore recommend all submission points (Lincoln University<sup>146</sup>) on this provision seeking that it be retained as notified be accepted

#### *TRAN-REQ9 On site parking*

12.50. Ceres Professional Trustee Company Ltd and Sally Jean Tohill<sup>147</sup> are seeking changes to TRAN-REQ9, (and TRAN-REQ11, 12, 15 and 17 respectively) to include reference to the proposed Rural Service Precinct. I agree in principle with the submitter however the matter of whether the precinct is the right approach for this land area needs to be determined first. As discussed under TRAN-R4 above, given that that matter will be heard after this hearing stream under GRUZ, it is recommended that commissioners reserve their decision on these provisions until after the GRUZ hearing. Were the precinct to go ahead as envisaged, it is appropriate that services on site are appropriately developed and formed to manage any transport effects.

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<sup>143</sup> 0414:028 and 029

<sup>144</sup> DPR-0475:005

<sup>145</sup> DPR-0359:35, 0375:56

<sup>146</sup> DPR-0205:36

<sup>147</sup> DPR-0346:013, 014, 015, 16 and 17

*TRAN-REQ10*

12.51.No specific amendments were sought to this rule requirement.

## 12.4. Transport Rule Requirements TRAN-REQ11 – TRAN-REQ15

12.52. Approximately 28 submission points and 15 further submissions were made on TRAN-REQ11 – TRAN-REQ15.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-REQ11</b>					
DPR - 0346	Ceres Professional Trustee Company Ltd & Sally Jean Tohill	14	TRAN-REQ11	Oppose in Part	Amend TRAN-REQ11 to include Rural Services Precinct.
<i>DPR-0157</i>	<i>Kevin and Bonnie Williams</i>	<i>FS018</i>	<i>TRAN-REQ11</i>	<i>Neither Support nor Oppose</i>	<i>The decision affecting rezoning including zone provisions, any access and the general layout of the proposed Rural Industrial Precinct should ensure that development of the site is appropriate and will integrate with the future proposed development of our land in Marshs Road being proposed for GIZ through Submission 157.</i>
DPR-0358	Rolleston West Residential Ltd	111	TRAN-REQ11	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0359	Fire and Emergency NZ	37	TRAN-REQ11	Support	Retain as notified
DPR-0363	Iport Rolleston Holdings Ltd	110	TRAN-REQ11	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0374	Rolleston Industrial Holdings Ltd	116	TRAN-REQ11	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

DPR- 0378	Ministry of Education	11	TRAN-REQ11	Support	Retain as notified
DPR- 0384	Rolleston Industrial Developments Ltd	118	TRAN-REQ11	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ12</b>					
DPR - 0346	Ceres Professional Trustee Company Ltd & Sally Jean Tothill	15	TRAN-REQ12	Oppose in Part	Amend TRAN-REQ12 to include Rural Services Precinct.
<i>DPR-0157</i>	<i>Kevin and Bonnie Williams</i>	<i>FS019</i>	<i>TRAN-REQ12</i>	<i>Neither Support nor Oppose</i>	<i>The decision affecting rezoning including zone provisions, any access and the general layout of the proposed Rural Industrial Precinct should ensure that development of the site is appropriate and will integrate with the future proposed development of our land in Marshs Road being proposed for GIZ through Submission 157.</i>
DPR - 0358	Rolleston West Residential Ltd	112	TRAN-REQ12	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR - 0359	Fire and Emergency NZ	39	TRAN-REQ12	Support	Retain as notified
DPR - 0363	Iport Rolleston Holdings Ltd	111	TRAN-REQ12	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR - 0374	Rolleston Industrial Holdings Ltd	117	TRAN-REQ12	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR - 0384	Rolleston Industrial Developments Ltd	119	TRAN-REQ12	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity

					status, and the suitable identification of assessment matters.
<b>TRAN-REQ13</b>					
DPR 0358	- Rolleston West Residential Ltd	113	TRAN-REQ13	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	- Iport Rolleston Holdings Ltd	112	TRAN-REQ13	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374	- Rolleston Industrial Holdings Ltd	118	TRAN-REQ13	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0384	- Rolleston Industrial Developments Ltd	120	TRAN-REQ13	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ14</b>					
DPR 0359	- Fire and Emergency NZ	40	TRAN-REQ14	Support	Retain as notified
DPR 0358	- Rolleston West Residential Ltd	114	TRAN-REQ14	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0363	- Iport Rolleston Holdings Ltd	40	TRAN-REQ14	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.



DPR 0374	- Rolleston Industrial Holdings Ltd	113	TRAN-REQ14	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0384	- Rolleston Industrial Developments Ltd	121	TRAN-REQ14	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ15</b>					
DPR 0346	- Ceres Professional Trustee Company Ltd & Sally Jean Tothill	16	TRAN-REQ15	Oppose in Part	Amend TRAN-REQ15 to include Rural Services Precinct.
<i>DPR-0157</i>	<i>Kevin and Bonnie Williams</i>	<i>FS020</i>	<i>TRAN-REQ15</i>	<i>Neither Support nor Oppose</i>	<i>The decision affecting rezoning including zone provisions, any access and the general layout of the proposed Rural Industrial Precinct should ensure that development of the site is appropriate and will integrate with the future proposed development of our land in Marshs Road being proposed for GIZ through Submission 157.</i>
DPR-0358	Rolleston West Residential Ltd	115	TRAN-REQ15	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	114	TRAN-REQ15	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374	- Rolleston Industrial Holdings Ltd	120	TRAN-REQ15	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

DPR-0384	Rolleston Industrial Developments Ltd	122	TRAN-REQ15	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0414	Kainga Ora	30	TRAN-REQ15	Support in Part	Delete RESZ from provision.
DPR-0157	Kevin and Bonnie Williams	FS122	TRAN-REQ15	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS300	TRAN-REQ15	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS082	TRAN-REQ15	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS107	TRAN-REQ15	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS504	TRAN-REQ15	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS102	TRAN-REQ15	Oppose in Part	Reject in Part

### Analysis

#### TRAN-REQ11 Cycle parks and facilities

12.53. Ceres Professional Trustee Company Ltd and Sally Jean Tothill are seeking changes to this rule requirement. Please see discussion under TRAN-REQ9.

12.54. FENZ and MOE<sup>148</sup> are seeking TRAN-REQ11 be retained as notified. I recommend this be accepted in part depending on any amendments that arise from the above submission point.

#### TRAN-REQ12 Vehicle loading areas

12.55. As above, Ceres Professional Trustee Company Ltd and Sally Jean Tothill are seeking changes to this rule requirement. Please see discussion under TRAN-REQ9.

12.56. FENZ<sup>149</sup> are seeking TRAN-REQ12 be retained as notified. I recommend this be accepted in part depending on any amendments that arise from the above submission point.

#### TRAN-REQ13 Parking and loading areas gradients

<sup>148</sup> DPR-0359:37, 0378:11

<sup>149</sup> DPR-0359:39,

12.57.No specific amendments were sought to this rule requirement.

*TRAN-REQ14 Maximum access gradients to parking areas*

12.58.No specific amendments were sought to this rule requirement. FENZ<sup>150</sup> are seeking TRAN-REQ14 be retained as notified. I recommend this be accepted

*TRAN-REQ15 Queuing spaces*

12.59. As above, Ceres Professional Trustee Company Ltd and Sally Jean Tohill are seeking changes to this rule requirement. Please see discussion under TRAN-REQ9.

12.60. Kainga Ora<sup>151</sup> are seeking that queuing spaces are not required within residential zones and should be deleted from TRAN-REQ15. I note the advice by Abley that there should not be an exemption as proposed by the submitter but nevertheless recommend amendments to TRAN-TABLE12 (Parking and loading area queuing space lengths) in TRAN-SCHED5 (see section 14 below) which may give some relief to the submitter. However I recommend the relief sought by this submission point is rejected.

## 12.5. Transport Rule Requirements TRAN-REQ16 – TRAN-REQ20

12.61. Approximately 31 submission points and 11 further submissions were made on TRAN-REQ16 – TRAN-REQ20.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-REQ16</b>					
DPR-0207	Selwyn District Council	17	TRAN-REQ16	Oppose in Part	Amend as follows:  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:  ...  b. To a Collector Road where three or more vehicle parking spaces are <del>required</del> <u>provided</u> ; or  ...
DPR-0358	Rolleston West Residential Ltd	116	TRAN-REQ16	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

<sup>150</sup> DPR-0359:40,

<sup>151</sup> DPR-414:030

DPR- 0363	Iport Rolleston Holdings Ltd	115	TRAN-REQ16	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR - 0374	Rolleston Industrial Holdings Ltd	121	TRAN-REQ16	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR- 0375	Waka Kotahi	57	TRAN-REQ16	Support	Retain as notified
DPR- 0384	Rolleston Industrial Developments Ltd	123	TRAN-REQ16	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR- 0414	Kainga Ora	31	TRAN-REQ16	Oppose in Part	Amend as follows:  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:  a. To a State Highway or Arterial Road; or  <del>b. To a Collector Road where three or more vehicle parking spaces are required; or</del>  <del>c. To an accessway that serves a site with six or more vehicle parking spaces.</del>
DPR-0157	Kevin and Bonnie Williams	FS123	TRAN-REQ16	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS301	TRAN-REQ16	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS083	TRAN-REQ16	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS108	TRAN-REQ16	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS505	TRAN-REQ16	Oppose in Part	Reject in Part

DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS103	TRAN-REQ16	Oppose in Part	Reject in Part
<b>TRAN-REQ17</b>					
DPR- 0207	Selwyn District Council	18	TRAN-REQ17	Oppose in part	Amend as follows: 1. All vehicle parking, loading and associated access <del>provided</del> <del>required</del> for non-residential activities shall be formed, sealed, and drained.
DPR- 0207	Selwyn District Council	19	TRAN-REQ17	Oppose in part	Amend as follows: 2. The outline of all vehicle parks <del>provided</del> <del>required</del> for residential activities shall be permanently marked.
DPR - 0346	Ceres Professional Trustee Company Ltd & Sally Jean Tothill	17	TRAN-REQ17	Oppose in part	Amend TRAN-REQ17 to include Rural Services Precinct.
DPR-0157	Kevin and Bonnie Williams	FS021	TRAN-REQ17	Neither Support nor Oppose	<i>The decision affecting rezoning including zone provisions, any access and the general layout of the proposed Rural Industrial Precinct should ensure that development of the site is appropriate and will integrate with the future proposed development of our land in Marshs Road being proposed for GIZ through Submission 157.</i>
DPR- 0358	Rolleston West Residential Ltd	117	TRAN-REQ17	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR- 0363	Iport Rolleston Holdings Ltd	116	TRAN-REQ17	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

DPR 0374 -	Rolleston Industrial Holdings Ltd	122	TRAN-REQ17	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0375	Waka Kotahi	58	TRAN-REQ17	Support in Part	Retain as notified with investigation into section 6 of this requirement to determine if better clarification of the requirement can be provided
DPR 0378 -	Ministry of Education	13	TRAN-REQ17	Support	Retain as notified
DPR-0384	Rolleston Industrial Developments Ltd	124	TRAN-REQ17	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ18</b>					
DPR-0358	Rolleston West Residential Ltd	118	TRAN-REQ18	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	117	TRAN-REQ18	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374 -	Rolleston Industrial Holdings Ltd	123	TRAN-REQ18	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0384	Rolleston Industrial Developments Ltd	125	TRAN-REQ18	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ19</b>					

