

## Rules Assessment - Partially Operative Selwyn District Plan

Zone	Overlays applying to site
General Rural Zone (GRZ)	Plains Flood Management Overlay Dairy Processing Zone Noise Control Overlay State Highway Noise Control Overlay Railway Network Noise Control Overla

POSDP Provision	Commentary
<b>Energy and Infrastructure</b>	
<b>EI – Energy and Infrastructure</b>  <b>EI-R31 Other Renewable Electricity Generation and Renewable Electricity Generation Activities</b>  Activity Status: DIS  1. The establishment of a new, or expansion of existing renewable electricity generation, or a renewable electricity generation activity not provided for elsewhere.	<p>The Proposal is for a renewable electricity generation activity (including PV panels, skid mounted inverters, site office, substation and a battery energy storage system. These activities fall within the definition of ‘Renewable Electricity Generation Activities’, being structures associated with the activity.</p> <p>The EI chapter of the POSDP is a stand-alone chapter, and there are no cross references in EI-R31 to other rules. As specified in the explanatory note, there is no requirement to consider any other rules other than those of the transport chapter (objectives and policies of the Natural Hazards Chapter apply in so far as the proposal is within the Plains Flood Management Overlay)</p> <p>The renewable electricity generation activity is therefore a <b>Discretionary Activity</b> under Rule EI-R31.</p>
<b>Transport</b>	
<b>TRAN-R4 VEHICLE CROSSINGS</b>  <b>Activity status (GRUZ): PER</b>  1. The establishment of a vehicle crossing  <b>Where:</b> <ol style="list-style-type: none"> <li>The vehicle crossing is located no closer to an intersection with a State Highway or arterial road than: <ol style="list-style-type: none"> <li>60m to the departure side of any intersection; and</li> <li>30m to the approach side of any intersection; and</li> </ol> </li> <li>The vehicle crossing does not service any: <ol style="list-style-type: none"> <li>Service station; or</li> <li>Truck stop; or</li> </ol> </li> </ol>	<p>During the construction phase the activity will generate more than 40 vehicle movements per day (averaged over a week).</p> <p>The proposal is therefore a <b>Restricted Discretionary Activity</b> under Rule TRAN R4-2.</p> <p>All other rule requirements will be met.</p> <p>Matters for discretion are restricted to TRAN-MAT2 Vehicle Crossings and Accessways:</p> <ol style="list-style-type: none"> <li>Any effects on the ease and safety of vehicle maneuvering.</li> <li>Whether the boundaries of a site support the formation of the vehicle crossing or accessway.</li> </ol>

<p>iii. Activity that generates more than 40vm/d or, in PREC11 - Rural Services Precinct, 250vm/d.</p> <p><b>And this activity complies with the following rule requirements:</b></p> <p>TRAN-REQ2 Vehicle crossing access restrictions.</p> <p>TRAN-REQ3 Number of vehicle crossings.</p> <p>TRAN-REQ4 Siting of vehicle crossings.</p> <p>TRAN-REQ5 Vehicle crossing design and construction.</p> <p>TRAN-REQ6 Vehicle crossing surface.</p>	<ol style="list-style-type: none"> <li>3. Whether the site can gain access from another road that is not a State Highway or Arterial Road listed in APP2 – State Highway, Arterial and Collector Road Classifications List.</li> <li>4. The design and location of the vehicle crossing or accessway.</li> <li>5. The anticipated number and type of vehicles, cycles, pedestrians or stock movements.</li> <li>6. Any visual effects on road design and amenity values from not forming the vehicle crossing or accessway to the specified standards.</li> </ol>
<p><b>TRAN-R6 PARKING, MANOEUVRING AND LOADING AREAS</b></p> <p><b>Activity Status: PER</b></p> <p>3. Any parking, maneuvering and loading areas associated with any activity that is not a residential activity.</p> <p><b>Where the activity complies with the following rule requirements:</b></p> <p>TRAN-REQ8 Location of Parking Spaces</p> <p>TRAN-REQ9 On-site Parking</p> <p>TRAN-REQ10 Mobility Parking</p> <p>TRAN-REQ11 Cycle Parks and Facilities</p> <p>TRAN-REQ12 Vehicle Loading Areas</p> <p>TRAN-REQ13 Parking and Loading Area Gradients</p> <p>TRAN-REQ14 Maximum Access Gradients to Parking Areas</p> <p>TRAN-REQ15 Queuing Spaces</p> <p>TRAN-REQ16 Vehicle Manoeuvring</p> <p>TRAN-REQ17 Surface of Vehicle Parking and Loading Areas</p> <p>TRAN-REQ28 Landscape Strip for Parking Areas</p>	<p>The proposal will be designed to meet all the relevant rule requirements and is therefore a <b>Permitted Activity</b> under Rule TRAN-R6.</p> <p>It is proposed to provide car parking, maneuvering and loading areas for construction purposes wholly within the site. The central laydown area will ensure that heavy vehicles can park clear of the road to load/unload materials and not reverse out onto public roads. Car parking areas will not be formally laid out, given the temporary nature of the construction activity, but will accommodate mobility parking and cycle parking as required.</p> <p>Car parking requirements will be minimal post construction.</p>
<p><b>TRAN-R7 Rural Vehicle Movements and Associated Parking</b></p> <p><b>Activity Status: PER</b></p> <p>1. Vehicle movements associated with any activity</p> <p><b>Where:</b></p>	<p>At the peak of construction activity, the proposal will generate more than the 60 ecm/d per site (averaged over any one-week period) specified in TRAN-TABLE1 for maximum vehicle movements on a formed, unsealed and maintained by SDC.</p> <p>The proposal is therefore a <b>Restricted Discretionary Activity</b> under Rule TRAN R7-2.</p>

