

## **Appendix G: Selwyn District Plan Rules Compliance Assessment**

## Operative Selwyn District Plan (OSDP)

**Table 5: OSDP Planning Zones and Overlays Relevant for Rules Assessment**

Zone	Overlays
Outer Plains Zone	N/A

**Table 6: Operative Selwyn District Plan Permitted Activity Rules Assessment**

Rule	Activity/Standard	Compliance Comment
<b>Rural Volume</b>		
<b>C4 - Roading</b>		
<b>4.5.1</b>  <b>Vehicle Accessways and Vehicle Crossings</b>	<b>The forming, installation, upgrading, maintenance or replacement of any vehicle accessway or vehicle crossing shall be a permitted activity if the following conditions are met:</b>	Access to the site will utilise an existing formed, unsealed shared accessway for the site. Use of this access is authorised by a Right of Way easement registered on the site's Certificate of Title.
	<u>4.5.1.1</u> Any part of any vehicle accessway does not have a gradient greater than: <ul style="list-style-type: none"> <li>a. 1:6 vertical; or</li> <li>b. 1:20 horizontal.</li> </ul>	<b>N/A</b> – Rule 4.5.1.1 is not considered applicable as the vehicle accessway is intended to be solely used by persons who own and occupy the property and is not located in the road reserve.

Table 6: Operative Selwyn District Plan Permitted Activity Rules Assessment		
Rule	Activity/Standard	Compliance Comment
	<p><b>Note:</b> Rule 4.5.1.1 does not apply to private roads, vehicle accessways or tracks which are intended to be used solely by persons owning or occupying the property and are not located in the road reserve. The rules do apply to vehicle accessways or private roads which are shared between properties, or which are used to provide public access (with landholder's consent).</p>	
	<p><u>4.5.1.2</u></p> <p>Any vehicle accessway is formed to the relevant design and formation standards set out in Appendix E10.2.</p>	<p><b>Complies -</b></p> <p><u>Table E10.2 Standards</u></p> <p><u>Potential No. of Sites:</u> The existing accessway will continue to service only two sites.</p> <p><u>Length:</u> 410 m</p> <p><u>Legal width:</u> 10 m</p> <p><u>Carriageway width:</u> 5 m</p> <p><u>Turning Area:</u> Required and can be provided at the end of the accessway within the application site.</p> <p><u>Passing Bay:</u> Optional and not provided.</p>
	<p><u>4.5.1.3</u></p>	<p><u>E10.2.2 - Distances of Vehicle Crossings from Road Intersections</u></p>

Table 6: Operative Selwyn District Plan Permitted Activity Rules Assessment		
Rule	Activity/Standard	Compliance Comment
	Any vehicle accessway complies with the relevant separation and sight distance standards set out in Appendix E10.2.	<p>The vehicle crossing joins to a Local Road that has a posted speed limit of 100 km/h. The nearest intersecting road is Bealey Road which is an Arterial Road that has a posted speed limit of 100 km/h.</p> <p><b>Complies</b> - The distance between the vehicle crossing to the intersection with Bealey Road is approximately 805 m (the permitted distance from Table E10.3 is 75 m).</p> <p>The vehicle crossing is not located near any railway crossings.</p> <p><u>E10.2.3 - Sight distances from Vehicle Crossings</u></p> <p><b>N/A</b> – the existing vehicle crossing is to a local road which does not have any minimum site distance in the OSDP.</p> <p><u>E10.2.4 - Vehicle Crossings - Design and Siting</u></p> <p><b>N/A</b> – the vehicle crossing is existing and the location and number or properties it is to serve is not changing as part of this application.</p>
	<u>4.5.1.4</u>	N/A – a gate is not proposed across the vehicle crossing.

Table 6: Operative Selwyn District Plan Permitted Activity Rules Assessment		
Rule	Activity/Standard	Compliance Comment
	Any vehicle crossing which has a gate positioned across the vehicle crossing, has the gate either opening inwards towards the property and away from the road; or setback a minimum distance of 10 m from the road boundary;	
	<p><u>4.1.5.5</u></p> <p>Any vehicle crossing providing vehicle access to a sealed road is sealed:</p> <ul style="list-style-type: none"> <li>a. The full length of the vehicle crossing (from the edge of the sealed carriageway to the road boundary of the property), or;</li> <li>b. For the first 10 m from the sealed carriageway.</li> </ul>	N/A – Struie Road where the vehicle crossing is providing vehicle access to is a formed but unsealed road.
	<p><u>4.1.5.6</u></p> <p>Any access to a State Highway or Arterial Road complies with the following:</p> <ul style="list-style-type: none"> <li>a. No legal access is available from another lower classification road;</li> <li>b. For State Highways only, the traffic generated through the access to the State Highway is less than 100 ecm/d;</li> </ul>	N/A – the vehicle access is not to a State Highway or Arterial Road.

