

Appendix 2: Recommended amendments

Notes to readers:

- Only provisions that have recommended amendments as a result of Variation 1 are included in the table below.
- The text of these provisions is as per the PDP Right of Reply [Appendix 2](#) for the *Transport* chapter⁷³.
- Text shown **blue** is proposed in Variation 1. Amendments to this are shown with insertions underlined and deletions struck through.

TRAN-Rules

Clause 16(2) amendments to TRAN-R8 to separate out land use and subdivision triggers for ITA's (*land use component below*)

| TRAN-R8 ⁷⁴ | High trip generating activities | |
|-----------------------------------|---|---|
| All Zones (except DPZ) | <p>Activity Status: PER</p> <p>1. The establishment of a new, or expansion of an existing activity listed in TRAN-TABLE2.</p> <p>Where:</p> <ol style="list-style-type: none"> The activity <u>does not exceed</u> complies with the basic ITA threshold in TRAN-TABLE2.; <u>or</u> <u>The activity does exceed the basic ITA threshold in TRAN-TABLE2 but an ITA has already been approved for the site as part of a granted resource consent and the activity is within the scope of that ITA and in accordance with the resource consent, unless the resource consent has lapsed.</u> | <p>Activity status where compliance not achieved:</p> <p>2. When compliance with any of TRAN-R8.1 is not achieved: Refer to TRAN-R8.A RDIS</p> <p>Matters for discretion:</p> <p>3. Where the Basic ITA (but not Full ITA) threshold in TRAN-TABLE2 is exceeded, the exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters:</p> <ol style="list-style-type: none"> TRAN-MAT8.1 Safety and efficiency TRAN-MAT8.2 Design and layout TRAN-MAT8.5 ITA requirements TRAN-MAT8.6 Need for an ITA TRAN-MAT8.6 Development encumbrances <p>4. Where the Full ITA threshold in TRAN-TABLE2 is exceeded, the exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters</p> |

⁷³ https://www.selwyn.govt.nz/_data/assets/pdf_file/0008/558269/Right-of-Reply-Report-Transport-27-Oct-2021.pdf

⁷⁴ Changes made below under Clause 16(2) to improve structure of rule.

| | | |
|------------------|--|---|
| <u>All Zones</u> | <p><u>Activity status: RDIS</u> A. <u>Any activity listed in TRAN-TABLE2 that is not permitted under TRAN-R8.1</u></p> <p><u>Where:</u> a. <u>An ITA is provided in accordance with the requirements of TRAN-TABLE2</u></p> <p><u>Matters of discretion</u> B. <u>The exercise of discretion in relation to TRAN-R8.A is restricted to:</u> a. <u>TRAN-MAT8 High Trip Generating Activities</u></p> | <p>a. TRAN-MAT8 High Trip Generating Activities</p> <p><u>Activity status where compliance is not achieved:</u> C. <u>When compliance with any of TRAN-R8.A is not achieved: DIS</u></p> |
|------------------|--|---|

Clause 16 amendments to TRAN-R8 to separate out land use and subdivision triggers for ITA's (*subdivision component below*)

| | | |
|-------------|---|--|
| <u>RESZ</u> | <p><u>Activity status: PER</u> D. <u>Any activity listed in TRAN-TABLEA</u></p> <p><u>Where:</u> a. <u>The activity does not exceed the Basic ITA threshold in TRAN-TABLE2.;</u> <u>or</u> b. <u>The activity does exceed the basic ITA threshold in TRAN-TABLE2 but an ITA has already been approved for the site as part of a granted resource consent and the activity is within the scope of that ITA and in accordance with the resource consent, and the resource consent has not lapsed.</u></p> | <p><u>Activity status where compliance is not achieved:</u> E. <u>When compliance with any of TRAN-R8.D is not achieved: Refer to TRAN-R8.F or TRAN-R8.I</u></p> |
| <u>MRZ</u> | <p><u>Activity status: CON⁷⁵</u> F. <u>Any activity listed in TRAN-TABLEA that is not permitted under TRAN-R8.A</u></p> <p><u>Where:</u> a. <u>An ITA is provided in accordance with the requirements of TRAN-TABLEA</u></p> <p><u>Matters for control</u> G. <u>The exercise of control in relation to TRAN-R8.C is reserved over:</u></p> | <p><u>Activity status where compliance is not achieved:</u> H. <u>When compliance with any of TRAN-R8.F is not achieved: DIS</u></p> |

