



PUBLIC AGENDA

FOR THE MEETING OF

DISTRICT PLAN COMMITTEE

TO BE HELD AT THE

SELWYN DISTRICT COUNCIL OFFICES,
COUNCIL CHAMBERS

ON WEDNESDAY 28 November 2018

COMMENCING AT 9:00AM

Committee Members

Chair

Environmental Services Manager Tim Harris

Selwyn District Council

Mayor Sam Broughton

Councillor Mark Alexander

Councillor Jeff Bland

Councillor Debra Hasson

Councillor Murray Lemon

Councillor Malcolm Lyall

Councillor Pat McEvedy

Councillor Grant Miller

Councillor John Morten

Councillor Bob Mugford

Councillor Nicole Reid

Councillor Craig Watson

Chief Executive David Ward

Te Taumutu Rūnanga

Hirini Matunga

Environment Canterbury

Councillor Peter Skelton

Te Ngāi Tūāhuriri Rūnanga

Tania Wati

Project Sponsor

Jesse Burgess
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Project Lead

Justine Ashley
Phone 027 285 9458

Agenda Items

Item	Page	Type of Briefing	Presenter(s)
Standing Items			
1. Apologies	5	Oral	The Chair
2. Declaration of Interest	5	Oral	
3. Deputations by Appointment	5	Oral	
4. Confirmation of Minutes	5	Written	
5. Outstanding Issues Register	5	Written	
Specific Reports			
6. Leeston Industrial Zoning <ul style="list-style-type: none">Preferred Option ReportCommunications and Engagement Summary Plan	6-15	Written	Liz White (Incite) & Ben Rhodes
7. Supplementary Transport <ul style="list-style-type: none">Preferred Options ReportCommunications and Engagement Summary Plan	16-121	Written	Craig Friedel (Harrison Grierson)
8. Transport <ul style="list-style-type: none">Post Engagement ReportUpdated Communications and Engagement Summary Plan	122-133	Written	Craig Friedel (Harrison Grierson)
9. Heritage Items & Protected Trees <ul style="list-style-type: none">Post Engagement ReportUpdated Communications and Engagement Summary Plan	134-140	Written	Andrew Mactier
10. Outstanding Natural Landscapes <ul style="list-style-type: none">Post Engagement ReportUpdated Communications and Engagement Summary Plan	141-147	Written	Andrew Mactier

11. Rural Density, Character and Amenity <ul style="list-style-type: none"> • Post Engagement Report • Updated Communications and Engagement Summary Plan 	148-158	Written	Robert Love
12. Rural Business, Character and Amenity <ul style="list-style-type: none"> • Post Engagement Report • Updated Communications and Engagement Summary Plan 	159-165	Written	Robert Love
13. Intensive Farming, Mushroom Farming and Composting <ul style="list-style-type: none"> • Post Engagement Report • Updated Communications and Engagement Summary Plan 	166-179	Written	Robert Love
14. Quarrying <ul style="list-style-type: none"> • Post Engagement Report • Updated Communications and Engagement Summary Plan 	180-191	Written	Robert Love
15. Noise and Vibration <ul style="list-style-type: none"> • Post Engagement Report • Updated Communications and Engagement Summary Plan 	192-203	Written	Vicki Barker
16. Geotech <ul style="list-style-type: none"> • Post Engagement Report • Updated Communications and Engagement Summary Plan 	204-213	Written	Rachael Carruthers
17. Relocated Buildings <ul style="list-style-type: none"> • Post Engagement Report • Updated Communications and Engagement Summary Plan 	214-220	Written	Rachael Carruthers

Standing Items

1. APOLOGIES

2. DECLARATION OF INTEREST

Nil.

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. CONFIRMATION OF MINUTES

No meeting minutes to confirm.

5. OUTSTANDING ISSUES REGISTER

Nil

Subject	Comments	Report Date / Action	Item Resolved or Outstanding
-	-	-	-

Specific Reports

6. Preferred Options Report and Communications and Engagement Summary Plan – Leeston Industrial Zoning

Author:	Liz White (Consultant Planner) & Ben Rhodes (Team Leader Strategy & Policy)
Contact:	(03) 347 2824 (Ben)

Purpose

To brief the Committee on the Preferred Option Report, which provides an overview of the investigations undertaken to date to rezone additional land for industrial purposes in Leeston. The report recommends which site should be the subject of further detailed investigation and consultation.

The attached Communications and Engagement Summary Plan is to inform the Committee of the engagement activities to be undertaken in relation to the 'Leeston Industrial Zoning' topic.

Recommendation

“That the Committee notes the report.”

“That the Committee endorses the Preferred Option for ‘Leeston Industrial Zoning’ for further development and engagement.”

“That the Committee notes the summary plan.”

Attachments

'Business – Leeston Industrial Zoning'

'Leeston industrial zoning – communications and engagement summary plan'

PREFERRED OPTION REPORT TO DISTRICT PLAN COMMITTEE

DATE: 28th November 2018

TOPIC NAME: Business (BS205)

SCOPE DESCRIPTION: Leeston Industrial Zoning

TOPIC LEAD: Ben Rhodes – Team Leader Strategy and Policy

PREPARED BY: Liz White – Consultant Planner

EXECUTIVE SUMMARY

Issue(s)	<ul style="list-style-type: none"> The Committee has endorsed the investigation of incorporating a rezoning proposal as part of the notified Proposed District Plan, for industrial land in Leeston. However this is dependent on suitably located land being able to be feasibly developed for this purpose. The two key elements in feasibility are considered to be servicing constraints and landowner willingness. The Ellesmere Area Plan identified an area – ‘LEE 3’ as the preferred strategic location for Industrial land in Leeston, as well as identifying a further ‘Possible Future Area’ for Industrial Development. Preliminary investigations have identified that both sites can be serviced (with some possible limitations on the type or scale of industrial activity), and landowners are supportive of the LEE 3 area being rezoned. However the ‘Possible Future Area’ is not considered suitable for rezoning due to its strategic importance for wastewater treatment plant purposes.
Preferred Option	That more detailed investigation and targeted consultation are undertaken on including Business 2 zoning within the Proposed District Plan for the LEE 3 area.
Recommendation to DPC	That the Committee endorses the Preferred Option for ‘Leeston Industrial Zoning’ for further development and engagement.
DPC Decision	



1.0 Introduction

On the 8th August 2018, the Committee considered a report regarding the capacity of existing business zones in Malvern and Ellesmere. As part of this, the Committee endorsed the investigation of incorporating a rezoning proposal as part of the notified Proposed District Plan, for industrial land in Leeston.

This decision stemmed from the Ellesmere Area Plan (2016) which, while concluding that towns in Ellesmere have capacity to meet growth projections through existing zoned land, stated that there was scope to investigate the appropriateness of additional Business 2 zoned land, including through the DPR. In particular, and as shown in Figure 1 below, it identified 'LEE 3' as the preferred future development area for industrial development, as well as a 'possible future area' for industrial development.



Figure 1: Ellesmere Area Plan preferred and possible industrial development areas

Subsequent investigations using the Selwyn Capacity for Growth Model, and additional research undertaken by Fordbaker also concluded that there was sufficient *theoretical* capacity for industrial development within Leeston within the next 10 years, but that this relied on more efficient use of existing land (e.g. infill development), rather than development of vacant land. The willingness of landowners to further develop existing business zoned land therefore impacts on supply. In addition, on a per capita basis, Leeston has significantly less industrial business land supply when compared to Darfield, which has a similar function as a Service Township for the District. In addition, anecdotal feedback from land and business owners indicates a perceived shortage in industrial land supply over and above what was discussed in the Fordbaker report.