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	<p>c. The vehicle accessway or vehicle crossing complies with the performance criteria given in Appendix E10.2.2, 10.2.3 and E10.2.4;</p> <p>d. Provision is made for manoeuvring on site, so that reverse manoeuvring onto the State Highway or Arterial Road is not required.</p>	
	<p><u>4.1.5.7</u> Shared access to more than six sites shall be by formed and vested legal road and not by a private accessway.</p>	N/A – the access is to two sites.
	<p><u>4.1.5.8</u> Any site with more than one road frontage to a road that is formed and maintained by Council, shall have access to the formed and maintained (and legal) road with the lowest classification.  <b>Note:</b> For example, where a site has frontage to both an arterial road and a local road access shall be to the local road.</p>	N/A – only one road frontage.

## Partially Operative Selwyn District Plan (POSDP)

**Table 7: POSDP Planning Zones, Overlays and Definitions Relevant for Rules Assessment**

Zone	Overlays
General Rural Zone	<p>Rural Density Specific Control Area SCA-RD3 West Plains and Foothills</p> <p>Plains Flood Management Overlay</p> <p>Liquefaction Damage Unlikely Overlay</p>
Term	Definition
Renewable Electricity Generation	Generation of electricity from solar, wind, hydro-electricity, geothermal, biomass, tidal, wave, or ocean current energy sources.
Renewable Electricity Generation Activities	The construction, operation, maintenance, and upgrading of structures associated with renewable electricity generation. This includes small and community-scale distributed electricity generation activities and electricity conveyance to the distribution network and/or the national grid and electricity storage technologies associated with renewable electricity.

Table 8: POSDP Rules Assessment		
Rule	Activity/Standard	Compliance Comment
<b>EI – Energy and Infrastructure</b>		
<b>EI-R31</b>	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 that comprises solar modules, inverter and transformer units, storage buildings (shipping containers) and underground connection cables. These activities fall within the definition of ‘Renewable Electricity Generation Activities’, being structures associated with the activity.</p> <p>As such, there is no requirement to consider any other rules related to buildings and structures.</p> <p>The renewable electricity generation activity is a <b>Discretionary Activity</b>.</p>
<b>TRAN - Transport</b>		
<b>TRAN-R6</b> <b>Parking, manoeuvring and loading areas</b>	3. Any parking, manoeuvring and loading areas associated with any activity that is not a residential activity.	<p>It is proposed to provide car parking, manoeuvring and loading areas within the site.</p> <p>It is proposed for car parking to be accommodated informally well within the site, away from road boundaries, site boundaries and dwellings. This will also ensure that heavy vehicles can park clear of the road to load/unload materials and not reverse out onto Struie Road. Furthermore, car parking will generally not be</p>



Table 8: POSDP Rules Assessment		
Rule	Activity/Standard	Compliance Comment
		<p>required post construction as the site will only be visited approximately once every three to four months.</p> <p>The proposal meets all the relevant rule requirements and is therefore a <u>Permitted Activity</u> under Rule TRAN-R6</p>
	<p><u>TRAN-REQ8 Location of parking spaces</u></p> <p>7. All car parking associated with any activity shall be wholly on the same site where the activity operates, or on an adjoining site.</p>	<p><b>Complies</b> - All car parking for light and heavy vehicles will be provided within the site.</p>
	<u>TRAN-REQ9 On-site parking</u>	N/A- this rule requirement does not apply to the GRUZ.
	<p><u>TRAN-REQ10 Mobility parks</u></p> <p>1. All activities shall provide the following number of mobility parking spaces:</p> <ul style="list-style-type: none"> <li>a. One mobility parking space is provided with the first 20 vehicle parking spaces;</li> <li>b. Not less than two mobility parking spaces is provided for up to 49 vehicle parking spaces; and</li> <li>c. One additional mobility park space for every additional 50 parking spaces is provided.</li> </ul>	<p><b>Complies</b> - One mobility park can be provided on the site that meets the design requirements for informal parking areas.</p>