DPR-0358	Rolleston West Residential Ltd	119	TRAN-REQ19	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	118	TRAN-REQ19	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0374	Rolleston Industrial Holdings Ltd	124	TRAN-REQ19	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0384	Rolleston Industrial Developments Ltd	126	TRAN-REQ19	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0409	Hughes Developments Ltd	30	TRAN-REQ19	Oppose	Amend as follows:  4. Footpaths shall be formed on both sides of Local Roads in locations where:  a. ...  <del>b. The adjacent land contains Small Site Development and Comprehensive Development.</del>
DPR-0358	Rolleston West Residential Ltd	FS076	TRAN-REQ19	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS076	TRAN-REQ19	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS076	TRAN-REQ19	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS076	TRAN-REQ19	Support	Adopt
DPR-0475	Rolleston Residents Association	8	TRAN-REQ19	Neither support	That footpaths be required on both sides of a road.

				or oppose	
<b>TRAN-REQ20</b>					
DPR-0358	Rolleston West Residential Ltd	120	TRAN-REQ20	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	119	TRAN-REQ20	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0374	Rolleston Industrial Holdings Ltd	125	TRAN-REQ20	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0375	Waka Kotahi	59	TRAN-REQ20	Support in Part	Amend TRAN-REQ20 to instead refer to TRAN-TABLE 8.
DPR-0384	Rolleston Industrial Developments Ltd	127	TRAN-REQ20	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

### *TRAN-REQ16 Vehicle manoeuvring*

12.62. SDC<sup>152</sup> are seeking a small amendment to ensure that rule requirement TRAN-REQ16 gives effect to the NPS-UD by amending 'requirement' to 'provided' in TRAN-REQ16.1b. I agree with this minor change as this consistent with national direction in the NPS-UD and recommend this point be accepted.

12.63. Kainga Ora<sup>153</sup> are seeking that the requirement for on-site manoeuvring for sites other than those that access a state highway or arterial road be deleted as they consider that it is overly onerous and there is a potential conflict between this provision and other provisions that require wider driveway/accesses for properties with more than four units. I note Abley's advice that the submitter appears to be confusing the requirement for on-site manoeuvring with the requirement for wider

<sup>152</sup> DPR-0207:017

<sup>153</sup> DPR-0414:031



driveways where vehicles can safely pass each other. Abley also comment that the parking spaces referenced appear reasonable. I agree that the parking space requirements are reasonable (noting for example that most single dwelling residential units in Selwyn are unlikely to need more than three parking spaces)

12.64. Taking into account the broader point about these provisions being onerous, Abley comment that a variety of mitigation measures could be used where the rule cannot be met. These mitigating factors could be a wide berm between the property boundary and the road or footpath providing sufficient intervisibility along with a low trip generation (e.g. residential activity) or where reversing applies only to an infrequent vehicle such as refuse collection where other measures can be employed to mitigate the risk (e.g. restricting visiting times). I agree and recommend the activity status for TRAN-REQ16b and c be amended to discretionary status from non-complying and the submission point be accepted in part. I note that TRAN-P11 (2) seeks the avoidance of reversing vehicles onto State Highways and arterial roads and therefore it is appropriate in this context that TRAN-REQ16a remain as a non-complying activity.

12.65. NZTA<sup>154</sup> are seeking TRAN-REQ16 be retained as notified. I recommend this be accepted in part based on changes I am recommending above.

*TRAN-REQ17 Surface of vehicle parks and loading areas*

12.66. Ceres Professional Trustee Company Ltd and Sally Jean Tohill are seeking changes to this rule requirement. Please see discussion under TRAN-REQ9.

12.67. Selwyn District Council<sup>155</sup> are seeking two small amendments to ensure that rule requirement TRAN-REQ17 gives effect to the NPS-UD. I agree with this change for the same reasons as for TRAN-REQ16.

12.68. NZTA<sup>156</sup> seeks that TRAN-REQ17.6 potentially be clarified to make the requirement clearer to seal or metal any on-site parking or loading area between the road frontage and main entrance for any educational facility or any activity involving the retail or goods or services. I consider this requirement is reasonably clear with the plain meaning of the rule requirement apparent and does not need to be amended. I therefore recommend this submission point be rejected.

12.69. MOE<sup>157</sup> are seeking TRAN-REQ17 be retained as notified. I recommend this be accepted in part based on changes I am recommending above.

*TRAN-REQ18 Land transport corridor creation standard*

12.70. No specific amendments were sought to this rule requirement.

*TRAN-REQ19 Land transport infrastructure formation standards*

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<sup>154</sup> DPR-0375:057,

<sup>155</sup> DPR-0207:018

<sup>156</sup> DPR-0375:058

<sup>157</sup> DPR-0378:013

12.71. Hughes Developments Ltd<sup>158</sup> are seeking the deletion of TRAN-REQ19.4.b on the basis that small or comprehensive development is not always provided for in the original subdivision design and it impractical to provide a footpath on the other side of the road once it has already been constructed. Whilst I acknowledge the submitter's point, there is a wider issue on whether the matter would be better addressed in the residential provisions (in terms of locating comprehensive and small site development in areas where there are footpaths on both sides of the road). I therefore recommend that this submission point should be addressed under the GRZ provisions and the residential hearing stream.

12.72. Rolleston Residents Association<sup>159</sup> are seeking that footpaths be required on both sides of the road for new development. I recommend this submission point is accepted in part (on the basis this is already provided for in some instances in the Plan).

#### *TRAN-REQ20 Intersection spacing*

12.73. NZTA<sup>160</sup> are seeking that the reference to TRAN-TABLE11 be corrected as the correct reference appears to be TRAN-TABLE8. TRAN-TABLE11 refers to internal dimensions of garages and is clearly not the intended reference in the rule requirement. I therefore recommend the reference is changed as per the submission point which I recommend is accepted<sup>161</sup>.

## 12.6. Transport Rule Requirements TRAN-REQ21 – TRAN-REQ25

12.74. Approximately 21 submission points and no further submissions were made on TRAN-REQ21 – TRAN-REQ25.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-REQ21</b>					
DPR-0358	Rolleston West Residential Ltd	121	TRAN-REQ21	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	120	TRAN-REQ21	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

<sup>158</sup> DPR-0409:030

<sup>159</sup> DPR-0475:008

<sup>160</sup> DPR-0375:059

<sup>161</sup> Will be added as a Clause 16 change.

DPR-0374	- Rolleston Industrial Holdings Ltd	126	TRAN-REQ21	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0384	Rolleston Industrial Developments Ltd	128	TRAN-REQ21	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ22</b>					
DPR-0358	Rolleston West Residential Ltd	122	TRAN-REQ22	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	121	TRAN-REQ22	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0374	- Rolleston Industrial Holdings Ltd	127	TRAN-REQ22	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0384	Rolleston Industrial Developments Ltd	129	TRAN-REQ22	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ23</b>					
DPR-0358	Rolleston West Residential Ltd	123	TRAN-REQ23	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

DPR- 0363	Iport Rolleston Holdings Ltd	122	TRAN-REQ23	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR - 0374	Rolleston Industrial Holdings Ltd	128	TRAN-REQ23	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR- 0384	Rolleston Industrial Developments Ltd	130	TRAN-REQ23	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ24</b>					
DPR- 0358	Rolleston West Residential Ltd	123	TRAN-REQ24	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR- 0363	Iport Rolleston Holdings Ltd	122	TRAN-REQ24	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR - 0374	Rolleston Industrial Holdings Ltd	128	TRAN-REQ24	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR - 0375	Waka Kotahi	60	TRAN-REQ24	Support	Retain as notified
DPR - 0384	Rolleston Industrial Developments Ltd	131	TRAN-REQ24	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable

					identification of assessment matters.
<b>TRAN-REQ25</b>					
DPR-0358	Rolleston West Residential Ltd	125	TRAN-REQ25	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	124	TRAN-REQ25	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0374	- Rolleston Industrial Holdings Ltd	130	TRAN-REQ25	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0384	- Rolleston Industrial Developments Ltd	132	TRAN-REQ25	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

### **Analysis**

*TRAN-REQ21 Road formation in the Rolleston Industrial Precinct*

*TRAN-REQ22 Activities or works within a VAL or ONL*

*TRAN-REQ23 Activities or works within a SASM*

*TRAN-REQ24 Signage*

*TRAN-REQ25 Lighting*

12.75. No individual submissions were made specifically on these provisions seeking amendments. NZTA<sup>162</sup> sought that TRAN-REQ24 be retained as notified and I recommend this is accepted.

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<sup>162</sup> DPR-0375:60

## 12.7. Transport Rule Requirements TRAN-REQ26 – TRAN-REQ28

12.76. Approximately 13 submission points and no further submissions were made on TRAN-REQ26 – TRAN-REQ28.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-REQ26</b>					
DPR-0358	Rolleston West Residential Ltd	126	TRAN-REQ26	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	125	TRAN-REQ26	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0374	Rolleston Industrial Holdings Ltd	131	TRAN-REQ26	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0384	Rolleston Industrial Developments Ltd	133	TRAN-REQ26	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ27</b>					
DPR-0358	Rolleston West Residential Ltd	127	TRAN-REQ27	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR-0363	Iport Rolleston Holdings Ltd	126	TRAN-REQ27	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

DPR 0374	- Rolleston Industrial Holdings Ltd	132	TRAN-REQ27	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0384	- Rolleston Industrial Developments Ltd	134	TRAN-REQ27	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
<b>TRAN-REQ28</b>					
DPR- 0207	Selwyn District Council	20	TRAN-REQ28	Oppose in Part	Amend as follows:  All new on-site <u>car</u> parking shall establish...
DPR- 0358	Rolleston West Residential Ltd	128	TRAN-REQ28	Support in Part	Amend rule to include relief sought in DPR-0358.003, DPR-0358.088 and DPR-0358.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR- 0363	Iport Rolleston Holdings Ltd	127	TRAN-REQ28	Support in Part	Amend rule to include relief sought in DPR-0363.003, DPR-0363.088 and DPR-0363.089 related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0374	- Rolleston Industrial Holdings Ltd	133	TRAN-REQ28	Support in Part	Amend rule to include relief sought in DPR-0374.009, DPR-0374.093 and DPR-0374.094, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.
DPR 0384	- Rolleston Industrial Developments Ltd	135	TRAN-REQ28	Support in Part	Amend rule to include relief sought in DPR-0384.010, DPR-0384.095 and DPR-0384.096, related to non-notification clauses, RDIS activity status, and the suitable identification of assessment matters.

## **Analysis**

### *TRAN-REQ26 Noise*

### *TRAN-REQ27 Water body setbacks*

12.77. No individual submissions were made specifically on these provisions seeking amendments.

### *TRAN-REQ28 Landscape strip for parking areas*

12.78. SDC<sup>163</sup> seek a minor change to the requirement for landscape strips associated with parking areas to clarify this only applies to car parking (where provided), not cycle parking as well. I agree this is a necessary and appropriate clarification and recommend it be accepted.