⁷⁵ Controlled activity status – Clause 99 amendment

| | | |
|--|---|--|
| | a. TRAN-MAT8 High Trip Generating Activities | |
| LLRZ LRZ GRZ SETZ | <p>Activity status: RDIS</p> <p>I. Any activity listed in TRAN-TABLEA that is not permitted under TRAN-R8.A</p> <p>Where:</p> <p>a. An ITA is provided in accordance with the requirements of TRAN-TABLEA</p> <p>Matters of discretion</p> <p>J. The exercise of discretion in relation to TRAN-R8.C is restricted to:</p> <p>a. TRAN-MAT8 High Trip Generating Activities</p> | <p>Activity status where compliance is not achieved:</p> <p>K. When compliance with any of TRAN-R8.I is not achieved: DIS</p> |

TRAN-TABLE2 - HTGA thresholds and ITA requirements [for land uses](#)⁷⁶

| Activity | Basic ITA | Full ITA |
|--|---|--|
| Residential (excluding retirement homes), not in MRZ | 50 residential sites /units | 120 residential sites /units |
| Residential (excluding retirement homes) in MRZ ⁷⁷ | 20 residential sites 60 residential units | 50 residential sites 150 residential units |

[TRAN-TABLEA - HTGA thresholds and ITA requirements for subdivision](#)⁷⁸

| Zone | Basic ITA | Full ITA |
|---|--------------------------------------|---------------------------------------|
| MRZ | 20 residential sites | 50 residential sites |
| Residential, not in MRZ | 50 residential sites | 120 residential sites |

⁷⁶ Clause 16(2)

⁷⁷ V1-0079.004 RVA and V1-0077.004 Ryman

⁷⁸ Clause 16 (2)

TRAN-Rule Requirements

Please note, the numbering has been reconfigured for TRAN-REQ7 to include PDP RoR recommended amendments. The notified Variation numbering for TRAN-REQ7 is included after the below table for reference.

| TRAN-REQ7 | Accessway design and formation | |
|---|--|--|
| GRUZ GRZ MRZ LRZ SETZ GIZ KNOZ PORTZ GRUZ | 1. Accessway(s) shall: <ul style="list-style-type: none"> a. be formed to comply with the design requirements listed in TRAN-TABLE3 and illustrated in TRAN-DIAG4; and b. have a minimum height clearance of 4.5m; and c. not directly access to: <ul style="list-style-type: none"> i. Railway Road from the area identified in Rolleston Industrial Precinct PREC6; or ii. Hoskyns Road from the area identified as Area 2 in Rolleston Industrial Precinct PREC6. | <p>Activity status where compliance is not achieved:</p> <p>2. When compliance with TRAN-REQ7.1.a or TRAN-REQ7.1.b is not achieved: RDIS</p> <p>3. When compliance with TRAN-REQ7.1.c is not achieved: NC</p> <p>Matters of discretion:</p> <p>4. The exercise of discretion in relation to TRAN-REQ7.2 is restricted to the following matters:</p> <p><u>a. TRAN-MAT1.7 Characteristics of the site or use</u> <u>a b TRAN-MAT2 Vehicle crossings and access</u></p> <p>Notification</p> <p><u>4A Any application arising from TRAN-REQ7.2 shall not be subject to public notification.</u></p> |
| CMUZ GIZ KNOZ PORTZ RESZ (excluding MRZ) | 8. Formed accessway widths are no greater than the maximum vehicle crossing width listed in TRAN-TABLE6. 9. Every accessway serving more than two sites is formed and sealed. | <p>Activity status where compliance is not achieved:</p> <p>10. When compliance with any of TRAN-REQ7.8 or TRAN-REQ7.9 are not achieved: RDIS</p> <p>Matters of discretion:</p> <p>11. The exercise of discretion in relation to TRAN-REQ7.10 is restricted to the following matters:</p> <ul style="list-style-type: none"> a. TRAN-MAT2.1 Vehicle manoeuvring b. TRAN-MAT2.4 Design and location <p>Notification</p> <p><u>11A. Any application arising from TRAN-REQ7.8 and 7.9 shall not be subject to public notification.</u></p> |