As was identified in the Ellesmere Area Plan, servicing in this area is a potential constraint to further development and therefore could require a commitment from Council and the wider community around capital works upgrades, which are potentially significant in scale. Willingness of landowners to develop their land for industrial purposes could also thwart the implementation

of any rezoning. For these reasons, staff have undertaken preliminary investigations for the sites identified in the Ellesmere Area Plan to confirm that:

- The sites can be serviced, taking into account upgrades to the water supply and wastewater systems planned in the LTP, although in terms of wastewater there may need to be limits placed on the industry type or amount of discharge.
- The three owners of land within the identified LEE 3 area are supportive of the potential change to industrial zoning of their land.
- The Asset and Property Managers for the Council (who is the owner of land in the '*Possible Future Area*') have indicated that they consider it is not in the Council's best interests for this land to be zoned for industrial purposes as it is strategically important for waste water treatment plant purposes.

Given the preliminary investigations have indicated that there is landowner support for rezoning of the preferred future development area LEE 3, and that there are no significant servicing constraints, the preferred option identified in this report is for further more detailed assessment to be undertaken to support the inclusion of the Industrial zoning of this area in the Proposed District Plan, and for targeted consultation to be undertaken regarding the re-zoning. It is proposed that this occur between December and March, with the matter brought back to DPC in March 2019.

It is not recommended that the "*Possible Future Area for Industrial (Business 2) Development*" is proposed for rezoning to Business 2 within the Proposed District Plan, given its strategic importance for wastewater infrastructure. However, the detailed assessment and targeted consultation could be extended to include this land if the Committee wanted to pursue its possible rezoning.

2.0 Summary of relevant statutory and/or policy context and other background information

2.1 Selwyn 2031

Selwyn 2031 provides an overarching strategic framework for achieving sustainable growth across the district to 2031. Selwyn 2031 emphasizes the importance of adopting and implementing a strategic approach to managing urban growth as a means of strengthening the district's self-sufficiency and to ensure that it continues to be a great place to live, work and play. Under the Township Network identified in Selwyn 2031, Leeston is identified as a 'Service Township', along with Darfield, West Melton and Prebbleton, with its function based on providing a high amenity residential environment and primary services to Rural Townships and surrounding rural area.

2.2 Ellesmere Area Plan

The Ellesmere Area Plan was adopted in September 2016 and provides high-level planning direction to guide growth and sustainable management of Ellesmere townships through to 2031.

It identified a range of issues and opportunities to help inform that strategic planning and management of township growth, and was intended to help inform the District Plan Review.

The Area Plan acknowledges that Leeston has capacity to meet growth projections through existing zoned land. This existing capacity includes zoned but undeveloped land and developed land with further development potential (e.g. infill). Areas of preferred development for future business growth were indicated in the Area Plan for Leeston (LEE3). The Ellesmere Area Plan concluded that projected industrial growth could also be accommodated within the existing industrial area, but that there was scope to investigate the need for additional Business 2 zoned for Leeston through the DPR, a Town Centre Study or private plan change request. Given the timing of the DPR it is the first process to investigate this issue. The Area Plan, as a high-level strategic document also recognises that the specific consideration of the appropriateness of any rezoning must be considered through the statutory process under the RMA.

2.3 Selwyn Capacity for Growth Model (SCGM)

The SCGM is a spreadsheet-based model, endorsed for use in the DPR, made up of a number of different pages, each presenting different background information and results. It allows sensitivity and scenario testing through the ability to change controls that alter the final outputs of the SCGM. The SCGM forecasts development of industrial land/floorspace (Business 2) according to the observed market preferences and capacity available, referred to as 'modified revealed preferences' growth. The SCGM capacity analysis includes both 'vacant' land¹ as well as 'vacant potential' land². In Leeston, there is a relatively low amount of 'vacant' land and a much higher amount of 'vacant potential' land. The amount of 'vacant' land available in Leeston is also lower, in comparison to Darfield, which has a similar function in the Township Network.

If the 'vacant potential' land is removed from consideration, assuming the land will not be developed further by existing landowners, then a relatively significant amount of capacity is lost. Under this assumption only a small area of vacant industrial land would remain.

3.0 Summary of Options to address Issues

3.1 OPTION 1: Undertake more detailed investigation and targeted consultation on including Business 2 zoning within the Proposed District Plan for the LEE 3 area.

This option provides for further investigation of Business 2 zoning being applied to the location identified within the Ellesmere Area Plan as being strategically preferred. This location is supported by landowners, indicating that there is unlikely to be a constraint to its development if rezoned, from a land ownership perspective.

¹ Land with no building or a building taking up less than 5% of the site.

² Land that is currently utilised but has capacity for further development.

Preliminary investigations indicate that the land in LEE 3 can be serviced, taking into account upgrades to the water supply and wastewater systems planned in the LTP. In terms of wastewater, there may need to be limits placed on the industry type or amount of discharge, but this can be considered and addressed through more detailed infrastructure assessments and through appropriate district plan controls if required. This does not unnecessarily impede the type of development anticipated under the Business 2 zoning.

Further technical assessments will be required to support the rezoning, such as: geotechnical; contamination; transport; infrastructure; economic; landscape; cultural; and urban design. These will also inform the development of appropriate planning provisions and support the efficiency and effectiveness evaluation of the rezoning. This will also help identify the most appropriate size and shape of land to be rezoned. It is noted that through the Cultural Sites of Significance Topic in the DPR that a potential spring has been identified near the 'LEE 3' site. The cultural and planning implications of this will be considered further through the Cultural Sites of Significance Topic and a specific Cultural Impact Assessment, which will form part of the package of technical assessments described above.

It is recommended that targeted consultation also be undertaken on the proposed rezoning of the LEE 3 land, including affected parties, key stakeholders, the Township committee, and other landowners in the existing industrial area. This will allow for input of interested and potentially affected stakeholders to be obtained, and to feed into the Committee's further decision-making on this rezoning.

3.2 OPTION 2: Undertake more detailed investigation and targeted consultation on including Business 2 zoning within the Proposed District Plan for the 'Possible Future Area for Industrial (Business 2) Development' land

This option provides for further investigation of Business 2 zoning being applied to the location identified within the Ellesmere Area Plan as being a 'Possible Future Area' for Industrial Development. As per Option 1, preliminary investigations indicate that the land in this area can be serviced, and if this option is chosen, further technical assessments would be undertaken to support the rezoning, as well as targeted consultation (refer above in relation to Option 1 for further detail).

However, this option is not supported by the Council's Asset and Property Managers, because of its strategic importance to the wastewater treatment plant. This indicates that there is a risk associated with rezoning this area, in that either it will not be given effect to because the land will not be made available for industrial development even if zoned for this, or if the land was rezoned and disposed of for development, the Council might then have to purchase additional land for wastewater treatment plant purposes. Given that there is another viable alternative (LEE 3 land) this option is not recommended.

3.3 OPTION 3: Investigate rezoning of other areas near the Leeston Township for Industrial within Proposed District Plan

This option provides for further investigation of rezoning of alternate sites near the Leeston Township for industrial purposes. This would be outside the preferred areas identified in the Ellesmere Area Plan for the expansion of industrial activity, which are located adjacent to, and would allow for an expansion to, the existing industrial area. Alternate areas would not be as strategically located, in that they would result in the Township having separated industrial areas.

This option would also have additional timing implications, in terms of needing to undertake direct consultation with landowners. As such, there are risks associated with this option in that any further land identified may not be supported by landowners.

Given that there is a viable option, in a strategic location, (LEE 3 land), Option 3 is not recommended.

4.0 Summary of stakeholder engagement

The owners of land identified in the Ellesmere Area Plan as either “LEE 3” (Preferred Future Development Area for Industrial Development) or within the “*Possible Future Area for Industrial (Business 2) Development*” were contacted regarding the potential expansion of industrial land in Leeston.