## **Recommendations and amendments**

12.79. I recommend, for the reasons given above, that the Hearings Panel, make amendments to:

- a) TRAN-REQ1,
- b) TRAN-REQ2,
- c) TRAN-REQ4,
- d) TRAN-REQ7,
- e) TRAN-REQ16,
- f) TRAN-REQ17,
- g) TRAN-REQ20, and
- h) TRAN-REQ28

as shown in **Appendix 2** to provide better clarity and consistency and to correct errors.

12.80. The s32AA evaluation is likewise undertaken in a consolidated manner below following the assessment and recommendations on submissions relating to TRAN-REQ7 and TRAN-REQ16.

### **Section 32AA evaluation**

12.81. The following points evaluate the recommended changes under Section 32AA of the RMA.

#### Effectiveness and efficiency

12.82. Amending TRAN-REQ7.15 and TRAN-REQ16.3b and c to a discretionary activity from a non-complying activity is a more effective and efficient means of giving effect to the RMA, the CRPS and the objectives and policy in the Transport Chapter. Amending TRAN-REQ7.15 still enables TRAN-O1 and TRAN-P6 to be met in terms of enabling safe multi-modal connections and navigable and walkable blocks by ensuring that any accessway serving more than the permitted six sites (but fewer than 10) is assessed on case by case basis. Similarly amending TRAN-REQ16.3 still enables TRAN-O2 and TRAN-P11 to be met in terms of protecting the land transport network by assessing the merits of each departure from the permitted rule.

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<sup>163</sup> DPR-0207:020



Costs and benefits

- 12.83. The benefits would be that the amendments retain appropriate scrutiny of the merits of each proposal however a discretionary activity takes into account any design issues that have arisen that necessitate a departure from the permitted rules as well as any solutions put forward by the applicant.

Risk of acting or not acting

- 12.84. The risks would be that a non-complying activity would foreclose an otherwise appropriate proposal that was able to mitigate any effects on the road network through appropriate design solutions.

Conclusion as to the most appropriate option

- 12.85. The amendments are more appropriate in achieving the purpose of the RMA and the amended rules are the most appropriate way to achieve this purpose than the notified version because it still gives effect to higher order direction whilst making it easier to assess design constraints and for appropriate design solutions to be considered.

### 13. Transport Matters for Control or Discretion TRAN-MAT1 – TRAN-MAT9

#### Introduction

13.21. This section contains matters of control and discretion that are applied when an activity cannot meet the permitted criteria of the rules and rule requirements.

#### Submissions

13.22. Approximately 55 submission points and approximately 74 further submission points were made on the matters of control and discretion

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
<b>TRAN-MAT1</b>					
DPR 0032	- Christchurch City Council	16	TRAN-MAT1	Support	Retain as notified
DPR 0432	- Birchs Village Ltd	FS016	TRAN-MAT1	Oppose in Part	Reject submission in part
DPR-0580	Kersey Park Ltd	FS017	TRAN-MAT1	Oppose in Part	Reject submission in part
DPR-0157	Kevin and Bonnie Williams	FS039	TRAN-MAT1	Oppose	Reject submission with respect to SD (Strategic Directions), UG (Urban Growth) and TRAN (Transport) and any other matters not consistent with or with implications for the our submission (157)
DPR-0209	Manmeet Singh	FS017	TRAN-MAT1	Oppose	Reject submission with respect to SD (Strategic Directions), UG (Urban Growth) and TRAN (Transport)
DPR 0298	- Trices Road Re-zoning Group	FS016	TRAN-MAT1	Oppose	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS018	TRAN-MAT1	Oppose	Reject submission with respect to SD, UG an TRAN.
DPR 0358	- Rolleston West Residential Ltd	129	TRAN-MAT1	Oppose in Part	Amend as follows: ... <del>3. The outcome of any consultation with the NZTA where the activity or works directly affect a State Highway.</del> <del>4. The outcome of any consultation with KiwiRail where the activity or works</del>

					<del>directly affect the rail network.</del> ...
DPR-0363	Ipport Rolleston Holdings Ltd	128	TRAN-MAT1	Oppose in Part	Amend as follows: ... <del>3. The outcome of any consultation with the NZTA where the activity or works directly affect a State Highway.</del> <del>4. The outcome of any consultation with KiwiRail where the activity or works directly affect the rail network.</del> ...
DPR- 0374	Rolleston Industrial Holdings Ltd	134	TRAN-MAT1	Oppose in Part	Amend as follows: ... <del>3. The outcome of any consultation with the NZTA where the activity or works directly affect a State Highway.</del> <del>4. The outcome of any consultation with KiwiRail where the activity or works directly affect the rail network.</del> ...
DPR - 0375	Waka Kotahi	61	TRAN-MAT1	Support in Part	Amend TRAN-MAT1 to include reference to the term 'effectiveness' as follows:  Any effects, including cumulative effects, on traffic safety, <u>effectiveness</u> or the efficiency of land transport infrastructure.
DPR - 0384	Rolleston Industrial Developments Ltd	136	TRAN-MAT1	Oppose in Part	Amend as follows: ... <del>3. The outcome of any consultation with the NZTA where the activity or works</del>

					<p>directly affect a State Highway.</p> <p>4. The outcome of any consultation with KiwiRail where the activity or works directly affect the rail network.</p> <p>...</p>
DPR 0414	- Kainga Ora	33	TRAN-MAT1	Support in Part	Any consequential amendments required to align with submitter's wider submission on the transport chapter.
DPR-0157	Kevin and Bonnie Williams	FS125	TRAN-MAT1	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS304	TRAN-MAT1	Oppose in Part	Reject submission in part
DPR 0298	- Trices Road Re-zoning Group	FS085	TRAN-MAT1	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS110	TRAN-MAT1	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS507	TRAN-MAT1	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS105	TRAN-MAT1	Oppose in Part	Reject in Part
<b>TRAN-MAT2</b>					
DPR- 0358	Rolleston West Residential Ltd	130	TRAN-MAT2	Support	Retain as notified
DPR 0363	- Iport Rolleston Holdings Ltd	129	TRAN-MAT2	Support	Retain as notified
DPR 0374	- Rolleston Industrial Holdings Ltd	135	TRAN-MAT2	Support	Retain as notified
DPR 0375	- Waka Kotahi	62	TRAN-MAT2	Support	Retain as notified
DPR 0384	- Rolleston Industrial Developments Ltd	137	TRAN-MAT2	Support	Retain as notified

DPR 0414	-	Kainga Ora	34	TRAN-MAT2	Support in Part	Any consequential amendments required to align with submitter's wider submission on the transport chapter.
DPR-0157		Kevin and Bonnie Williams	FS126	TRAN-MAT2	Oppose in Part	Reject submission in part
DPR-0209		Manmeet Singh	FS305	TRAN-MAT2	Oppose in Part	Reject submission in part
DPR 0298	-	Trices Road Re-zoning Group	FS086	TRAN-MAT7	Oppose in Part	Reject submission
DPR-0461		Dunweavin 2020 Ltd	FS111	TRAN-MAT2	Oppose in Part	Reject
DPR-0492		Kevler Development Ltd	FS508	TRAN-MAT2	Oppose in Part	Reject in Part
DPR-0493		Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS106	TRAN-MAT2	Oppose in Part	Reject in Part
<b>TRAN-MAT3</b>						
DPR- 0358		Rolleston West Residential Ltd	131	TRAN-MAT3	Support	Retain as notified
DPR 0363	-	Iport Rolleston Holdings Ltd	130	TRAN-MAT3	Support	Retain as notified
DPR 0374	-	Rolleston Industrial Holdings Ltd	136	TRAN-MAT3	Support	Retain as notified
DPR 0384	-	Rolleston Industrial Developments Ltd	138	TRAN-MAT3	Support	Retain as notified
DPR 0414	-	Kainga Ora	35	TRAN-MAT3	Support in Part	Any consequential amendments required to align with submitter's wider submission on the transport chapter.
DPR-0157		Kevin and Bonnie Williams	FS127	TRAN-MAT3	Oppose in Part	Reject submission in part
DPR-0209		Manmeet Singh	FS306	TRAN-MAT3	Oppose in Part	Reject submission in part
DPR 0298	-	Trices Road Re-zoning Group	FS087	TRAN-MAT3	Oppose in Part	Reject submission

DPR-0461	Dunweavin 2020 Ltd	FS112	TRAN-MAT3	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS509	TRAN-MAT3	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS107	TRAN-MAT3	Oppose in Part	Reject in Part
<b>TRAN-MAT4</b>					
DPR 0207	Selwyn District Council	16	TRAN-MAT4	Oppose in Part	Amend as follows: <u>9. The ease and safety of access to the activity from any mobility parking provided off-site.</u>
DPR-0358	Rolleston West Residential Ltd	FS052	TRAN-MAT4	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS052	TRAN-MAT4	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS052	TRAN-MAT4	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS052	TRAN-MAT4	Support	Adopt
DPR 0353	Horticulture NZ	103	TRAN-MAT4	Support	Retain TRAN-MAT4.4 and TRAN-MAT4.6 as notified.
DPR- 0358	Rolleston West Residential Ltd	130	TRAN-MAT4	Support	Retain as notified
DPR 0363	Iport Rolleston Holdings Ltd	129	TRAN-MAT4	Support	Retain as notified
DPR 0374	Rolleston Industrial Holdings Ltd	135	TRAN-MAT4	Support	Retain as notified
DPR 0384	Rolleston Industrial Developments Ltd	137	TRAN-MAT4	Support	Retain as notified
DPR 0414	Kainga Ora	36	TRAN-MAT4	Support in Part	Any consequential amendments required to align with submitter's wider submission on the transport chapter.
DPR-0157	Kevin and Bonnie Williams	FS128	TRAN-MAT4	Oppose in Part	Reject submission in part

DPR-0209	Manmeet Singh	FS307	TRAN-MAT4	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS088	TRAN-MAT4	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS113	TRAN-MAT4	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS510	TRAN-MAT4	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS108	TRAN-MAT4	Oppose in Part	Reject in Part
DPR-0422	Federated Farmers	119	TRAN-MAT4	Support	Retain TRAN-MAT4 (4) and (6) as notified.
<b>TRAN-MAT5</b>					
DPR- 0358	Rolleston West Residential Ltd	133	TRAN-MAT5	Support	Retain as notified
DPR - 0363	Iport Rolleston Holdings Ltd	132	TRAN-MAT5	Support	Retain as notified
DPR - 0374	Rolleston Industrial Holdings Ltd	138	TRAN-MAT5	Support	Retain as notified
DPR - 0384	Rolleston Industrial Developments Ltd	140	TRAN-MAT5	Support	Retain as notified
DPR - 0414	Kainga Ora	37	TRAN-MAT5	Support in Part	Any consequential amendments required to align with submitter's wider submission on the transport chapter.
DPR-0157	Kevin and Bonnie Williams	FS129	TRAN-MAT5	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS308	TRAN-MAT5	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS089	TRAN-MAT5	Oppose in Part	Reject
DPR-0461	Dunweavin 2020 Ltd	FS114	TRAN-MAT5	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS511	TRAN-MAT5	Oppose in Part	Reject in Part

DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS109	TRAN-MAT5	Oppose in Part	Reject in Part
<b>TRAN-MAT6</b>					
DPR- 0358	Rolleston West Residential Ltd	134	TRAN-MAT6	Support	Retain as notified
DPR - 0363	Iport Rolleston Holdings Ltd	133	TRAN-MAT6	Support	Retain as notified
DPR - 0374	Rolleston Industrial Holdings Ltd	139	TRAN-MAT6	Support	Retain as notified
DPR - 0384	Rolleston Industrial Developments Ltd	141	TRAN-MAT6	Support	Retain as notified
DPR - 0414	Kainga Ora	38	TRAN-MAT6	Support in Part	Any consequential amendments required to align with submitter's wider submission on the transport chapter.
DPR-0157	Kevin and Bonnie Williams	FS130	TRAN-MAT6	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS090	TRAN-MAT6	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS115	TRAN-MAT6	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS512	TRAN-MAT6	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS110	TRAN-MAT6	Oppose in Part	Reject in Part
DPR-0209	Manmeet Singh	FS308	TRAN-MAT6	Oppose in Part	Reject in Part
<b>TRAN-MAT7</b>					
DPR- 0358	Rolleston West Residential Ltd	135	TRAN-MAT7	Support	Retain as notified
DPR - 0363	Iport Rolleston Holdings Ltd	134	TRAN-MAT7	Support	Retain as notified



DPR 0374	- Rolleston Industrial Holdings Ltd	140	TRAN-MAT7	Support	Retain as notified
DPR 0384	- Rolleston Industrial Developments Ltd	142	TRAN-MAT7	Support	Retain as notified
DPR 0414	- Kainga Ora	39	TRAN-MAT7	Support in Part	Any consequential amendments required to align with submitter's wider submission on the transport chapter.
DPR-0157	Kevin and Bonnie Williams	FS131	TRAN-MAT7	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS310	TRAN-MAT7	Oppose in Part	Reject submission in part
DPR 0298	- Trices Road Re-zoning Group	FS091	TRAN-MAT7	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS115	TRAN-MAT7	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS512	TRAN-MAT7	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS110	TRAN-MAT7	Oppose in Part	Reject in Part
<b>TRAN-MAT8</b>					
DPR- 0358	Rolleston West Residential Ltd	136	TRAN-MAT8	Oppose	Delete as notified
DPR-0384	Rolleston Industrial Developments Ltd	FS308	TRAN-MAT8	Oppose	<p>Reject original submission point and amend TRAN-MAT8 as follows:</p> <p>2. Whether the design and layout of the proposed activity <del>maximises</del> <u>promotes</u> 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</p>

					<i>transport specialist <del>and has been approved by SDC.</del></i>
DPR 0363	- Iport Rolleston Holdings Ltd	135	TRAN-MAT8	Oppose	Delete as notified
DPR 0363	- Iport Rolleston Holdings Ltd	FS002	TRAN-MAT8	Oppose	<p>Reject original submission point and amend TRAN-MAT8 as follows:</p> <p>2. Whether the design and layout of the proposed activity <del>maximises</del> <u>promotes</u> 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 <del>and has been approved by SDC.</del></p>
DPR 0374	- Rolleston Industrial Holdings Ltd	141	TRAN-MAT8	Oppose	Delete as notified
DPR-0374	Rolleston Industrial Holdings Ltd	FS257	TRAN-MAT8	Oppose	<p>Reject original submission point and amend TRAN-MAT8 as follows:</p> <p>2. Whether the design and layout of the proposed activity <del>maximises</del> <u>promotes</u> 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 <del>and has been approved by SDC.</del></p>
DPR 0375	- Waka Kotahi	63	TRAN-MAT8	Support in Part	Amend this matter to reflect any changes made to TRAN-R8
DPR 0384	- Rolleston Industrial Developments Ltd	143	TRAN-MAT8	Oppose	Delete as notified
DPR 0384	- Rolleston Industrial		TRAN-MAT8		Amend submission point and relief.

	<i>Developments Ltd</i>				
DPR 0409	- Hughes Developments Ltd	36	TRAN-MAT8	Opposed	Delete as notified
DPR 0414	- Kainga Ora	40	TRAN-MAT8	Support in Part	Not specified.
DPR-0157	Kevin and Bonnie Williams	FS132	TRAN-MAT8	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS311	TRAN-MAT8	Oppose in Part	Reject submission in part
DPR 0298	- Trices Road Re-zoning Group	FS092	TRAN-MAT8	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS116	TRAN-MAT8	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS513	TRAN-MAT8	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS111	TRAN-MAT8	Oppose in Part	Reject in Part
<b>TRAN-MAT9</b>					
DPR 0353	- Horticulture NZ	104	TRAN-MAT9	Oppose	Amend as follows: .... 2. Any potential effects of traffic from non-rural production activities on the amenity of the surrounding residents and on other uses of the road. ....
DPR-0212	Ellesmere Sustainable Agriculture Incorporated	FS030	TRAN-MAT9	Support	Allow
DPR-0372	Dairy Holdings Ltd	FS038	TRAN-MAT9	Support	Accept
DPR-0388	Craigmore Farming Services Ltd	FS008	TRAN-MAT9	Support	Accept
DPR- 0358	Rolleston West Residential Ltd	137	TRAN-MAT9	Support	Retain as notified
DPR 0363	- Iport Rolleston Holdings Ltd	136	TRAN-MAT9	Support	Retain as notified

DPR 0374	-	Rolleston Industrial Holdings Ltd	142	TRAN-MAT9	Support	Retain as notified
DPR 0384	-	Rolleston Industrial Developments Ltd	144	TRAN-MAT9	Support	Retain as notified
DPR 0414	-	Kainga Ora	41	TRAN-MAT9	Support in Part	Any consequential amendments required to align with submitter's wider submission on the transport chapter.
DPR-0157		Kevin and Bonnie Williams	FS133	TRAN-MAT9	Oppose in Part	Reject submission in part
DPR-0209		Manmeet Singh	FS312	TRAN-MAT9	Oppose in Part	Reject submission in part
DPR 0298	-	Trices Road Re-zoning Group	FS093	TRAN-MAT9	Oppose in Part	Reject submission
DPR-0461		Dunweavin 2020 Ltd	FS117	TRAN-MAT9	Oppose in Part	Reject
DPR-0492		Kevler Development Ltd	FS514	TRAN-MAT9	Oppose in Part	Reject in Part
DPR-0493		Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS112	TRAN-MAT9	Oppose in Part	Reject in Part
DPR 0422	-	Federated Farmers NZ	120	TRAN-MAT9	Oppose	Amend as follows:  2. Any potential effects of traffic <u>from non-rural production activities</u> on the amenity values of surrounding residents and on other uses of the road.
DPR-0372		Dairy Holdings Ltd	FS059	TRAN-MAT9	Support	Accept

## Analysis

### TRAN-MAT1 Effects on the wider network

13.23. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Holdings Ltd<sup>164</sup> seek the deletion of TRAN-MAT1.3 and TRAN-MAT1.4 on the basis this appears to give unrestricted discretion to NZTA and Kiwirail and that consideration should

<sup>164</sup> DPR-0358:129, 0363:128, 0374:134, 0384:136

only be given to the outcomes of feedback that is relevant to the effects of an application. I recommend these submission points be rejected for the following reasons:

13.23.1. In order to connect to a State Highway and cross a rail line, NZTA and KiwiRail have various responsibilities and powers regarding access arrangements<sup>165</sup> separately to the resource consenting process. However, it is appropriate that this be a relevant consideration for any subdivision or land use consent proposal where access or crossing rights are sought. In any case, without the agreement of these infrastructure providers, development may not ultimately be able to proceed.

13.23.2. The clauses are no different to considering feedback from Heritage New Zealand Pouhere Taonga for a building that is nationally listed. A consent officer will be required to consider and weigh these comments and their relevance alongside other expert evidence provided by the submitter or sourced from elsewhere.

13.24. NZTA<sup>166</sup> request a change to TRAN-MAT1.2 to include an additional word as follows - '*any effects, including cumulative effects, on traffic safety, effectiveness or the efficiency of land transport infrastructure.*' I see no issue with including this word in this clause and recommend that it be included.

13.25. CCC<sup>167</sup> sought that TRAN-MAT1 be retained as notified and I recommend this is accepted in part due to the changes recommended above.

*TRAN-MAT2 Vehicle crossings and accessways,*

*TRAN-MAT3 Surface*

13.26. No individual submissions were made on these provisions seeking specific changes. Kainga Ora<sup>168</sup> are requesting consequential changes to reflect relief sought elsewhere. I do not consider any consequential changes are necessary. I therefore recommend these provisions remain as notified. I recommend those submissions points seeking the matters be retained as notified are accepted. These include: Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited, Rolleston Industrial Developments Limited and NZTA<sup>169</sup>.

*TRAN-MAT4 Parking areas*

13.27. SDC<sup>170</sup> seek the following change to TRAN-MAT4 to ensure that access to premises from off-site mobility parking is considered - *9. The ease and safety of access to the activity from any mobility parking provided off-site.* I agree with the submitter that this should be a relevant consideration attached to this matter and recommend this submission point be accepted. Kainga Ora<sup>171</sup> are requesting consequential changes to reflect relief sought elsewhere. I do not consider any consequential changes are necessary. I recommend those submissions points seeking the matters

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<sup>165</sup> Roading Powers Act 1989, NZ Railways Corporation Act 1981

<sup>166</sup> DPR-0375:61

<sup>167</sup> DPR-0032:16

<sup>168</sup> DPR-0414:034 and 035

<sup>169</sup> DPR-0358:130 and 131, 0363:129 and 130, 0374:135 and 136, 0384:137 and 138, 0375:062

<sup>170</sup> DPR-0207:16

<sup>171</sup> DPR-0414:036

be retained as notified are accepted in part due to the change I recommend above (HortNZ, Federated Farmers with respect to MAT4.4 and 4.6, Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited, Rolleston Industrial Developments Limited)<sup>172</sup>.

*TRAN-MAT5 Cycle parking,*

*TRAN-MAT6 Landscape treatment strip protection,*

*TRAN-MAT7 Landscaping of parking areas*

13.28. No individual submissions were made on these provisions seeking specific changes. Kainga Ora<sup>173</sup> are requesting consequential changes to reflect relief sought elsewhere. I do not consider any consequential changes are necessary. I therefore recommend the provisions remain as notified. I recommend those submissions points seeking the matters be retained as notified are accepted. These include: Rolleston West Residential Limited, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments Limited<sup>174</sup>.

*TRAN-MAT8 High trip generating activities*

13.29. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Holdings Ltd<sup>175</sup> seek the deletion of TRAN-MAT8 as part of their broad relief (now withdrawn with the exception of Rolleston West Residential Ltd) to delete provisions relating to high trip generating activities. The submitters previously stated that the provisions are not required as the existing approach of requiring an integrated transport assessment on a case by case basis is working well and providing certainty and ease of use to plan users.