| | | |
|-------------------------------------|---|---|
| MRZ | <p>11B. Formed accessway widths are no greater than the maximum vehicle crossing width listed in TRAN-TABLE6.</p> <p>11C. Every accessway is formed and sealed.</p> | <p>Activity status where compliance is not achieved: 11D When compliance with TRAN-REQ7.11B or TRAN-REQ7.11C is not achieved: RDIS</p> <p>Matters of discretion: 11E. The exercise of discretion in relation to TRAN-REQ7.11D is restricted to the following matters:</p> <ul style="list-style-type: none"> a. TRAN-MAT2.1 Vehicle manoeuvring b. TRAN-MAT2.4 Design and location c. TRAN-MAT2.7 Development encumbrances d. TRAN-MAT2.8 Characteristics of the site or use. |
| CMUZ GIZ RESZ (excluding MRZ) | <p>14. Where access is shared to more than six sites this shall be via a road.</p> <p><u>14A Where access is shared to more than nine sites, this shall be via a road.</u></p> | <p>Activity status where compliance is not achieved: 15 When compliance with TRAN- REQ7.14 is not achieved: NC-DIS</p> <p><u>15A When compliance with TRAN-REQ7.14A is not achieved: NC.</u></p> |
| MRZ | <p>16 Where access is shared to more than four sites this shall be via a road.</p> <p>17. Where access is shared to more than six sites this shall be via a road</p> <p>18. For sites served by an existing accessway, the combined number of residential units shall not exceed six.</p> | <p>Activity status where compliance is not achieved: 19 When compliance with TRAN- REQ7.16 and TRAN-REQ7.18 is not achieved: RDIS</p> <p>21 When compliance with TRAN- REQ7.17 is not achieved: DIS</p> <p>Matters of discretion: 22 The exercise of discretion in relation to TRAN-REQ7.19 is restricted to the following matters:</p> <ul style="list-style-type: none"> a. TRAN-MAT2.1 Vehicle manoeuvring b. TRAN-MAT2.4 The design and location of the vehicle crossing or accessway. c. TRAN-MAT2.5 The anticipated number and type of vehicles, cycles, pedestrians or stock movements. d. TRAN-MAT2.7 Development encumbrances e. TRAN-MAT2.8 Characteristics of the site or use |

TRAN-REQ7 as notified in Variation for reference.