All landowners within the LEE 3 area are supportive of the rezoning of their land.

As the Council is the owner of land in the “*Possible Future Area for Industrial (Business 2) Development*”, feedback was sought from the Asset and Property Managers on the potential for some of the Council land to be zoned and developed for industrial purposes. They have indicated a reluctance to have the SDC land zoned industrial given its strategic advantages for waste water treatment plant purposes. They have also indicated that if this land is rezoned and developed, there may be a need to then purchase further land for wastewater treatment plant purposes.

All three options in this paper identify further stakeholder engagement.

5.0 Conclusion

The Committee has previously endorsed the investigation of incorporating a rezoning proposal as part of the notified Proposed District Plan, for industrial land in Leeston. Preliminary investigations have identified that rezoning the area identified in the Ellesmere Area Plan as the preferred strategic location for Industrial land in Leeston (LEE 3) is supported by the affected landowners, and that the site can be serviced (with some possible limitations on the type or scale of industrial activity).

The ‘Possible Future Area’ for Industrial Development identified in the Ellesmere Area Plan can also be serviced, but it is not considered suitable for rezoning due to its strategic importance for wastewater treatment plant purposes.

Wider sites have not been investigated further because no key constraints have been identified in relation to the rezoning of the preferred LEE 3 location, which is strategically located adjacent to the existing industrial area and provides for a logical extension of the zoning.

It is recommended that further more detailed investigation of the LEE rezoning now be undertaken, including targeted consultation.

6.0 Preferred Option for further engagement

The Project Team recommends that:

- More detailed investigation and targeted consultation is undertaken to progress the inclusion of Business 2 zoning within the Proposed District Plan for the LEE 3 area.

Leeston industrial zoning – communications and engagement summary plan

Key messages

(as of 12 November 2018)

Background

- As part of the Selwyn District Plan Review additional business land requirements in Leeston are being considered.
- In August this year the Council’s District Plan Committee endorsed preliminary investigation of a rezoning proposal as part of the notified Proposed District Plan, for industrial land in Leeston. For other townships outside of the Greater Christchurch area which currently have business zones (Darfield, Southbridge, Dunsandel, Castle Hill and Coalgate) the decision was that any rezoning should be led by interested parties, eg landowners or developers, and not the Council. Interested parties will need to undertake the investigative and evaluative work in determining appropriateness of rezoning and provide the information as part of their submission on the Proposed District Plan (once it’s publicly notified for formal public consultation).
- For the Greater Christchurch area, business zone capacity and the need to rezone more is being considered through the National Policy Statement for Urban Development Capacity workstream.
- The Ellesmere Area Plan, adopted in September 2016, identified the need for further research in Leeston to help identify the location and quantum of additional business zoned land.
- The Area Plan identified a ‘preferred future development area’ along the south side of Station Street and Leeston Road, east of the existing industrial zoning (LEE3 area), as well as a ‘possible future area’ extending to the southeast of the existing zone south of Station Street. The Area Plan also identified that there may be infrastructure constraints or considerations requiring further investigation.

Current status

- Preliminary investigations have indicated that:
 - owners of land in the preferred future development area, identified as ‘LEE 3’, support the rezoning.
 - Selwyn District Council staff have indicated a preference not to rezone the ‘possible future area’ as it could impact on the future expansion of the Leeston Wastewater Treatment Plant.
 - ‘LEE 3’ area can be serviced, taking into account upgrades to the water supply and wastewater systems planned as part of the Council’s Long-term Plan. In terms of wastewater, there may need to be limits placed on the industry type or amount of discharge, but this can be considered and addressed through more detailed infrastructure assessments and through appropriate district plan controls if required.
 - while the ‘possible future area’ can also be serviced, it’s not considered suitable for rezoning due to its strategic importance for wastewater treatment plant purposes.
- Other sites in Leeston have not been investigated for rezoning because no key constraints have been identified for the rezoning of the ‘preferred future development area’, which is strategically located next to the existing industrial area and provides for a logical extension of the industrial zoning. This also reflects the preferred location for industrial zoning identified in the Ellesmere Area Plan, which is a strategic growth management document that has already been through a public consultation and hearing process.

About preferred option

- Given the preliminary investigations have indicated that there is landowner support for rezoning of the ‘preferred future development area’, and that there are no significant servicing constraints, the preferred option is for the Council to:
 - carry out more detailed assessment which will support additional land to be rezoned for industrial purposes as part of the Proposed District Plan. These assessments include geotechnical, contamination, transport, infrastructure, economic, landscape, cultural and urban design.
 - undertake targeted consultation with key stakeholders and affected landowners.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Leeston Community Committee	Owners of land currently zoned industrial in Leeston	Selwyn ratepayers
	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Selwyn Business Group	Owners of land identified as a ‘preferred development area (LEE 3 land)’ in the Ellesmere Area Plan	News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)		Selwyn District Council as the owner of land identified as a ‘possible future area for industrial development (Business 2)’ in the Ellesmere Area Plan	Wider public
			Adjoining land owners	

Legend	<i>High level of interest/ High level of influence (“Manage closely”)</i>	<i>High level of interest/ Low level of influence (“Keep informed”)</i>	<i>Low level of interest/ high level of influence (“Keep satisfied”)</i>	<i>Low level of interest/ Low level of influence (“Watch only”)</i>

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders are “the organisations requiring engagement and information as the preferred options for the Draft District Plan are being prepared.” (District Plan Review Community Engagement Implementation Plan; p.6) Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement during review phases

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Baseline assessments					<i>[only owners of ‘LEE3’ and ‘Business 2’ land]</i>	
Preferred option development					<i>[only owners of ‘LEE3’ and ‘Business 2’ land]</i>	
Preferred option consultation						

2018/2019 communications and engagement key tasks/milestones per month

(more detailed action plans to be developed for each major milestone or as required)

Audiences	Pre-November	November	February - March 2019
ECan			Draft detailed assessment report and preferred option report are shared and feedback sought
Rūnanga			Draft detailed assessment report and preferred option report are shared and feedback sought
Key stakeholders			Draft detailed assessment report and preferred option report are shared and feedback sought
Landowners/occupiers	<i>[only owners of ‘LEE3’ and ‘Business 2’ land]</i>		Draft detailed assessment report and preferred option report are shared and feedback sought
General public			PO report is published on Your Say Selwyn website
DPC		Preferred option report goes to DPC for endorsement	

7. Preferred Options Report and Communications and Engagement Summary Plan – Supplementary Transport

Author:	Craig Friedel, Consultant Planner
Contact:	(03) 347 2827

Purpose

To brief the Committee on the Preferred Options Report, which provides a summary of the findings and recommendations of the Supplementary Transport baseline report. The purpose of the supplementary workstream is to review the remaining issues relating to the Transport Topic that have not already been covered by the initial assessment that targeted a number of priority issues, with the exception of car parking.

The attached Communications and Engagement Summary Plan is to inform the Committee of the engagement activities to be undertaken in relation to the 'Supplementary Transport' topic.

Recommendation

“That the Committee notes the report.”

“That the Preferred Options for District Wide – Supplementary Transport are endorsed for further development and engagement.”

“That the Committee notes the summary plan.”