13.30. Hughes Developments Ltd<sup>176</sup> seek the deletion of TRAN-MAT8, again as part of broad relief seeking the deletion of provisions associated with high trip generating activities and integrated transport assessments as, in their view, the provisions are unclear and contain errors.

13.31. I recommend these submissions be accepted in part for the following reasons:

13.31.1. In my opinion, the absence of integrated transport thresholds and rule direction creates uncertainty as it is left to the consenting stage to determine the impacts of large scale or high trip generating activities. In addition, the CRPS requires that trigger thresholds are identified in district plans for development where an integrated transport assessment is required (Policy 6.3.4, Method 3).

13.31.2. As part of a further submission on the Plan, it seems that Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Holdings Ltd are seeking to amend their original submissions<sup>177</sup>. Rather than seeking the deletion of TRAN-MAT8 as notified, it is now sought that TRAN-MAT8.1, 8.3 and 8.4 be

<sup>172</sup> DPr-0353:103, 0358:130, 0363:129, 0374:135, 0384:137, 0422:119

<sup>173</sup> DPR-0414:037, 038 and 039

<sup>174</sup> DPR-0358:133, 134, 135, 0363:132, 133, 134, 0374: 138, 139, 140, 0384:140, 141, 142

<sup>175</sup> DPR-0358:136, 0363:135, 0374:141, 0384:143

<sup>176</sup> DPR-0409:036

<sup>177</sup> DPR-0358:FS302, 0363:FS002, -0384:FS308 and 0374:FS257

retained. The four submitters also seek that TRAN-MAT8.2 is retained but amended by changing the word 'maximises' to 'promotes' as maximising travel other than private cars is unrealistic. They also seek that TRAN-MAT8.5 is amended to delete the requirement for Council approval of an integrated transport assessment on the basis that this appears to provide unrestricted discretion for Council.

13.31.3. I agree with the submitter that 'promotes' is more consistent with the policy wording in the Transport Chapter (TRAN-P5). I also agree that it is not necessary to state whether Council approve an integrated transport assessment at the time of its lodgment. The amount of weight attached to it will be determined by a consent officer having regard to other expert evidence. I therefore recommend changes consistent with the submitters relief sought.

13.32. NZTA<sup>178</sup> are seeking that TRAN-MAT8 is amended to reflect consequential changes that arise from amendments to TRAN-R8 which included ensuring the requirements for integrated transport assessments are appropriate and generally consistent. I agree and recommend this be accepted, making the requirements clearer by reorganising TRAN-MAT8 into a table form to clearly distinguish between what matters are relevant to a Basic ITA and a Full ITA.

13.33. Kainga Ora<sup>179</sup> are seeking that residential activities are excluded from the requirement for integrated transport assessments, consistent with their relief for TRAN-R8. I do not agree for reasons outlined in TRAN-R8 and therefore recommend this submission point be rejected.

#### *TRAN-MAT9 Vehicle movements*

13.34. HortNZ and Federated Farmers<sup>180</sup> are both seeking an amendment to TRAN-MAT9 as follows - 2. *Any potential effects of traffic from non-rural production activities on the amenity of the surrounding residents and on other uses of the road.* This is on the basis that rural production activities should not be constrained by the amenity of neighbours who may, in their view, inappropriately seek a different level of amenity in the rural zone. This would include aquaculture, agricultural, pastoral, horticultural and forestry activities but excludes mining (using the definition of rural production activities in the Plan) and would exclude any rurally based industries.

13.35. This matter relates to TRAN-R7 which set thresholds for equivalent vehicle movements for activities in rural areas, depending on access to different classes of road. I consider that the thresholds (with recommended amendments) provide an appropriate level of permissiveness for the majority of rural production activities. In my opinion, it would be right to consider amenity effects from traffic movements from activities, including rural production activities that exceed the thresholds in TRAN-R7. I therefore do not recommend any changes and recommend the submission points be rejected.

13.36. Kainga Ora<sup>181</sup> are requesting consequential changes to TRAN-MAT9 reflect relief sought elsewhere. I do not consider any consequential changes are necessary. I therefore recommend the provisions remain as notified. I recommend those submissions points seeking the matters be retained as

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<sup>178</sup> DPR-0375:063

<sup>179</sup> DPR-0414:040

<sup>180</sup> DPR-0353:104, 0422:120

<sup>181</sup> DPR-0414:41

notified are accepted. These include: Rolleston West Residential Limited, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments Limited<sup>182</sup>.

### **Recommendations and amendments**

13.37. I recommend, for the reasons given above, that the Hearing Panel make amendments to:

- a) TRAN-MAT1,
- b) TRAN-MAT4, and
- c) TRAN-MAT8

as shown in **Appendix 2** to provide better clarity and consistency and to correct errors.

13.38. It is recommended that submissions and further submissions are either accepted, accepted in part or rejected as shown in **Appendix 1**.

## **14. Transport Schedules TRAN-SCHED1 – TRAN-SCHED5**

### **Introduction**

14.21. This section contains schedules that form technical standards that must be complied with in order to meet the rules and rules requirements contained in the transport chapter.

### **14.1. Transport Schedule TRAN-SCHED1**

Approximately eight submission points and 12 further submission points were made on TRAN-SCHED1.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
DPR-0156	Peter Stafford	4	TRAN-SCHED1	Oppose in Part	Amend TRAN-TABLE3 to include a new standard for 7 – 10 sites: <u>Length(m): Any length</u> <u>Legal width(m): 6.5</u> <u>Carriageway width(m): 5.5</u> <u>Turning area: Required</u> <u>Passing bay: Required</u>
DPR-0359	Fire and Emergency NZ	FS001	TRAN-SCHED1	Support in Part	Fire and Emergency support the proposed amendment in part, subject to the following amendments:  <u>7-10 Sites Length(m): Any length-0- 50</u>  <u>Legal width(m): 6.5</u> <u>Carriageway width(m): 5.5</u>

<sup>182</sup> DPR-0358:137, 0363:136, 0374:142, 0384:144



					<i>Turning area: Required</i> <i>Passing bay: Optional</i>  <u>7-10 Sites Length(m): Over 50</u> <u>Legal width(m): 6.5</u> <u>Carriageway width(m): 5.5</u> <u>Turning area: Required</u> <u>Passing bay: Required</u>
DPR-0358	Rolleston West Residential Ltd	138	TRAN-SCHED1	Support	Retain as notified
DPR 0359	- Fire and Emergency NZ	36	TRAN-SCHED1	Oppose in Part	Amend all carriageway widths in TRAN-TABLE3 to a minimum of 4.0m wide and require turning areas in the RESZ and MPZ for 4-6 sites with a 0-50m length.
DPR 0363	- Iport Rolleston Holdings Ltd	137	TRAN-SCHED1	Support	Retain as notified
DPR 0374	- Rolleston Industrial Holdings Ltd	143	TRAN-SCHED1	Support	Retain as notified
DPR 0384	- Rolleston Industrial Developments Ltd	145	TRAN-SCHED1	Support	Retain as notified
DPR 0409	- Hughes Developments Ltd	31	TRAN-SCHED1	Support in Part	Amend TRAN-TABLE3 to provide a new standard for 7 – 10 sites:  <u>Length(m): Any length</u> <u>Legal width(m): 6.5</u> <u>Carriageway width(m): 5.5</u> <u>Turning area: Required</u> <u>Passing bay: Optional</u>
DPR-0358	Rolleston West Residential Ltd	FS077	TRAN-SCHED1	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS077	TRAN-SCHED1	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS077	TRAN-SCHED1	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS077	TRAN-SCHED1	Support	Adopt

DPR-0359	Fire and Emergency NZ	FS006	TRAN-SCHED1	Support in Part	<p>Fire and Emergency support the proposed amendment in part, subject to the following amendments</p> <p>7-10 Sites</p> <p>Length(m): <del>Any length</del> 0- 50</p> <p>Legal width(m): 6.5</p> <p>Carriageway width(m): 5.5</p> <p>Turning area: Required</p> <p>Passing bay: Optional</p> <p>7-10 Sites</p> <p>Length(m): Over 50; Legal width(m): 6.5; Carriageway width(m): 5.5</p> <p>Turning area: Required; Passing bay: Required</p>
DPR 0414	- Kainga Ora	42	TRAN-SCHED1	Support in Part	<p>Amend TRAN-TABLE3 as follows:</p> <p>RESZ MPZ TEZ GRAZ SKIZ, Potential number of sites 4- <del>€ 4-9</del>, Length 0-50....</p> <p>RESZ MPZ TEZ GRAZ SKIZ, Potential number of sites 4- <del>€ 10+</del>, Length Over 50 ....</p> <p>Turning area <del>Required</del> Optional</p>
DPR-0157	Kevin and Bonnie Williams	FS134	TRAN-SCHED1	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS313	TRAN-SCHED1	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS094	TRAN-SCHED1	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS118	TRAN-SCHED1	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS515	TRAN-SCHED1	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS113	TRAN-SCHED1	Oppose in Part	Reject in Part

## Analysis

14.22. Peter Stafford and Hughes Development Ltd<sup>183</sup> consider that increasing the number of sites off a shared accessway (where a road does not need to be formed) requires that TRAN-TABLE3 be amended to give effect to relief sought in TRAN-REQ7. Both submitters request a standard for an accessway servicing 7-10 sites be included.

14.23. Kainga Ora<sup>184</sup> also seek changes to the requirement for shared accessways in TRAN-TABLE3. They particularly object to a requirement for turning areas as they consider that this should be assessed on a case by case basis. They seek a new standard to replace 4-6 sites (for 4-9 sites) and a new 10+ site standard.

14.24. FENZ<sup>185</sup> oppose the minimum carriageway widths as outlined in TRAN-TABLE3 and seek that they are a minimum of 4m wide and require turning areas in RESZ and MPZ for 4-6 sites with a 0-50m length. This to ensure that fire appliances can access sites in an emergency. I note also a further submission by Fire and Emergency<sup>186</sup> that gives qualified support to the proposed amendment above by Hughes Development subject to requiring a passing bay for any accessway that is over 50m in length. This is consistent with their support in their original submission for passing bays for accessways greater than 50m in length.

14.25. I recommend the original submission points be accepted in part for the following reasons:

14.25.1. I am recommending changes to TRAN-REQ7 that will have the effect of making 7-9 sites being serviced by an accessway a discretionary activity. This would apply to sites in CMUZ, GIZ and RESZ. Whilst this would not necessitate changes to TRAN-TABLE3 (the accessway standards would be determined by way of a consent rather than a permitted rule), it would provide some relief to the submitters.

14.25.2. Abley recommend that for accessways over 50m, a passing bay should continue to be a requirement for higher permitted number of sites/parking areas.

14.25.3. In relation to access for firefighting, Abley recommend a requirement for vehicle accesses to be wide enough to accommodate a fire appliance where the access is too long to be served by road. Whilst the FENZ relief seeks this for all accessways, in the body of their submission FENZ indicates this should apply to accessways over 90m in length. As a health and safety issue, I recommend this can be achieved through a standard in TRAN-TABLE3 for accessways to be over 4m in width when an accessway is over 90m in length. I consider that a turning area specifically for fire appliances as requested by FENZ would be too onerous for a very occasional need and where the fire appliance could simply reverse out.