| TRAN-REQ7 | Accessway design and formation | |
|--|--|--|
| GRUZ GRZ MRZ LRZ SETZ GIZ KNOZ PORTZ GRUZ | 1. <u>Accessway(s)</u> shall: a. be formed to comply with the design requirements listed in TRAN-TABLE3 and illustrated in TRAN-DIAG4 ; and b. have a minimum <u>height</u> clearance of 4.5m; and c. not directly access to: i. Railway <u>Road</u> from the area identified in Rolleston Industrial Precinct PREC6 ; or ii. Hoskyns <u>Road</u> from the area identified as Area 2 in Rolleston Industrial Precinct PREC6 . | Activity status where compliance is not achieved: 2. When compliance with TRAN-REQ7.1.a or TRAN-REQ7.1.b is not achieved: RDIS 3. When compliance with TRAN-REQ7.1.c is not achieved: NC Matters of discretion: 4. The exercise of discretion in relation to TRAN-REQ7.2 is restricted to the following matters: a. TRAN-MAT2 Vehicle crossings and access |
| LLRZ | 5. <u>Accessways</u> are formed to comply with the design requirements listed in TRAN-TABLE3 and illustrated in TRAN-DIAG4 . | Activity status where compliance is not achieved: 6. When compliance with TRAN-REQ7.5 are not achieved: RDIS Matters of discretion: 7. The exercise of discretion in relation to TRAN-REQ7.6 is restricted to the following matters: a. TRAN-MAT2 Vehicle crossings and access |
| CMUZ GIZ KNOZ PORTZ RESZ (excluding MRZ) | 8. Formed <u>accessway</u> widths are no greater than the maximum <u>vehicle crossing</u> width listed in TRAN-TABLE6 . 9. Every <u>accessway</u> serving more than two <u>sites</u> are formed and sealed. | Activity status where compliance is not achieved: 10. When compliance with any of TRAN-REQ7.8 or TRAN-REQ7.9 are not achieved: RDIS Matters of discretion: 11. The exercise of discretion in relation to TRAN-REQ7.10 is restricted to the following matters: a. TRAN-MAT2.1 Vehicle manoeuvring b. TRAN-MAT2.4 Design and location |
| MRZ | 12. Formed <u>accessway</u> widths are no greater than the maximum <u>vehicle crossing</u> width listed in TRAN-TABLE6 . 13. Every <u>accessway</u> is formed and sealed | Activity status where compliance is not achieved: 14. When compliance with TRAN-REQ7.12 or TRAN-REQ7.13 is not achieved: RDIS Matters of discretion: 15. The exercise of discretion in relation to TRAN-REQ7.14 is restricted to the following matters: a. TRAN-MAT2.1 Vehicle manoeuvring b. TRAN-MAT2.4 Design and location c. TRAN-MAT2.7 Development encumbrances d. TRAN-MAT2.8 Characteristics of the site or use |

| | | |
|--|--|--|
| GRUZ | 16. Where access is shared to more than six <u>sites</u> this shall be via a <u>road</u> . | Activity status where compliance is not achieved: 17. When compliance with <u>TRAN-REQ7.16</u> is not achieved: <u>DIS</u> |
| CMUZ GIZ RESZ (excluding MRZ) | 18. Where access is shared to more than six <u>sites</u> this shall be via a <u>road</u> . | Activity status where compliance is not achieved: 19. When compliance with <u>TRAN-REQ7.18</u> is not achieved: <u>NC</u> |
| MRZ | 20. Where access is shared to more than four <u>sites</u> this shall be via a <u>road</u> . 21. Where access is shared to more than six <u>sites</u> this shall be via a <u>road</u> . 22. For <u>sites</u> served by an existing <u>accessway</u> , the combined number of <u>residential units</u> shall not exceed six. | Activity status where compliance is not achieved: 23. When compliance with <u>TRAN-REQ7.20</u> and 7.22 is not achieved: <u>RDIS</u> 24. When compliance with <u>TRAN-REQ7.21</u> is not achieved: <u>DIS</u> Matters of discretion 25. The exercise of discretion in relation to <u>TRAN-REQ7.23</u> is restricted to the following matters: a. <u>TRAN-MAT2.1 Vehicle manoeuvring</u> b. <u>TRAN-MAT2.4 The design and location the the vehicle crossing or accessway</u> c. <u>TRAN-MAT2.5 The anticipated number and type of vehicles, cycles, pedestrians or stock movements</u> d. <u>TRAN-MAT2.7 Development encumbrances</u> e. <u>TRAN-MAT2.8 Characteristics of the site or use</u> |