Attachments

'Supplementary Preferred Options for Transport'

'Supplementary Transport – communications and engagement summary plan'

PREFERRED OPTIONS REPORT TO DISTRICT PLAN COMMITTEE

DATE:	DPC Meeting - 28 November 2018
TOPIC:	District Wide - Transport
SCOPE DESCRIPTION:	Supplementary Preferred Options for Transport (PW017)
TOPIC LEAD:	Craig Friedel
PREPARED BY:	Craig Friedel, Consultant Planner, using the Selwyn District Plan Review – Supplementary Transport Baseline Report prepared by Abley Consultants

EXECUTIVE SUMMARY

<i>Issue(s)</i>	<ol style="list-style-type: none"> 1. A number of the transport-related rules, design requirements and diagrams require amendment to ensure consistency with best practice transport engineering and to provide clearer direction on the transport design requirements to support safe and efficient transport networks; and 2. The road classification schedules require updating to reflect recent upgrade works.
<i>Preferred Options</i>	<p>In summary, the recommended Preferred Options for further development during the drafting phase of the DPR are:</p> <ul style="list-style-type: none"> • Consider the suggested changes to the objectives, policies, rules and design requirements identified in the Supplementary Transport Baseline Report, which apply to the following District Plan provisions: <ul style="list-style-type: none"> - Rail network objectives, policies and rules; - Vehicle crossing and intersection separation distances; - Accessway design requirements; - Rural transport rules; and - Transport-related design diagrams. • Consider retaining the current corner splay policies, rules, assessment matters and design requirements. • Update the District Plan road classification schedules, to illustrate these on a map and to incorporate any further changes that occur between now and when the Proposed Plan is publicly notified.
<i>Recommendations to DPC</i>	That the Preferred Options for District Wide – Transport outlined in Section 5.0 and listed in Appendix 4 for the remaining Issues are endorsed for further development (including the Section 32 analysis and Drafting Phase).
<i>DPC Decision</i>	



1.0 Introduction

Abley Ltd (Abley) were engaged to prepare a report that covers the remaining issues relating to the Transport Topic. This assessment has been undertaken to ensure that all the relevant transport provisions in the Operative Selwyn District Plan (the Plan) have been evaluated before the s32 drafting phase commences.

A link to the report entitled Selwyn District Plan Review – Supplementary Baseline Report (DW024) is contained in **Appendix 1**.

This supplementary assessment adds to the initial Transport Baseline Report prepared by Abley and Jasmax Consultants Limited (JCL) that was finalised in May 2018¹. This initial assessment was targeted to a number of priority Issues² that were identified through a desktop analysis of a range of information sources, facilitated workshops and strategic partner advice was finalised in May 2018.

The recommendations contained in this initial Transport Baseline Report formed the basis of the Update and Preferred Options Report presented to the District Plan Committee (Committee) on the 22nd August 2018³.

1.2 Preferred Options

This report presents the Preferred Options for the remaining Issues (Section 5.0 and **Appendix 4**) that relate to the Transport Topic that have not already been covered.

The only exception continues to be the car parking Issue, where a Draft Parking Strategy has been released for consultation to inform possible changes and to assist in ensuring an integrated approach to land use and transport planning is achieved.

The Issues covered by this supplementary assessment are listed in **Table 1** below:

Table 1: Supplementary baseline assessment Issues and recommendations

Theme	Issue
5.1 - Rail provisions	Assessing the rail network objectives, policies and rules
5.3 - Road classification updates	Reviewing the classifications of each road to ensure the Plan schedules are consistent with the function they are currently serving within the network
5.5 - Corner splays	No issues have been identified following the assessment

¹ Transport Baseline Report, 4th May 2018 - [https://www.selwyn.govt.nz/...Transport Baseline Report](https://www.selwyn.govt.nz/...Transport%20Baseline%20Report)

² The Transport Baseline Report and the Update and Preferred Options Report covered the following Issues: (a) Management of road reserves; (b) Land use and transport integration; (c) Street design; (d) Vehicle crossing widths; (e) Footpaths; (f) Walkable blocks; (g) Cul de sac design; (h) Cycle parking rates; (i) Cycle parking design and location; and (j) Public transport

³ District Plan Committee Agenda, 22nd August 2018; P193 to P232 - [https://www.selwyn.govt.nz/...DPC Agenda](https://www.selwyn.govt.nz/...DPC%20Agenda)

5.7, 5.9, 5.11 & 5.13 - Vehicle crossing and intersection separation distances	Determining where changes may be required to the vehicle crossing and intersection separation design requirements
5.15 - Accessway design	Evaluating whether the design requirements support the operational needs of private accessways
5.17 - Rural transport rules	Determining where changes may be required to the rural-specific design requirements in the Appendices of the Plan
5.19 - Rural and Township design requirements and diagrams	Determining where changes may be required to the Township and Rural -specific design requirements in the Appendices of the Plan

2.0 Summary of Issues

2.1 Overview

The preparation of the Transport Baseline Reports are a key step in reviewing how effectively and efficiently the transport provisions in the Plan are working.

The methodology for preparing the Supplementary Transport Baseline Report included a targeted evaluation of the transport provisions contained in the Plan against best practice transport engineering and design requirements. A comparison of these provisions against the adjoining Waimakariri District Plan and the Christchurch District Plan to determine consistency was also carried out.

Advice has been sought from District Plan Review (DPR) Topic Leads, Council's Asset Manager - Transportation and representatives from KiwiRail, Environment Canterbury (ECan), Mahaanui Kurataiao Ltd and the New Zealand Transport Agency (NZTA) to identify issues and evaluate options. Further detail on the engagement that has been undertaken to inform the preparation of the Transport Baseline and Preferred Option reports is documented in Section 6.0.

The primary aim of the Supplementary Transport Baseline Report was to answer the questions listed in **Appendix 2**. These relate specifically to the matters listed in [Table 1](#).

The report responds to these questions through recommendations and preferred options that either: (a) Support retaining the current provisions and/or design standards; or (b) Outline where amendments should be considered through the s32 phase of the DPR.

2.2 Issues

The Supplementary Transport Baseline Report makes recommendations on the Issues listed in [Table 1](#) above.

All of the recommendations will require the Proposed Plan objectives, and more so the policies and methods (rules), to clearly link the outcomes sought to any consenting requirements. These will be developed through the subsequent phases of the DPR, which includes a cost/benefit and risk analysis that incorporates stakeholder and Iwi feedback.

3.0 Statement of Operative District Plan approach

Section 3.0 of the initial Update and Preferred Options Report summarised where the transport provisions sit within the Plan and outlined the scope of the Plan Change 12 - Integrated Transport Management (PC12).

The breadth of PC12 enabled the baseline review to be targeted to the priority Issues identified in the initial Transport Baseline Report and Update and Preferred Options Report identified in Section 1.0.

The Issues covered by these supplementary investigations are to ensure that all the transport-related provisions have been assessed during the baseline development phase of the DPR.

4.0 Summary of relevant statutory and/or policy context

Statutory Review

Section 4.0 of the initial Transport Baseline Report and Update and Preferred Options Report reviewed and summarised the relevant planning instruments, strategies and guides that are relevant to this Topic. It also provided an update on progress with the development of the National Planning Standards.

There are no amendments to this list of relevant strategies and planning instruments. A detailed assessment of the relevant statutory and policy directions has not been undertaken as this was sufficiently covered in the initial reports prepared for the Transport Topic. A comparison of the targeted provisions against the district plans of the two adjoining territorial authorities has been undertaken to determine consistency.

No further direction has been provided by the Ministry for the Environment (MfE) on the National Planning Standards since the initial Transport Update and Preferred Options Report was presented to the Committee. DPR Team members are continuing to liaise with the Network Utility Working Group to determine where alignment can be achieved.

The Supplementary Transport Baseline Report confirms that the Plan gives effect to the higher order planning instruments as they apply to these additional Issues.

5.0 Summary of Preferred Options Issues

This section outlines the Issues and recommends a Preferred Option following an evaluation against the status quo for the remaining Issues covered by the Supplementary Transport Baseline Report.