14.25.4. In relation to the general debate raised by submitters on requiring turning areas on residential accessways, Abley note that individual driveways that branch off accessways

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<sup>183</sup> DPR-0156:004, 0409:031

<sup>184</sup> DPR-0414:042

<sup>185</sup> DPR-0359:036

<sup>186</sup> DPR-0359:FS006

can be readily used for turning for smaller vehicles. I note that whilst this is reliant on using private property to turn around, accessway are themselves private and in reality, users of them are likely to be the property owners themselves or visitors rather than general traffic. As such requiring any turning areas on residential accessways can be seen as unnecessary and therefore Abley recommend they could be optional regardless of the length. I accept Abley's recommendations and recommend this is amended in TRAN-TABLE3.

14.26.. I recommend those submissions points seeking the matters be retained as notified are accepted in part due to the changes I recommend above. These include: Rolleston West Residential Limited, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Limited and Rolleston Industrial Developments Limited<sup>187</sup>.

## 14.2. Transport Schedule TRAN-SCHED2

14.27. Approximately 14 submission points and 18 further submission points were made on TRAN-SCHED2.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
DPR 0207	Selwyn District Council	14	TRAN-SCHED2	Oppose in Part	Amend TRAN-DIAGRAM3 to remove the text 'vehicle crossing separation distance' and 'see vehicle crossing width requirements table for measurements'.
DPR- 0358	Rolleston West Residential Ltd	139	TRAN-SCHED2	Support	Retain as notified
DPR - 0363	Iport Rolleston Holdings Ltd	138	TRAN-SCHED2	Support	Retain as notified
DPR - 0374	Rolleston Industrial Holdings Ltd	144	TRAN-SCHED2	Support	Retain as notified
DPR - 0375	Waka Kotahi	64	TRAN-SCHED2	Support	Retain as notified
DPR - 0375	Waka Kotahi	65	TRAN-SCHED2	Support	Retain TRAN-DIAGRAM1 as notified
DPR - 0375	Waka Kotahi	66	TRAN-SCHED2	Support	Retain as notified
DPR - 0375	Waka Kotahi	67	TRAN-SCHED2	Support in Part	Amend to include a diagram for local and collector roads.
DPR - 0375	Waka Kotahi	68	TRAN-SCHED2	Support in Part	Amend TRAN-DIAGRAM4 to remove the reference to 'Centre of Highway' and consideration is given to

<sup>187</sup> DPR-0358:138, 0363:137, 0374:143, 0384:145

					whether the requirement for access separation is applied for other types of roads.
DPR 0375	- Waka Kotahi	69	TRAN-SCHED2	Oppose	Amend TRAN-DIAGRAM7 to be of a more appropriate design based on the intended use as provided for in the District Plan rules
DPR 0384	- Rolleston Industrial Developments Ltd	146	TRAN-SCHED2	Support	Retain as notified
DPR 0414	- Kainga Ora	43	TRAN-SCHED2	Oppose	Delete TRAN-TABLE4 as notified and requests that this table be reviewed and amended so that the classifications are more appropriately set to effectively manage the safety and efficiency of the transport network, while recognising and providing for residential intensification.
DPR-0157	Kevin and Bonnie Williams	FS135	TRAN-SCHED2	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS314	TRAN-SCHED2	Oppose in Part	Reject submission in part
DPR 0298	- Trices Road Re-zoning Group	FS095	TRAN-SCHED2	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS119	TRAN-SCHED2	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS516	TRAN-SCHED2	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS114	TRAN-SCHED2	Oppose in Part	Reject in Part
DPR 0414	- Kainga Ora	44	TRAN-SCHED2	Oppose	Delete TRAN-TABLE5 as notified and requests that this table be reviewed and amended so that the requirements are more appropriately set to effectively manage the safety and efficiency of the transport network, while recognising and providing for residential intensification.

DPR-0157	Kevin and Bonnie Williams	FS136	TRAN-SCHED2	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS315	TRAN-SCHED2	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS096	TRAN-SCHED2	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS120	TRAN-SCHED2	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS517	TRAN-SCHED2	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS115	TRAN-SCHED2	Oppose in Part	Reject in Part
DPR - 0414	Kainga Ora	45	TRAN-SCHED2	Oppose	Amend TRAN-TABLE6 as follows:  <del>RESZ-1</del> - 3 Sites ...  <u>4+ Sites</u> Minimum width <u>5m</u> Maximum width <u>7m</u>  ....
DPR-0157	Kevin and Bonnie Williams	FS137	TRAN-SCHED2	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS316	TRAN-SCHED2	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS097	TRAN-SCHED2	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS121	TRAN-SCHED2	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS518	TRAN-SCHED2	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS116	TRAN-SCHED2	Oppose in Part	Reject in Part

## Analysis

### TRAN-DIAGRAM1 and TRAN-TABLE4

14.28. Kainga Ora<sup>188</sup> oppose both TRAN-TABLE4 and TRAN-TABLE5 as they consider that the focus should be on speed limits rather than road type when setting requirements for distances of vehicle

<sup>188</sup> DPR-0414:043 and 0414:044

crossings from intersections as the speed at which a vehicle is travelling is more likely to influence separation from accesses. Abley recommend a number of changes to TRAN-TABLE4 and related TRAN-DIAGRAM1 as follows

14.28.1. Replace TRAN-DIAGRAM1 (Accessway separation from intersections) with a new diagram showing the minimum distance as measured from the property boundary rather than the kerbline. The approach is consistent with that used in Auckland and Christchurch to measure distances from intersections to vehicle crossings. The proposed new diagram is based on Figure 16 from the Christchurch District Plan and can be found in Appendix 2 of this report).

14.28.2. Replace TRAN-TABLE4 with a simpler version accounting for the difference in function of Local roads which will tend to have smaller sites and more frequent access points, therefore vehicle crossings may be closer to an intersection than for collector or arterial roads. The proposed update table takes values directly from PPM Appendix 5B, Table 5B/3 as follows:

Posted speed limit of frontage road (km/h)	Minimum required distance between proposed vehicle crossing and any intersection.	
	Where the frontage road is a Local Road	Where the frontage road is not a Local Road
60 or less	20m	30m
70	45m	100m
80	45m	100m
90	60m	200m
100	60m	200m

To account for instances where the width of a site means that complying with these distances are not possible, Abley recommend adding a clause:

*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 (new proposed) TABLE4.*

14.29. TRAN-TABLE5 is already partly based on speed limits and road types are included in the table to allow shorter sight distances in the RESZ for collector and local roads on the premise that it is acceptable in these situations for traffic on the road to be impeded if a driver turning into the road selects a gap that is too small. It is expected that some disruption associated with access is generally acceptable in terms of the anticipated function of residential collector and local roads.

14.30. I therefore recommend the submission point is accepted in part in relation to TRAN-TABLE4.

*TRAN-DIAGRAM2*

14.31. NZTA<sup>189</sup> seeks that a further diagram be inserted for local and collector roads, similar for the diagram for state highways and arterial roads (TRAN-DIAGRAM2). Abley comment that the source for this diagram is Diagram A from PPM Appendix 5B and that the method of measuring sight distances does not change according to the road hierarchy, only the required values change. They recommend that the nested table in TRAN-DIAGRAM2 is removed and the title is changed to remove reference to state highways and arterial roads. The sight distance values could be derived from TRAN-TABLE5 and that TRAN-DIAGRAM2 is retained to illustrate how to measure sight distance. In addition, there are some explanatory notes that are missing from TRAN-DIAGRAM2 that could be added to provide further guidance on how to measure sight distances. I accept this advice and recommend the submission point be accepted in part. I also note that the PPM is in the process of being updated and this may necessitate amendments to the PDP after it is operative.

*TRAN-TABLE6*

14.32. Kainga Ora<sup>190</sup> opposes the residential thresholds set for vehicle access classification in TRAN-TABLE6 and considers the corresponding legal widths are excessive for the level of development the accessways serve. They seek changes to amend these thresholds for four sites or greater to a minimum width of 5m and a maximum width of 7m.

14.33. Abley comment that these requirements relate to vehicle crossings not accessways and therefore the points in the submission do not appear to relate to TABLE6. Despite this, and to ensure consistency with accessway standards which allow a minimum carriageway width of 3m for residential activities (refer TRAN-TABLE3), Abley recommend that vehicle crossing width requirements can be reduced to 3m for residential activities. However an exception to this is required where provision is needed to accommodate emergency vehicles for vehicle crossing servicing accessways over 90m in length where a 4m width should be required. This is consistent and within the ambit of FENZ's relief seeking a minimum of a 4m carriageway width for fire appliances. Taking into account the broad submission point that the thresholds are too onerous, I recommend the submission point be accepted in part.

*TRAN-DIAGRAM3*

14.34. SDC<sup>191</sup> consider that the text 'vehicle crossing separation distance' and 'see vehicle crossing width requirements table for measurements' be deleted from TRAN-DIAGRAM3 as these aspects are dealt with as a matter in the subdivision chapter rather than a requirement within the transport chapter. I recommend these submission points are accepted in part for the following reasons:

14.34.1. I agree that 'vehicle crossing separation distances' can be addressed as a matter of control or discretion in SUB-MAT1 (6)(a)(v) in terms of the best and most appropriate location of vehicle crossings. This is appropriate for accessways in low speed residential

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<sup>189</sup> DPR-0375:067

<sup>190</sup> DPR-0414:045

<sup>191</sup> DPR-0207:014



zones but not in situations with open road speeds and does not cover instances where accessways may be added outside of subdivision.

14.34.2. TRAN-REQ4 (7), vehicle crossings being formed on arterial roads, requires conformity with TRAN-DIAGRAM4 and separation distances between accessways for arterial roads in the district. Although Abley have indicated there are deficiencies with this diagram which would be better expressed as a table, as well as deficiencies with the rule requirements (addressed below under discussion on TRAN-DIAGRAM4), the utility of retaining TRAN-DIAGRAM3 as a close-up means of demonstrating how separation distances are to be measured remains.

14.34.3. Abley recommend a change to TRAN-DIAGRAM3 to indicate that vehicle crossing separation distances should be measured at the property boundary rather than the kerb as this is more practical and easier to control for developers, better reflecting the purpose of the rule to ensure that vehicle crossings are adequately spaced on high-speed roads to minimise conflicting vehicle movements. I agree with Abley and recommend the diagram be amended (as shown in Appendix 2).

14.34.4. TRAN-DIAGRAM3 should be more clearly linked to instances where vehicle crossing separation distances are required in the Transport Chapter, for example TRAN-REQ4 (7), as a guide to how they are measured.

14.34.5. The reference to 'vehicle crossing width requirements' also remains relevant and links to preceding TRAN-TABLE6 (Vehicle crossing width requirements) and I recommend it is retained in TRAN-DIAGRAM3. The arrow should have pointed to the vehicle crossing widths themselves rather than the separation distances between the vehicle crossings.