| TRAN-REQ16 | Vehicle manoeuvring | |
|-------------------|--|--|
| All zones | <p>1. All activities shall provide sufficient on-site manoeuvring to ensure that vehicles do not reverse either onto or off a site which has access:</p> <ul style="list-style-type: none"> a. To a State Highway or Arterial Road; or b. To a Collector Road (<u>except MRZ</u>) where three or more vehicle parking spaces are required provided; or c. <u>To a Collector Road where one or more vehicle parking spaces are provided in MRZ; or⁷⁹</u> d. <u>€</u> To an accessway that serves a site with six or more vehicle parking spaces. <p>2. Parking and loading areas are formed so that vehicle operators do not need to undertake more than one reverse manoeuvre to exit the parking space or loading area.</p> | <p>Activity status when compliance is not achieved: 3. When compliance with <u>TRAN-REQ16.1</u> is not achieved: <u>NC</u></p> <p><u>4. When compliance with <u>TRAN-REQ16.1b</u> or c is not achieved: DIS <u>RDIS</u></u> <u>a. TRAN-MAT1.1 Visibility</u> <u>b. TRAN-MAT1.2 Safety and efficiency</u> <u>c. TRAN-MAT2.1 Vehicle manoeuvring</u> <u>d. TRAN-MAT2.4 Vehicle crossing design and location</u> <u>e. TRAN-MAT2.5 Number and type of vehicles</u></p> <p><u>4 5 When compliance with <u>TRAN-REQ16.2</u> is not achieved: DIS <u>RDIS</u></u> <u>a. TRAN-MAT1.1, Visibility</u> <u>b. TRAN-MAT1.2, Safety and efficiency</u> <u>c. TRAN-MAT2.1 Vehicle manoeuvring</u> <u>d. TRAN-MAT2.5. Number and type of vehicles</u> <u>e. Whether the required manoeuvring area can physically be accommodated on site.</u></p> |

⁷⁹ V1-0092.009 SDC

Note: Two vehicle parking spaces may be provided in tandem where on-site manoeuvring is provided to ensure that vehicles do not reverse either onto or off the site.

TRAN-MAT

Reconfigure TRAN-MAT8 as below from the PDP Right of Reply to the Variation to improve readability (Clause 16(2) amendment).

PDP Right of Reply version:

| TRAN-MAT8 | High Trip Generating Activities |
|--|---|
| Basic ITA | Full ITA |
| <p>1. Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road).</p> <p>2. Whether the design and layout of the proposed activity maximises opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.</p> <p>5. Whether the ITA has been prepared by a suitably qualified and experienced transport specialist and has been approved by SDC.</p> <p><u>6. Need for an ITA – Any characteristics of a proposed activity or site that are out of scope of an existing ITA but where expected traffic generation and access to existing multi modal connections mean requiring an ITA, in a manner set out in this rule, is unnecessary.</u></p> | <p>1. Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road).</p> <p>2. Whether the design and layout of the proposed activity maximises <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>3. Having particular regard to the level of additional traffic generated by the activity and whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure and construction work associated with the activity.</p> <p>4. Whether there are any effects from the anticipated trip generation and how they are to be mitigated where activities will generate more than 250hvm/d.</p> <p>5. Whether the ITA has been prepared by a suitably qualified and experienced transport specialist and has been approved by SDC.</p> <p><u>6. Need for an ITA – Any characteristics of a proposed activity or site that are out of scope of an existing ITA but where expected traffic generation and access to existing multi modal connections mean requiring an ITA, in a manner set out in this rule, is unnecessary.</u></p> |

Recommended layout - Proposed Variation (including MRZ component).