Some of the recommendations are linked to referencing the Engineering Code of Practice (ECoP) and other detailed changes to the wording of existing rules and the supporting diagrams and tables. It is important to note that a review of the ECoP has commenced and is being coordinated with the DPR to determine the level of engineering design details that are appropriate to be included in the Proposed Plan. NZTA are also in the process of reviewing their

2007 Planning Policy Manual (PPM) that includes State Highway accessway design standards and guidelines.

These reviews, coupled with the National Planning Standards, may further consolidate what design standards and diagrams are contained within the Proposed Plan versus other non-statutory documents. This rationalisation exercise will be undertaken as part of s32 phase of the DPR in consultation with other Topic Leads, Council's Assets Department and key stakeholders.

5.1 Rail provisions - Issues and options

Context and Issues identification

The Main South Line and Midland Line rail corridors pass through the district as part of the national passenger and freight network administered by KiwiRail. There are 53 level crossings where the rail network has a direct interface with the road network. The I-zone and I-Port industrial parks in Rolleston are critical freight and distribution centers where access to rail sidings is provided to service several key activities, including the two inland container ports and the Westland Dairy Processing Facility.

The objectives and policies for supporting the nationally significant rail network are contained in Part B Physical Resources of the Rural and Township Volumes of the Plan. The objectives and policies require that an integrated approach to land use and transport planning is applied. This is to not only ensure that railway lines are safe and efficient to operate, but to also protect the rail network from adverse reverse sensitivity effects, inappropriate access arrangements and settlement patterns that result in unsafe and inefficient crossing points⁴. An objective requires that the rail network does not generate adverse environmental effects on neighbouring activities⁵. The Plan also requires that future road networks and transport corridors are designed, located and protected to promote transport choice and provide for rail as a sustainable option for moving freight⁶.

The Supplementary Transport Baseline Assessment outlines the findings of a best practice review that includes reference to NZTA's Traffic Control Devices Manual Part 9 (TCD Manual) and KiwiRail's advice relating to it. The inclusion of the sight lines defined in the TCD Manual are included in the Christchurch District Plan and Auckland Unitary Plan, which reflect current best practice.

The Supplementary Transport Baseline Report also evaluates how effectively the rules that determine the sight lines at level crossings apply to the rail and wider transport network⁷. These rules, coupled with the design standards in Appendix E10 - Transport and Appendix E11 – Traffic Site Lines of the Rural Volume, Appendix E13 of the Township Volume, the non-statutory Engineering Code of Practice (ECoP) and KiwiRail design standards, assist in ensuring that

⁴ Part B Physical Resources - Objective B2.1.1, Objective B2.1.2, Policy 2.1.18, Policy 2.1.19 and Policy 2.1.20

⁵ Part B Physical Resources - Objective B2.1.4

⁶ Part B Physical Resources - Objective B2.1.3 and Policy B2.1.17

⁷ Township Volume Part C Business – C17 Business Zone Roadway: Rule 17.4 Traffic Sight Lines – Road/Rail Crossings and Part C Living – C5 Living Zone Roads and Transport: Rule 5.4 Traffic Sight Lines - Road/Rail

appropriate levels of service and design requirements are met to support a safe and efficient rail network.

KiwiRail have provided comments that support the retention of existing Rule E13.2.2.3 requiring a 30m vehicle crossing and accessway setback from level crossings with associated restricted discretionary activity status and assessment matters. KiwiRail also confirm the strategic need to retain the objectives and policies that apply to the rail network is also provided, along with a number of suggested drafting changes to the objectives, policies and rules to provide more certainty and to assist in administering the Proposed Plan.

Option analysis

The Supplementary Transport Baseline Report evaluated the objectives and policies that currently apply to the strategic rail network. The conclusion from this assessment is that the current provisions are appropriate in providing a safe integrated transport network which supports the efficient operation of the rail network. KiwiRail recommend a number of drafting changes for consideration as part of the s32 drafting phase of the DPR to improve the safety and operation of the rail and wider transport network.

The Report identifies that the majority of the rules that apply to the sight lines at level crossings are working effectively and that no changes are required. Tables 2.1 to 3.1 on Pages 3 to 6 respectively list where there are issues with some of the rules and recommends what drafting changes should be considered.

These changes reflect the Preferred Option for addressing this Issue and include to:

- Consider KiwiRail's suggested changes to the objectives and policies that apply to the rail network and reference to the need to encourage and facilitate rail to support public transport;
- Retain Rule E13.2.2.3 that requires a 30m accessway setback from level crossings with appropriate restricted discretionary matters of assessment;
- Review the definition of 'building' and 'tree' to ensure it covers all activities that require sightlines to maintain the safe and efficient operation of the rail network, including billboards and signs⁸;
- Insert the KiwiRail level crossing sight lines diagram in permitted activity Rule 4.7.1 and Appendix 10 - Diagram E10E to detail the Rural design standards; and
- Insert the KiwiRail level crossing sight lines diagram in permitted activity Rule 5.4 and Appendix 13 - Diagram E13.3 to detail the Townships design standards.

⁸ Township Volume Part C17 Business – C17 Business Zone Roadway: Rule 17.4 Traffic Sight Lines – Road/Rail Crossings and Rural Volume Part Living – C5 Living Zone Roads and Transport: Rule 5.4 Traffic Sight Lines - Road/Rail

5.2 Rail network provisions – Preferred Options

The recommended drafting changes represent the Preferred Option to improve the effectiveness and efficiency of the Transport provisions as they are applied to the rail network within the district. The amendments will assist in improving the administration of the Proposed Plan and the inclusion of the KiwiRail level crossing sightline design diagrams will ensure the Proposed Plan is consistent with the Christchurch District Plan and Auckland Unitary Plans, which are recognised as current best practice.

Effectiveness in Addressing Issue:

The Preferred Option to apply the drafting changes recommended in the Supplementary Transport Baseline Report will assist in ensuring the Proposed Plan contains best practice rules that are easy to understand and apply, while supporting KiwiRail in providing a safe, efficient and cost effective national rail network.

The alternative is to ignore the recommended changes, which represents a lost opportunity to improve the effectiveness and efficiency of the Proposed Plan, align with the two best practice district plan examples and to support the needs of KiwiRail as the operator of the national rail network.

Risks:

There is limited risk in considering the recommended changes to the rules that apply to the rail network listed in the Supplementary Transport Baseline Report. The review of the ECoP could reduce some of the design requirements that are contained in the Preferred Options, which will be determined through the subsequent s32 phase of the DPR in consultation with other Topic Leads and Council's Assets Department.

Budget or Time Implications:

The Preferred Option to consider amending the identified rules that apply to the rail network will incur some limited time and cost to Council when drafting the transport provisions. However, the provisions are being reviewed in any case and it provides the opportunity to improve the current provisions and to provide greater administrative certainty.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of the rail provisions with the Subdivision and Utility Topics Leads and Council's ECoP review.

Recommendation:

Proceed with the Preferred Option, which is to consider the suggested changes to the rail network objectives, policies and rules identified in the Supplementary Transport Baseline Report during the drafting phase of the DPR.

5.3 Road classification updates - Issues and options

Context and Issues identification

The road classifications in the Plan influence the amenity of streets and their function within the wider network hierarchy. They cover the full range of road types provided across the district, from State Highways through to Local Minor Roads. The classification determines what design requirements are applied to achieve the desired levels of service for each road type, through matters such as legal road and carriageway widths, traffic and parking lanes and provision for cycle and footpaths. The rules that apply to the road classifications are supported by outline development plans and the ECoP and Subdivision Design Guide that sit outside the Plan.

The road classifications are listed in Appendix E7 of the Township Volume and Appendix E9 of the Rural Volume. Some of these classifications are out of date as a result of changes to the road network, which are inevitable in a fast growing district where significant upgrades are occurring to respond to increased population growth, ongoing subdivision development and increase in commercial and industrial activities.

Option analysis

The Supplementary Transport Baseline Report incorporates two schedules provided by Council's Assets Department that reference the roads where the classification needs to be updated to reflect their current status within the network. These schedules have been consolidated into a single list contained in **Appendix 3**.