<p>The number of associated vehicle movements complies with TRAN-TABLE1 - Maximum Type and Number of Vehicle Movements.</p>	<p>Matters of discretion are limited to</p> <p>TRAN-MAT4.7 Amenity Whether appropriate provision has been made to ensure the parking area provides levels of amenity that are consistent with the environment in which it is being established.</p> <p>TRAN-MAT4.8 Circulation and Access Whether provision is made for safe and efficient vehicle circulation and access arrangements, including for pedestrians and cyclists.</p> <p>TRAN-MAT7 Landscaping of Parking Areas</p> <ol style="list-style-type: none"> <li>1. The degree to which low level landscaping has been provided in order to break up the appearance of hard surfacing, particularly between the vehicle and cycle parks and pedestrian areas.</li> <li>2. Whether an adequate number of trees, within suitably sized planting beds, have been provided in suitable locations within the parking area in order to mitigate any adverse visual effects.</li> <li>3. Whether the parking and access arrangements enable pedestrians and cyclists to move safely within the site and past vehicle crossings.</li> </ol> <p>TRAN-MAT10 Vehicle Movements</p> <ol style="list-style-type: none"> <li>1. Any works required to the road to upgrade it to the formation standards listed in TRAN-SCHED3 Road Formation and Operational Standards.</li> <li>2. Any potential effects of traffic on the amenity values of surrounding residents and on other uses of the road.</li> <li>3. In respect to the integration of land use and transport, the appropriateness of the location within the existing and planned road network.</li> <li>4. The position and design of any vehicle crossing or vehicle access and egress.</li> </ol>
<p><b>TRAN-R8 High Trip Generating Activities</b></p> <p><b>Activity Status:</b> PER</p> <p>1. The establishment of a new, or expansion of an existing activity listed in TRAN-TABLE2 -</p>	<p>At the peak of construction activity, the proposal will generate more than the 50 vehicles per peak hour Development Threshold for Basic ITA specified for an “other activity” in TRAN-TABLE2, but not the 120 vehicles per peak hour Full ITA threshold.</p>

<p>HTGA Thresholds and ITA Requirements</p> <p><b>Where:</b></p> <ol style="list-style-type: none"> <li>the activity does not exceed the Basic ITA threshold in TRAN-TABLE2 - HTGA Thresholds and ITA Requirements; or</li> <li>the activity does exceed the Basic ITA threshold in TRAN-TABLE2 - HTGA Thresholds and ITA Requirements 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 is in accordance with the resource consent, unless the resource consent has lapsed.</li> </ol>	<p>The proposal is therefore a <b>Restricted Discretionary Activity</b> under Rule TRAN R8-2.</p> <p>Matters of discretion are limited to</p> <p>TRAN-MAT8 High Trip Generating Activities - Basic ITA</p> <ol style="list-style-type: none"> <li>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).</li> <li>Whether the design and layout of the proposed activity promotes opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.</li> <li>Whether the ITA has been prepared by a suitably qualified and experienced transport specialist.</li> <li>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.</li> </ol>
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