| TRAN-MAT8 | High Trip Generating Activities |
|-----------|--|
| All Zones | <ol style="list-style-type: none"> In relation to all ITAs: <ol style="list-style-type: none"> Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road). Whether the design and layout of the proposed activity maximises <u>promotes</u> opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes. Whether the ITA has been prepared by a suitably qualified and experienced transport specialist and has been approved by SDC. <u>Any characteristics of a proposed activity or site that are out of scope of an existing ITA but where expected traffic generation and access to existing multi modal connections mean requiring an ITA, in a manner set out in this rule, is unnecessary.</u> In relation to a Full ITA: <ol style="list-style-type: none"> Having particular regard to the level of additional traffic generated by the activity, and whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure and construction work associated with the activity Whether there are any effects from the anticipated trip generation and how they are to be mitigated where activities will generate more than 250hvm/d. |
| MRZ | <ol style="list-style-type: none"> The need for an ITA as set out in TRAN-R8, taking into account whether there <u>is, or is proposed to be as part of the application, a legal mechanism restricting the number of residential units which may be erected on the site</u> an encumbrance on residential sites limiting the potential for development to a standard greater than one residential unit per site, ⁸⁰ |

TRAN-SCHED

| TRAN-TABLE3 | | Minimum requirements for shared accessways | | | | |
|-------------|--|--|-----------------|-----------------------|--|-------------|
| Zone | Potential number of sites (excludes sites with direct road frontage) | Length (m) | Legal width (m) | Carriageway width (m) | Turning area | Passing bay |
| MRZ | 1 | <u>Any length 0-90</u> ⁸¹ | 4.5 | 3 | Optional | Optional |
| | | <u>90+</u> | <u>4.5</u> | <u>4</u> | | |
| | 2 | <u>Any length 0-90</u> ⁸² | 5 | 3.5 | Optional | Optional |
| | | <u>90+</u> | <u>5.5</u> | <u>4</u> | | |
| | 3-4 | <u>0-50</u> | 5 | 3.5 | Optional | Optional |
| | 3-4 | <u>Over 50</u> | 6.5 | 4.5 | <u>Optional Required</u> ⁸³ | Required |

⁸⁰ Clause 16(2) amendment

⁸¹ V1-0090.009 FENZ

⁸² V1-0090.009 FENZ

⁸³ V1-0113.015 and 016 Kainga Ora

| TRAN-TABLE7 | | Road formation standards | | | | | | |
|------------------------------------|--------------------|--------------------------|---------------------|-------------------|-------------------|-------------------|---|--|
| Type of road | Legal width | | Carriageway width | | Traffic lanes | Parking lanes | Specific provision for cycles (on road or off road) | Pedestrian provision |
| | Min | Max | Min | Max | Min no | Min no | | Min |
| Local -Major (MRZ) | 16 | 20 | 8.5 | 9 | 2 | 1 | N/A | Both sides ⁸⁴ |

APP2 Rooding Hierarchy⁸⁵

| State Highway, Arterial, and Collector Road Classification List | | | |
|---|--|---|---------------------------|
| Road | From | To | Classification |
| Carnaveron Drive | TBC Birchs Road | Faulks Drive | Collector |
| Russell Lilley Drive | TBC Brookside Road | Lowes Road East Maddisons Road | Collector |
| Shillingford Boulevard | TBC Springston Rolleston Road | Goulds Road | Collector |
| Farringdon Boulevard | Ledbury Drive Selwyn Road | Dynes Road | Collector |
| Ed Hillary Drive | Springston Rolleston Road | Clement Avenue/Lincoln Rolleston Road | Collector |
| Westmoor Boulevard | Goulds Road | East Maddisons Road | Collector |
| Northmoor Boulevard | East Maddisons Road | Springston Rolleston Road | Collector |
| Lady Isaac Drive | Springston Rolleston Road | Clement Avenue/Lincoln Rolleston Road | Collector |
| Kingsdowne Drive | Weedons Ross Road North | Weedons Ross Road South | Collector |

⁸⁴ V1-0092.008 SDC

⁸⁵ V1-0092.048 SDC