The Supplementary Transport Baseline Report also recommends that maps illustrating the network road classification are considered for inclusion in the Proposed Plan to provide greater certainty and ease of administration.

Consideration of alternatives to the plan change process⁹ to update the road classification schedules more regularly was also considered. This assessment confirms that the plan change process is the only viable option. This is because the road classifications do not qualify as an 'inconsequential' change as they influence what rules and design requirements are applied to proposed activities.

One option is to reference an intermediary status to reflect the possible future classification referenced on the operative outline development plans, such as 'in construction', to alert plan users to the fact that the classification may be changed in the not too distant future. This approach has been applied in the Christchurch District Plan and should be evaluated further during the s32 evaluation phase of the DPR.

The updated road classifications list and map that incorporate any changes and additions that may occur between now and when the Proposed Plan is notified represent the Preferred Option to address this Issue. This map could also reference the outline development plan road classifications to illustrate the likely future road classification.

⁹ Prescribed in the 1st Schedule of the Resource Management Act 1991

5.4 Road classification updates – Preferred Option

The updates to the Road Classifications listed in **Appendix 3** and the incorporation of the road classification map are required to ensure the current classification of roads within the district are consistent with their operational status within the transport network.

Effectiveness in Addressing Issue:

The recommended updates to the road classification schedules and inclusion of a map is the only appropriate response to addressing the Issue. A further consideration was the inclusion of an intermediary category on the road classification map to reference the possible future classification referenced on the operative outline development plans, which should be considered through the s32 phase of the DPR.

There are not considered to be any other relevant or practical alternative options to consider.

Risks:

There is no risk in making the changes to the road classifications listed in **Appendix 3** and for these to be illustrated in a map within the Proposed Plan. This schedule can be added to between now and when the Proposed Plan is publicly notified to ensure it is as up to date as possible before it is subject to public submissions.

Budget or Time Implications:

The Preferred Option to update the road classification schedule and illustrate these in a map will incur an insignificant amount of time and cost to Council when drafting the transport provisions.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of the road classification schedule updates with the Subdivision and Utility Topics Leads.

Recommendation:

Proceed with the Preferred Option, which is to update the Road Classification schedules in accordance with **Appendix 3**, to illustrate these on a map and to incorporate any further changes that occur between now and when the Proposed Plan is publicly notified.

5.5 Corner splays - Issues and options

Context and Issues identification

Adequate corner splays at road intersections ensure footpath alignments support appropriate pedestrian sight lines, while also improving sight distance for road users at road intersections. Corner splays are also a method of securing land for future intersection upgrades. Related policies require sufficient setbacks to maintain good visibility for all road users, allow safe access and egress and promote the efficient movement of vehicles and pedestrians¹⁰.

¹⁰ Part B Physical Resources - Policy B2.1.9 and Policy B2.1.10

Corner splays need to be provided in subdivision scheme plans and formed to the design standards in the Plan and ECoP before subdivision approvals are given by Council¹¹. A 3m radius for Living zones and 6m radius in the Business zones is required and the diagonal design setback from the intersection corner increases based on the road classification¹². The matters of discretion enable Council to consider the effects of non-conforming corner splays on the efficient functioning of the road, the safety of road users and the amenity of surrounding allotments¹³.

The Supplementary Baseline Report also compares the corner splay rules and design requirements in the Plan against the adjoining Waimakariri District Plan and Christchurch District Plan. The WDP contains a number of detailed corner splay design requirements. In contrast, the Christchurch District Plan does not contain any design standards and has a single assessment matter outside the City Centre requiring corner allotments to have an appropriate corner rounding.

Option analysis

The Supplementary Transport Baseline Report has evaluated the corner splay policies and rules and determined that they continue to represent best practice transport engineering. Staff have not reported any issues with how the current rules are interpreted and the application of the design requirements and assessment matters appear to be delivering the anticipated outcomes.

The best practice review confirms that the Plan provides an appropriate level of control and that the current policies, rules, assessment matters and design requirements should be retained.

5.6 Corner splays – Preferred Option

The current policies, rules, assessment matters and design requirements for corner splays should be retained as they are providing an appropriate level of control to achieve the desired outcomes.

Effectiveness in Addressing Issue:

The best practice transport engineering review and comparison of the corner splay provisions against the Waimakariri District Plan and Christchurch District Plan have confirmed that the current approach should continue to be applied in the Proposed Plan. There have not been any issues identified with the current corner splay provisions, which appear to have delivered the desired outcomes by supporting a safe and efficient transport network that is future proofed to incorporate planned upgrades. The inclusion of a diagram to illustrate how the distances are measured can be considered as part of the ECoP and Subdivision Design Guide reviews.

There are not considered to be any other relevant or practical alternative options to consider.

Risks:

There is no risk in considering the appropriateness of retaining the existing corner splay design requirements. The review of the ECoP could reduce some of the design requirements that are

¹¹ Pursuant to s224 (c) of the Resource Management Act 1991

¹² Part C Rural Zone Rules - Subdivision: Rule 10.1.1.7 and 10.12.1.5

¹³ Part C Living Zone Rules - Subdivision: Assessment matters 12.1.5.4 and 12.1.5.5

contained in the Preferred Options, which will be determined through the subsequent s32 phase of the DPR in consultation with other Topic Leads and Council's Assets Department.

Budget or Time Implications:

The Preferred Option to consider retaining the existing corner splay design requirements will incur an insignificant amount of time and cost to Council when drafting the transport provisions.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of the corner splay design requirements with the Subdivision Topic Lead and Council's ECoP review.

Recommendation:

Proceed with the Preferred Option, which is to consider retaining the current corner splay policies, rules, assessment matters and design requirements.

5.7 Vehicle crossings – Issues and Options

Context and Issues identification

The Plan contains separate rules and design requirements for vehicle crossings and access arrangements as well as design diagrams in the Appendices of both volumes of the Plan. These rules seek to meet the balance between ensuring the network continues to be safe and efficient for road users, while acknowledging a degree of flexibility is required to avoid unnecessarily curtailing activities that are carried out in urban and rural areas on a day to day basis.

The Supplementary Transport Baseline Report reviews these provisions and responds to the targeted questions listed in **Appendix 2**.

NZTA have confirmed that all access to the State Highway network require approvals under the Government Rounding Powers Act 1989. This approval is separate and additional to any land use or subdivision approval required under the Resource Management Act 1991 (RMA). NZTA are also reviewing their Policy and Planning Manual (PPM), which may also rationalise what access and vehicle crossing standards are applied at the interface between the State Highway network and public and private properties. Retention of the current design standards and alignment with the provisions of adjoining territorial authorities is supported by NZTA pending the completion of this review and the formalisation of the National Planning Standards.

Option analysis

The Supplementary Transport Baseline Report identifies that the majority of the urban and rural vehicle crossing, access arrangements and design diagram requirements are working effectively and that no changes are required.

Confirmation is provided that the vehicle crossing design requirements need a degree of variation between urban and rural environments to respond to varying speed environments, land use activities and vehicle movements. It is not considered appropriate to rationalise the provisions into a single set of vehicle crossing design standards.

Table 7.1 on Pages 15 and 16 of the Report lists where there are issues with some of the rules and recommends what drafting changes should be considered.

These changes reflect the Preferred Option for addressing this Issue and include to:

- Consider inserting a rule or explanatory making reference to the heavy-duty vehicle crossing design requirements contained in the ECoP;
- Replace any references to 'Strategic Road' to State Highway' to ensure consistency with the operative road classifications to be consistent with Rule C4.5; and
- Consider cross referencing the land use matters of discretion (Rural Volume 3.9.2.2 (b) and Township Volume 5.3.5.2) so they are included in the vehicle crossing design requirements and illustrated in the diagrams contained in the Appendices.