#### *TRAN-DIAGRAM4*

14.35. NZTA<sup>192</sup> seek that the reference to 'centre of highway' be removed from TRAN-DIAGRAM4. They also recommend Council consider if any other rules and road types require access separation standards. I recommend this submission point be accepted in part for the following reasons:

14.35.1. Abley note that TRAN-DIAGRAM4 is complicated and could easily be misinterpreted. They recommend the following changes which I concur are appropriate:

14.35.1.1. Minimum separation distances should be required on all roads with speed limits above 70km/h or greater, currently this is only indicated for arterial roads however this should also include Collector and Local roads when the speed limit is greater than 70km/h.

14.35.1.2. Consequently, replace TRAN-DIAGRAM4 with a table showing the required minimum separation distances which Abley consider will be considerably simpler to read and apply. The recommended distances are generally consistent with what is included in TRAN-DIAGRAM4 however also incorporates road classification as proxy to traffic volumes. Vehicles entering or leaving an access

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<sup>192</sup> DPR-0375:068

causes interference to the through traffic stream and the degree of interference increases as the traffic volume increases. The Christchurch District Plan recognises that roads function differently and vehicles entering or existing roads with higher traffic volumes (arterial roads) will cause more interference compared to lower volume roads (local Roads). The recommended table is set out as follows:

	Type of road frontage			
	Frontage road speed limit (km/h)	Arterial	Collector	Local
A	70	40	40	40
B	80	100	70	50
C	90	200	85	65
D	100	200	105	80

Abley also recommend a note at the bottom of the table as some of these distances are large and there may be cases where the width of the site means complying with these distances is not possible.

*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 (new proposed) TABLE7.*

- 14.35.1.3. Consequential amendments are required to TRAN-REQ4.7 to reflect the change to using speed limits *and* road type in determining the need for required minimum separation distances. Consequential changes are required to both TRAN-REQ4 and TRAN-REQ7 to change the reference to a table rather than diagram. Consequential renumbering of other tables in the schedule section are required.
- 14.35.1.4. I am uncertain why NZTA want to have 'centre of highway' removed although it may be to avoid any confusion that the diagram might apply to a State Highway. Regardless as TRAN-DIAGRAM4 is proposed to be removed, this becomes a moot point.

#### TRAN-DIAGRAM5 - 7

14.36. NZTA<sup>193</sup> are seeking that Council review the diagrams for access (related to TRAN-REQ5 and includes TRAN-DIAGRAM5, 6 and 7) to determine if they are appropriate for their intended use. More specifically, NZTA<sup>194</sup> are concerned that TRAN-DIAGRAM7 relating to vehicle crossing commercial

<sup>193</sup> DPR-0375:054

<sup>194</sup> DPR-0375:069

and heavy design standards is only suitable in very specific situations, mainly for dairy tanker access, and a more appropriate design should be sought that reflects the diagram's intended use in the Plan. I recommend these submission points be accepted in part for the following reasons:

14.36.1. Abley have reviewed the vehicle crossing diagrams (TRAN-DIAGRAM5, 6 and 7) in the PDP. These diagrams reflect Type C1, C2 and D respectively from the Selwyn District Council Engineering Code of Practice. Abley note that TRAN-DIAGRAM7 is a particular special case.: *'This type of design is referenced in the NZTA Planning Policy Manual or PPM (Appendix 5B – Diagram D) and includes some seal widening opposite the vehicle access with the purpose of allowing heavy vehicles to wait in the shoulder opposite the access until the right turn can be completed in a safe manner. However, this is not considered best practice design and is only likely to operate well in specific situations where drivers are familiar with the road layout (e.g. regular dairy tanker accessing a farm). Furthermore, the PPM recommends this type of access is only suitable in specific cases where the volume of traffic using the accessway is less than 100 ecm/d and other requirements are met. This contradicts the Proposed Plan which refers to this vehicle crossing standard for activities generating more than 100 ecm/d'.*

14.36.2. It is noted that, with respect to the State Highway network, the PDP allows bespoke design solutions as all vehicle crossing onto a State Highway require consent (TRAN-REQ4.1d).

14.36.3. Abley recommend the following changes which I accept:

14.36.3.1. Instead of requiring the use of diagrams based on the zone that the activity is located within, apply the diagrams wherever the posted speed limit of the frontage road is 70km/h or greater. Vehicle crossing widths where the frontage road has a speed of less than 70km/h would be controlled through TRAN-REQ5.1 (TRAN-TABLE6).

14.36.3.2. Remove TRAN-REQ5.5c and TRAN-DIAGRAM7. There are other vehicle movement rules in the PDP that require consent for vehicle crossings carrying higher volumes and at that juncture the appropriate crossing design for the context would be established. The PDP vehicle movement rules for the Rural zone (GRUZ) include TRAN-R4 permitting a vehicle crossing that does not service any activity that generates more than 40 vm/d, and TRAN-R7 permitting a maximum of 60 ecm/d for any activity accessing a local or collector road.

14.37. I recommend those submissions points seeking the matters be retained as notified are accepted in part due to the changes I recommend above. These include Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd, NZTA, Rolleston Industrial Holdings Ltd<sup>195</sup>.

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<sup>195</sup> DPR-0358:139, 0363:138, 0374:144, 0375:64, 0375:66, 0384:146

### 14.3. Transport Schedule TRAN-SCHED3

Approximately 13 submission points and 15 further submission points were made on TRAN-SCHED3.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
DPR 0207	Selwyn District Council	15	TRAN-SCHED3	Oppose in Part	Amend TRAN-TABLE7 to increase the minimum carriageway width for Local road types in 'all other RESZ' from 7m to 7.5m.
DPR 0460	Marama Te Wai Ltd	FS024	TRAN-SCHED3	Oppose in Part	Amend to allow flexibility.
DPR- 0358	Rolleston West Residential Ltd	FS078	TRAN-SCHED3	Oppose	Reject
DPR-0363	Iport Rolleston Holdings Ltd	FS078	TRAN-SCHED3	Oppose	Reject
DPR-0374	Rolleston Industrial Holdings Ltd	FS078	TRAN-SCHED3	Oppose	Reject
DPR-0384	Rolleston Industrial Developments Ltd	FS078	TRAN-SCHED3	Oppose	Reject
DPR- 0358	Rolleston West Residential Ltd	140	TRAN-SCHED3	Support in Part	Retain as notified, subject to amendment to TRAN-TABLE7 as set out in DPR-0358.143
DPR- 0358	Rolleston West Residential Ltd	143	TRAN-SCHED3	Support in Part	Amend TRAN-TABLE7 by deleting the words 'both sides' from the 'Parking Lanes' column as it applies to Local roads in the CMUZ and GIZ.
DPR 0363	Iport Rolleston Holdings Ltd	139	TRAN-SCHED3	Support in Part	Retain as notified, subject to amendment to TRAN-TABLE7 as set out in DPR-0363.142
DPR 0363	Iport Rolleston Holdings Ltd	142	TRAN-SCHED3	Support in Part	Amend TRAN-TABLE7 by deleting the words 'both sides' from the 'Parking Lanes' column as it applies to Local roads in the CMUZ and GIZ.
DPR 0374	Rolleston Industrial Holdings Ltd	145	TRAN-SCHED3	Support in Part	Retain as notified, subject to amendment to TRAN-TABLE7 as set out in DPR-0374.148
DPR 0374	Rolleston Industrial Holdings Ltd	148	TRAN-SCHED3	Support in Part	Amend table by deleting the words 'both sides' from the 'Parking Lanes' column as it

					applies to Local roads in the CMUZ and GIZ.
DPR 0375	– Waka Kotahi	70	TRAN-SCHED3	Support	Retain as notified.
DPR 0384	- Rolleston Industrial Developments Ltd	147	TRAN-SCHED3	Support in Part	Retain as notified, subject to amendment to TRAN-TABLE7 as set out in DPR-0384.150.
DPR 0384	- Rolleston Industrial Developments Ltd	150	TRAN-SCHED3	Support in Part	Amend TRAN-TABLE7 by deleting the words 'both sides' from the 'Parking Lanes' column as it applies to Local roads in the CMUZ and GIZ.
DPR 0409	- Hughes Developments Ltd	32	TRAN-SCHED3	Support in Part	Amend TRAN-TABLE7 to insert a new road standard for 16m – 18m width
DPR- 0358	Rolleston West Residential Ltd	FS079	TRAN-SCHED3	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS079	TRAN-SCHED3	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS079	TRAN-SCHED3	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS079	TRAN-SCHED3	Support	Adopt
DPR 0414	- Kainga Ora	46	TRAN-SCHED3	Oppose	Delete TRAN-TABLE7 as notified and requests that this table be reviewed and amended so that the requirements are more appropriately set to effectively manage the safety and efficiency of the transport network, while recognising and providing for residential intensification.
DPR-0157	Kevin and Bonnie Williams	FS138	TRAN-SCHED3	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS317	TRAN-SCHED3	Oppose in Part	Reject submission in part
DPR 0298	- Trices Road Re-zoning Group	FS098	TRAN-SCHED3	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS122	TRAN-SCHED3	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS519	TRAN-SCHED3	Oppose in Part	Reject in Part

DPR-0493	<i>Gallina Nominees Ltd &amp; Heinz-Wattie Ltd Pension Plan</i>	FS117	TRAN-SCHED3	<i>Oppose in Part</i>	<i>Reject in Part</i>
DPR 0475	Rolleston Residents Association	6	TRAN-SCHED3	Neither support or oppose	That there be minimum sizes for roads.

### Analysis

14.38. SDC<sup>196</sup> consider that the minimum carriageway width for Local road types in TRAN-TABLE7 in SCHED3 for 'all other RESZ' is 7m which is insufficient for refuse collection vehicles in conjunction with parked vehicles. As this advice was provided by the Council's waste team with an operational understanding of the need for refuse vehicles I agree with the submitter that this should be increased to 7.5m to allow safe and efficient refuse collection.

14.39. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd<sup>197</sup> seek that the words 'both sides' are deleted from the Parking Lanes column as it applies to local roads in CMUZ and GIZ to be consistent with the requirement for parking lanes on roads in other locations throughout the district. I agree – there is no reason I can find for having this wording in the Plan. It is present in the Operative District Plan but, again, serves no real purpose and I recommend it be deleted to ensure consistency.

14.40. Hughes Developments Ltd<sup>198</sup> considers that there is a disconnect between local and collector roads with respect to residential activity and TRAN-TABLE7 omits local road classifications beyond the 15m legal width which, in the submitter's opinion, is optimal for provision of infrastructure, residential character and amenity. They seek a new standard for a road width of between 16-18m. Kainga Ora<sup>199</sup> on the other hand consider the specified widths are excessive and wider streets and corridors create faster speed environments, which does not align with the Living Streets' initiative. They seek the table is deleted in its current form and rethought in terms of safety and efficiency and providing for residential intensification. I recommend that Hughes Development submission point is accepted in part and Kainga Ora's is rejected for the following reasons:

14.40.1. Abley agree with Hughes Development that there is a gap in the road width ranges available in relation to local roads (in all other RESZ) in TRAN-TABLE7. Here collector roads start from 20m while local roads may be up to 15m wide. Abley recommend that the maximum legal width for local roads be increased to 20m.

14.40.2. Abley disagree with Kainga Ora that a wider legal road width automatically means a wider carriageway or wider traffic lanes and thus a faster speed environment. It may for example include features such as footpaths, berms and landscaping.