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	2. All mobility parks shall comply with the design requirements listed in TRAN-TABLE10 - Minimum parking area dimensions and illustrated in TRAN-DIAGRAM13 - Parking area formation dimensions.	
	<u>TRAN-REQ11 Cycle parks and facilities</u>	N/A- this rule requirement does not apply to the GRUZ.
	<u>TRAN-REQ12 Vehicle loading areas</u>	N/A- this rule requirement does not apply to the GRUZ.
	<u>TRAN-REQ13 Parking and loading gradients</u> 1. The gradient for any on-site parking or loading area surface for any non-residential activity is no more than: <ul style="list-style-type: none"> <li>a. 1:16 (6.25%) at 90° to the angle of the vehicle park; and</li> <li>b. 1:20 (5%) when parallel to the angle of the vehicle park.</li> </ul>	<b>Complies</b> - The gradient of the parking and unloading area will be less than 1:16 (6.25%) at 90° to the angle of the vehicle park; and 1:20 (5%) when parallel to the angle of the vehicle park as the site is relatively flat.
	<u>TRAN-REQ14 Access gradients</u> 1. 1. The maximum gradient for any access to a parking area is no more than: <ul style="list-style-type: none"> <li>a. 1:4 (25%) on any straight section up to 20m in length;</li> <li>b. 1:5 (20%) where longer than 20m in length; and</li> </ul>	<b>Complies</b> - The maximum gradient of the access to the parking area will be less than 1:4 (25%) and the access will be greater than 20 m as the site is relatively flat. There are no curves in the access and no changes in gradient.

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	<ul style="list-style-type: none"> <li>c. 1:6 (16.7%) around curves when measured on the inside line of the curve.</li> <li>2. The maximum change in gradient without a transition is no greater than 1:8 (12.5%).</li> <li>3. Changes of grade of more than 1:8 (12.5%) are separated by a minimum transition length of 2m.</li> </ul>	
	<u>TRAN-REQ15 Queuing spaces</u>	N/A- this rule requirement does not apply to the GRUZ.
	<u>TRAN-REQ16 Vehicle manoeuvring</u> <ul style="list-style-type: none"> <li>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: <ul style="list-style-type: none"> <li>a. To a State Highway or arterial road; or</li> <li>b. To a collector road where three or more vehicle parking spaces are provided; or</li> <li>c. To an accessway that serves a site with six or more vehicle parking spaces.</li> </ul> </li> <li>2. Parking and loading areas are formed so that vehicle operators do not need to undertake more than one</li> </ul>	<b>Complies</b> - The site is large which means that trucks can park and unload within the site and turn around before driving forward off the site. Vehicles including trucks will be able to do this in one manoeuvre.

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	<p>reverse manoeuvre to exit the parking space or loading area.</p> <p><b>Note:</b> Two vehicle parking spaces may be provided in tandem where on-site manoeuvring is provided to ensure that vehicles do not reverse either onto or off the site.</p>	
	<p><u>TRAN-REQ17 Surface of parking and loading areas</u></p> <p>6. Any vehicle parking or loading areas expected to be used by vehicles accessing the educational facility or activity involving the retailing of goods and services to the public shall be either metalled or sealed.</p>	N/A - The activity is not an educational facility, nor will it retail goods and services to the public.
	<p><u>TRAN-REQ28 Landscape Strip for Parking Areas</u></p>	N/A- this rule requirement does not apply to the GRUZ.
<p><b>TRAN-R7</b></p> <p><b>Rural vehicle movements and associated parking</b></p>	<p>3. <u>Vehicle movements associated with any activity</u></p> <p>a. Where the number of associated vehicle movements complies with TRAN-TABLE1 - Maximum type and number of vehicle movements.</p>	<p>The site is accessed from Struie Road, a formed, unsealed road that is maintained by SDC – maximum vehicle movements from TRAN-TABLE 1 is 60 equivalent car movements per day (ecm/d) per site.</p> <p>The application site is one site. Therefore, the maximum ecm/d for the application site is 60 ecm/d.</p> <p><b>Complies</b> - The vehicle movements from the construction and operation of the proposed solar farm will not exceed 60 ecm/d.</p>