5.8 Vehicle crossings – Preferred Option

The recommended drafting changes represent the Preferred Option to improve the effectiveness and efficiency of the transport design requirements for ensuring the general rules that apply to vehicle crossings remain fit for purpose. The amendments will assist in improving the administration of the Proposed Plan by providing greater certainty around the vehicle crossing design requirements consistent with current best practice.

The inclusion of a reference to NZTA's PPM for determining the correct design standards where vehicle crossings access State Highways will provide certainty and flexibility pending the completion of the PPM review and formalisation of the National Planning Standards.

Effectiveness in Addressing Issue:

The Preferred Option to apply the drafting changes recommended in the Supplementary Transport Baseline Report will provide greater certainty in what vehicle crossing design requirements apply. These changes will assist in ensuring the Proposed Plan contains best practice rules that are easy to understand and apply. The suggested amendments will also ensure consistency with how the vehicle crossing design standards contained in the Plans of adjoining territorial authorities and ensure compliance with NZTA's design requirements as they apply to State Highways.

There are not considered to be any relevant or practical alternative options to consider.

Risks:

There is limited risk in considering the recommended changes to the vehicle crossing rules listed in the Supplementary Transport Baseline Report. The review of the ECoP could reduce some of the design requirements that are contained in the Preferred Options, which will be determined through the subsequent s32 phase of the DPR in consultation with other Topic Leads and Council's Assets Department.

Budget or Time Implications:

The Preferred Option to consider making the recommended changes to the vehicle crossing rules will incur some limited time and cost to Council when drafting the transport provisions.

However, the provisions are being reviewed in any case and it provides the opportunity to improve the current provisions and to provide greater administrative certainty.

The alternative is to ignore the recommended changes, which represents a lost opportunity to improve the effectiveness and efficiency of the Proposed Plan.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of the vehicle crossing design requirements with the Subdivision Topic Lead and Council's ECoP review.

Recommendation:

Proceed with the Preferred Option, which is to consider the suggested changes to the vehicle crossing rules identified in the Supplementary Transport Baseline Report during the drafting phase of the DPR.

5.9 Vehicle crossing and intersection distances - Issues and options

Context and Issues identification

The Plan includes minimum separation distances between vehicle crossings and intersections in Appendix E13 and Table E13.5 of the Township Volume¹⁴. A minimum distance between intersections and vehicle crossings serving individual properties are required to support road safety and efficiency outcomes. Appropriate separation distances reduce the risk of conflict associated with vehicles queuing at intersections and road users trying to access properties by ensuring there are sufficient sight lines provided.

The comparison of the Plan against the Waimakariri District Plan and Christchurch District Plan establishes that the primary difference is that Table E10.3 – Minimum Distances of any Vehicle Crossing from Road Intersections in the Plan only has two speed limit environments (>50km/h and ≤50km/h) and doesn't reference the primary 'Frontage Road'. The design diagrams used in the Christchurch District Plan are identified as a best practice method to illustrate the vehicle crossing and intersection distances within a district plan.

As mentioned above, NZTA have confirmed that all access to the State Highway network require approvals under the Government Rounding Powers Act 1989. This approval is separate and additional to any land use or subdivision approval required under the RMA. NZTA are also reviewing their PPM, which may also update the access and vehicle crossing standards that are applied at the interface between the State Highway network and public and private properties. Retention of the current design standards and alignment with the provisions of adjoining territorial authorities is supported by NZTA pending the completion of this review and the formalisation of the National Planning Standards.

¹⁴ Appendix E13 Transport: E13.2.2 Distances of Vehicle Crossings from Intersections and Table E13.5 – Minimum Distances of any Vehicle Crossing from Intersections of the Township Volume

The Supplementary Transport Baseline Report evaluates how effectively the design requirements that maintain an appropriate separation distance between vehicle crossings and intersections are working.

Options analysis

The Supplementary Transport Baseline Report identifies that the majority of the design requirements to ensure an appropriate distance is maintained between vehicle crossings and intersections provisions are working effectively and that no changes are required. Table 8.1 on Page 17 of the Report lists where there are issues with some of the rules and recommends what drafting changes should be considered.

These changes reflect the Preferred Option for addressing this Issue and include to:

- Consider the inclusion of explanatory text to Tables E10.3 and E13.5 to:
 - (a) Remove the State Highway minimum distances and to make a reference to NZTA requirements (which may change through the review of the PPM); and
 - (b) Replace the words “*Vehicle crossings adjoins to*” with “**Frontage Road**” to improve clarity.
- Recommend that the method for measuring the vehicle crossing and intersection distances for both urban and rural environments is referenced in a new diagram to provide certainty.

5.10 Vehicle crossing and intersection distances – Preferred Option

The recommended drafting changes represent the Preferred Option to improve the effectiveness and efficiency of the transport design requirements for ensuring appropriate distances are maintained between vehicle crossings and intersections. The amendments will assist in improving the administration of the Proposed Plan by providing greater certainty around the vehicle crossing and intersection separation design requirements consistent with current best practice.

The inclusion of a reference to NZTA’s PPM for determining the correct design standards where vehicle crossings access State Highways will provide certainty and flexibility pending the completion of the PPM review and formalisation of the National Planning Standards.

Effectiveness in Addressing Issue:

The Preferred Option to apply the drafting changes recommended in the Supplementary Transport Baseline Report will provide greater certainty in what vehicle crossing and intersection distance design requirements apply. These changes will assist in ensuring the Proposed Plan contains best practice rules that are easy to understand and apply. The suggested amendments will also ensure consistency with how the vehicle crossing and intersection separation distances are managed in the Plans of adjoining territorial authorities and ensure compliance with NZTA’s design requirements as they apply to State Highways.

There are not considered to be any relevant or practical alternative options to consider.

Risks:

There is limited risk in considering the recommended changes to the vehicle crossing and intersection separation distance rules listed in the Supplementary Transport Baseline Report. The review of the ECoP could reduce some of the design requirements that are contained in the Preferred Options, which will be determined through the subsequent s32 phase of the DPR in consultation with other Topic Leads and Council's Assets Department.

Budget or Time Implications:

The Preferred Option to consider making the recommended changes to the vehicle crossing and intersection design requirements will incur some limited time and cost to Council when drafting the transport provisions. However, the provisions are being reviewed in any case and it provides the opportunity to improve the current provisions and to provide greater administrative certainty.

The alternative is to ignore the recommended changes, which represents a lost opportunity to improve the effectiveness and efficiency of the Proposed Plan.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of the vehicle crossing and intersection separation design requirements with the Subdivision Topic Lead and Council's ECoP review.

Recommendation:

Proceed with the Preferred Option, which is to consider the suggested changes to the vehicle crossing and intersection separation design requirements identified in the Supplementary Transport Baseline Report during the drafting phase of the DPR.

5.11 Vehicle crossing separation distances - Issues and options

Context and Issues identification

The Plan includes minimum separation distances between vehicle crossings in Appendix E13 and Table E13.9 of the Township Volume¹⁵. A minimum distance between vehicle crossings is required to support road safety and efficiency outcomes, while also ensuring that sufficient space is available in the road for on-street parking. There are examples where the minimum vehicle separation distances have not been applied consistently, but this does not appear to be causing any identified issues.

A comparison of the Plan against the Waimakariri District Plan and Christchurch District Plan was undertaken. The primary variance is that these two Plans manage the separation distances based on the speed limit, where no restrictions apply within a speed limit below 70mk/h, including State Highways. The separation distances are also lower, for example 40m compared to 100m for areas subject to a speed limit that is higher than 70km/h. The Auckland Unitary Plan

¹⁵ Appendix E13 Transport: E13.2.1 – Private Vehicle Accessway and Table E13.9 – Minimum Requirements for any Shared Private Vehicular Accessway

requires a minimum distance of 2m between two vehicle crossings to provide sufficient space for pedestrian movement.