<sup>196</sup> DPR-0207:015

<sup>197</sup> DPR-0358:143, DPR-0363:142, 0374:148, 0384:150

<sup>198</sup> DPR-0409:032

<sup>199</sup> DPR-0414:046

14.41. Rolleston Residents Association<sup>200</sup> consider that a minimum road width is required to stop roads being reduced to a single lane when a car is parked along on the side of the road. This is provided for already through TRAN-TABLE7 which effectively prescribes minimum widths. Therefore I recommend this submission be accepted in part, on the basis this is already provided for in the PDP.

14.42. I recommend those submissions points seeking the matters be retained as notified are accepted in part due to the changes I recommend above. These include NZTA.<sup>201</sup>

#### 14.4. Transport Schedule TRAN-SCHED4

Approximately six submission points and no further submission points were made on TRAN-SCHED4.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
DPR- 0358	Rolleston West Residential Ltd	141	TRAN-SCHED4	Support	Retain as notified.
DPR - 0363	Iport Rolleston Holdings Ltd	140	TRAN-SCHED4	Support	Retain as notified.
DPR - 0374	Rolleston Industrial Holdings Ltd	146	TRAN-SCHED4	Support	Retain as notified.
DPR - 0384	Rolleston Industrial Developments Ltd	148	TRAN-SCHED4	Support	Retain as notified.
DPR - 0458	KiwiRail	37	TRAN-SCHED4	Support	Retain as notified.
DPR - 0458	KiwiRail	38	TRAN-SCHED4	Support	Retain as notified.

#### Analysis

14.43. No submissions sought changes to TRAN-SCHED4. Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited, Rolleston Industrial Developments Limited, KiwiRail<sup>202</sup> are seeking these provisions are retained as notified. I therefore recommend these submission points be accepted.

<sup>200</sup> DPR-0475:006

<sup>201</sup> DPR-0375:070

<sup>202</sup> DPR-0358:141, 0363:140, 0374:146, 0384:148, 0458:038 and 38

## 14.5. Transport Schedule TRAN-SCHED5

Approximately six submission points and 20 further submission points were made on TRAN-SCHED5.

Submitter ID	Submitter Name	Submission Point	Plan Reference	Position	Decision Requested
DPR 0207	Selwyn District Council	12	TRAN-SCHED5	Oppose in Part	Amend TRAN-TABLE9 to remove the 'residential unit' row.
DPR- 0358	Rolleston West Residential Ltd	FS080	TRAN-SCHED5	Support	Adopt
DPR-0363	Iport Rolleston Holdings Ltd	FS080	TRAN-SCHED5	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS080	TRAN-SCHED5	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS080	TRAN-SCHED5	Support	Adopt
DPR 0207	Selwyn District Council	13	TRAN-SCHED5	Oppose in Part	Amend TRAN-TABLE9 to 'sports and recreation facilities'
DPR- 0358	Rolleston West Residential Ltd	142	TRAN-SCHED5	Support	Retain as notified.
DPR 0359	Fire and Emergency NZ	38	TRAN-SCHED5	Support	Retain TRAN-TABLE9 as notified
DPR 0363	Iport Rolleston Holdings Ltd	141	TRAN-SCHED5	Support	Retain as notified.
DPR 0374	Rolleston Industrial Holdings Ltd	147	TRAN-SCHED5	Support	Retain as notified.
DPR 0378	Ministry of Education	12	TRAN-SCHED5	Support	Retain as notified.
DPR 0384	Rolleston Industrial Developments Ltd	149	TRAN-SCHED5	Support	Retain as notified.
DPR 0414	Kainga Ora	47	TRAN-SCHED5	Support in Part	Delete TRAN-TABLE9 as notified and requests that this table be reviewed and amended so that the requirements are more appropriately set to effectively manage the safety and efficiency of the transport network and support cycling, while



					recognising and providing for residential intensification.
DPR-0157	Kevin and Bonnie Williams	FS139	TRAN-SCHED5	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS099	TRAN-SCHED5	Oppose in Part	Reject submission
DPR-0209	Manmeet Singh	FS318	TRAN-SCHED5	Oppose in Part	Reject submission in part
DPR-0461	Dunweavin 2020 Ltd	FS123	TRAN-SCHED5	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS520	TRAN-SCHED5	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS118	TRAN-SCHED5	Oppose in Part	Reject in Part
DPR - 0414	Kainga Ora	48	TRAN-SCHED5	Support in Part	Insert the following above TRAN-TABLE12:  <u>For all zones except for RESZ:</u>
DPR-0157	Kevin and Bonnie Williams	FS140	TRAN-SCHED5	Oppose in Part	Reject submission in part
DPR-0209	Manmeet Singh	FS319	TRAN-SCHED5	Oppose in Part	Reject submission in part
DPR - 0298	Trices Road Re-zoning Group	FS005	TRAN-SCHED5	Oppose in Part	Reject submission
DPR-0461	Dunweavin 2020 Ltd	FS124	TRAN-SCHED5	Oppose in Part	Reject
DPR-0492	Kevler Development Ltd	FS521	TRAN-SCHED5	Oppose in Part	Reject in Part
DPR-0493	Gallina Nominees Ltd & Heinz-Wattie Ltd Pension Plan	FS119	TRAN-SCHED5	Oppose in Part	Reject in Part
DPR-0358	Rolleston West Residential Ltd	FS081	TRAN-SCHED5	Support	Adopt
DPR-0363	Ipport Rolleston Holdings Ltd	FS081	TRAN-SCHED5	Support	Adopt
DPR-0374	Rolleston Industrial Holdings Ltd	FS081	TRAN-SCHED5	Support	Adopt
DPR-0384	Rolleston Industrial Developments Ltd	FS081	TRAN-SCHED5	Support	Adopt

## Analysis

14.44. SDC<sup>203</sup> seek that the current requirement in TRAN-TABLE9 for one cycle space per residential unit without a garage be deleted on the basis that there is no rule that links to this standard and that the requirement is in any case too onerous for the Selwyn context. Kainga Ora<sup>204</sup> also consider that this requirement is too onerous and suggest that 1 space per 4 residential units is a more appropriate standard. I recommend that SDC's and Kainga Ora's submission point is accepted in part for the following reasons:

14.44.1. By far the most prevalent type of residential unit in Selwyn is a single dwelling with an integrated garage and would therefore not be affected by this requirement. On the other hand, it is likely in future that denser forms of development will be contemplated, taking into account the requirements of the NPS-UD to consider intensification in areas of high accessibility.

14.44.2. I do not agree with Council that the requirement should be deleted in its entirety as this would preclude any mandating of cycle parking for any type of residential activity, particularly of a type that departs from the single dwelling with garage. In my opinion, providing cycle parking is consistent with plan objectives and policy to encourage modal shift, particularly if terraced housing or apartment buildings become a more attractive option in the district.

14.44.3. I note that the figure of one space per dwelling without a garage is consistent with other plans (Selwyn District Plan – Parking Technical memo – Transport Proposed Parking Requirements, Abley)<sup>205</sup>.

14.44.4. In the Selwyn context, comprehensive residential development (4 or more dwellings) built in an integrated manner is the most likely to require dedicated cycle parking (where garaging is not provided) due to the small site area. I recommend that the cycle parking requirement for residential development is amended to just apply to comprehensive residential development at a ratio of one space per unit where no garage is provided.

14.44.5. I concur with Selwyn District Council that there is presently no rule that effectively links to this standard. To correct this, I recommend an amendment to TRAN-R6.1 (Parking, manoeuvring and loading areas) to insert a requirement to comply with TRAN-REQ11 Cycle parks and facilities.

14.45. Separate to the above, SDC<sup>206</sup> request that the term 'recreation facility' be amended in TRAN-TABLE9 to 'sports and recreation facilities' which better encapsulates the activity. I agree with the submitter's reasoning and recommend this submission point be accepted.

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<sup>203</sup> DPR-0207:012

<sup>204</sup> DPR-0414:047

<sup>205</sup> [https://www.selwyn.govt.nz/\\_\\_data/assets/pdf\\_file/0011/354557/Technical-memo-Transport-Proposed-Parking-Requirements-23-October-2019.pdf](https://www.selwyn.govt.nz/__data/assets/pdf_file/0011/354557/Technical-memo-Transport-Proposed-Parking-Requirements-23-October-2019.pdf)

<sup>206</sup> DPR-0207:013

14.46. Kainga Ora<sup>207</sup> seek that residential activities are exempted from having to provide queuing spaces required in TRAN-TABLE12. Abley reviewed the proposed requirements for queuing spaces against the Christchurch District Plan. Here they found that rather than starting at one parking space (for which it does not make sense to require queuing), the Christchurch District Plan starts at four spaces for arterial roads and 11 spaces for local and collector roads. This still applies to residential activities, though it is based on the number of units rather than parking spaces. Abley recommend that whilst residential activities should still require queuing spaces, the requirements should start at 11-20 parking spaces, not the current 1-20. I agree with Abley and recommend the submission point be accepted in part.

### ***Recommendations and amendments***

14.47. I recommend, for the reasons given above, that the Hearing Panel make the following amendments:

- a) TRAN-SCHED1,
- b) TRAN-SCHED2,
- c) TRAN-SCHED3,
- d) andTRAN-SCHED5

as shown in **Appendix 2** to provide better clarity and consistency and to correct errors.

14.48. It is recommended that submissions and further submissions are either accepted, accepted in part or rejected as shown in **Appendix 1**.

14.49. The s32AA evaluation is likewise undertaken in a consolidated manner below following the assessment and recommendations on submissions relating to TRAN-TABLE4.

### ***Section 32AA evaluation***

14.50. The following points evaluate the recommended changes under Section 32AA of the RMA.

#### Effectiveness and efficiency

14.51. Amending TRAN-TABLE4 to align more closely with the PPM gives effect to objectives and policies in the PDP (TRAN-O2, TRAN-P7) that seek the protection of the district's road network whilst simplifying the requirements for vehicle crossings and intersection separation distances. The amendment accounts for the difference in function of Local roads which tend to service smaller sites and have more frequent access points than Collector or Arterial roads, whilst still taking an overall speed based approach.

#### Costs and benefits

14.52. The benefits would be that the requirements are simpler to understand and interpret for Plan users whilst maintaining suitable protection of the road network and safety around intersections. The cost would be that some of the distances are greater than currently in TRAN-TABLE4 however under the

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<sup>207</sup> DPR-0414:048

proposed amendments a single vehicle crossing would be able to be constructed at a location that most nearly complies with the separation distances.

Risk of acting or not acting

14.53. The risks of not acting would be that the existing figures do not appropriately take into account speed as a factor in the placement of vehicle crossings in relation to intersections.

Conclusion as to the most appropriate option

14.54. The amendments are more appropriate in achieving the purpose of the RMA and the amended rule is the most appropriate way to achieve this purpose than the notified version because it still gives effect to plan objectives and policy whilst taking a more graduated approach to speed and being simpler to understand by Plan users.

## 15. Conclusion

15.1. For the reasons set out in the Section 32AA evaluations and included throughout this report, I consider that the amended provisions will be efficient and effective in achieving the purpose of the RMA, the relevant objectives of this plan and other relevant statutory documents.