The Supplementary Transport Baseline Report evaluates how effectively the design requirements that maintain an appropriate separation distance between vehicle crossings are working.

Options analysis

The Supplementary Transport Baseline Report identifies that the majority of the design requirements to ensure an appropriate separation distance is maintained between vehicle crossings are working effectively and that no changes are required. Table 9.1 on Page 21 of the Report lists where there are issues with some of the rules and recommends what drafting changes should be considered.

These changes reflect the Preferred Option for addressing this Issue and include to:

- Consider the retention of the vehicle crossing separation distance design requirements and consider these in conjunction with the Local Minor and Local Intermediate Road classification design requirements; and
- Amend Rule E13.2.4.8 to incorporate NZTA road speed thresholds as follows:

“Notwithstanding E13.2.4.5 above, for vehicle crossings onto a State Highway or Arterial Road with a posted speed limit of ~~60~~ 70km/h or greater the distances between crossings shall be taken from Diagram E13.4”.

5.12 Vehicle crossing separation distances – Preferred Option

The recommended drafting changes represent the Preferred Option to improve the effectiveness and efficiency of the transport design requirements for ensuring appropriate distances are maintained between vehicle crossings. The amendments will assist in improving the administration of the Proposed Plan by providing greater certainty around the vehicle crossing separation design requirements consistent with current best practice. It will also enable the separation distances to be considered alongside the design requirements for Local Minor and Local Intermediate Road classifications to ensure the desired outcomes are achieved.

It will also achieve a degree of alignment with the District Plans of Christchurch City and Waimakariri Councils and ensure consistency with NZTA’s updated speed management approach.

Effectiveness in Addressing Issue:

The Preferred Option to apply the drafting changes recommended in the Supplementary Transport Baseline Report will provide greater certainty in what vehicle crossing separation distance design requirements apply. These changes will assist in ensuring the Proposed Plan contains best practice rules that are easy to understand and apply. The suggested amendments will also ensure consistency with how the vehicle crossing separation distances are managed in the Plans of adjoining territorial authorities.

There are not considered to be any relevant or practical alternative options to consider.

Risks:

There is limited risk in considering the recommended changes to the vehicle crossing separation distance rules listed in the Supplementary Transport Baseline Report. The review of the ECoP could reduce some of the design requirements that are contained in the Preferred Options, which will be determined through the subsequent s32 phase of the DPR in consultation with other Topic Leads and Council's Assets Department.

Budget or Time Implications:

The Preferred Option to consider the recommended changes to the vehicle crossing separation design requirements will incur some limited time and cost to Council when drafting the transport provisions. However, the provisions are being reviewed in any case and it provides the opportunity to improve the current provisions and to provide greater administrative certainty.

The alternative is to ignore the recommended changes, which represents a lost opportunity to improve the effectiveness and efficiency of the Proposed Plan.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of the vehicle crossing separation design requirements with the Subdivision Topic Lead and Council's ECoP review.

Recommendation:

Proceed with the Preferred Option, which is to consider the suggested changes to the vehicle crossing separation design requirements identified in the Supplementary Transport Baseline Report during the drafting phase of the DPR.

5.13 Intersection separation distances - Issues and options

Context and Issues identification

The Plan includes minimum separation distances between intersections in Appendix E13 and Table E13.9 of the Township Volume¹⁶. The minimum distances between intersections are required to support road safety and efficiency outcomes at the time of subdivision. There have been a number of examples identified where the minimum intersection separation distances have not been enforced, although the Supplementary Transport Baseline Report establishes that to their knowledge this hasn't resulted in any adverse safety or efficiency concerns.

The comparison of the Plan against the Waimakariri District Plan establishes that the latter applies more conservative separation distances for intersection separation distances, with the exception of the 100km/h speed limit. The Christchurch District Plan does not control intersection separation distances.

¹⁶ Appendix E13 Transport: E13.3.2 Road Intersection Spacing's (all roads) and Table E13.9 – Minimum Distance Between Intersections

The Supplementary Transport Baseline Report evaluates how effectively the design requirements that maintain an appropriate separation distance between intersections are working.

Option analysis

The Supplementary Transport Baseline Report identifies that the majority of the design requirements to ensure an appropriate distance is maintained between intersections are working effectively and that no changes are required. Table 10.2 on Page 25 of the Report lists where there are issues with some of the rules and recommends what drafting changes should be considered.

These changes reflect the Preferred Option for addressing this Issue and include to:

- Remove the minimum separation distance requirement for Local Roads that operate at a 50km/h speed limit and include it as a subdivision assessment matter; and
- Consider referencing NZTA's guidance to determine the minimum intersection separation distances and determine whether this is referenced in the ECoP.

5.14 Intersection separation distances – Preferred Option

The recommended drafting changes represent the Preferred Option to improve the effectiveness and efficiency of the transport design requirements for ensuring appropriate distances are maintained between intersections. The amendments will assist in improving the administration of the Proposed Plan by providing greater certainty around the vehicle crossing and intersection separation design requirements consistent with current best practice.

Effectiveness in Addressing Issue:

The Preferred Option to apply the drafting changes recommended in the Supplementary Transport Baseline Report will provide greater certainty on what intersection distance design requirements apply. These changes will assist in ensuring the Proposed Plan contains best practice rules that are easy to understand and apply, including consistency with NZTA minimum intersection separation distances.

There are not considered to be any relevant or practical alternative options to consider.

Risks:

There is limited risk in considering the recommended changes to the intersection separation design rules listed in the Supplementary Transport Baseline Report. The review of the ECoP could reduce some of the design requirements that are contained in the Preferred Options, which will be determined through the subsequent s32 phase of the DPR in consultation with other Topic Leads and Council's Assets Department.

Budget or Time Implications:

The Preferred Option to consider making the recommended changes to the intersection separation design requirements will incur some limited time and cost to Council when drafting the transport provisions. However, the provisions are being reviewed in any case and it provides the opportunity to improve the current provisions and to provide greater administrative certainty.

The alternative is to ignore the recommended changes, which represents a lost opportunity to improve the effectiveness and efficiency of the Proposed Plan.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of the intersection separation design requirements with the Subdivision Topic Lead and Council's ECoP review.

Recommendation:

Proceed with the Preferred Option, which is to consider the suggested changes to the intersection separation design requirements identified in the Supplementary Transport Baseline Report during the drafting phase of the DPR.

5.15 Accessway design - Issues and options

Context and Issues identification

The Plan includes the minimum design requirements for accessways and laneways that are applied at the time of subdivision¹⁷. The requirements are based on the number of allotments the accessway is serving, with a 4.5m minimum legal width and 3m carriageway width required where the accessway serves up to three lots. Additional design requirements apply to accessways serving between four to six lots. The remaining 1.5m of the legal width once the carriageway has been formed provides for landscaping, underground utilities and stormwater management. More detailed design standards and cross-sections are contained in the ECoP, which includes the following statement:

"As work within private ways, service lanes and accessways will not be taken over by Council upon completion: the Council will be placing the onus for confirming both the suitability of design and construction on the developer".

This highlights that accessways are private spaces where management falls to private land owners, with legal interests being protected by individual agreements. However, accessways do interface with the road network and are key connection points to private properties for emergency and utility services, so it is important to evaluate how the current Plan rules are working to assist in determining how these may be managed more efficiently and cost effectively in the future.

The Supplementary Transport Baseline Report evaluates the accessway design requirements and whether they are appropriate from an operational perspective. These include ensuring that the design width supports: (a) the safe and efficient movement of vehicles and people; (b) the management and disposal of onsite stormwater, and; (c) sufficient space to accommodate utility services. The Residential Topic is considering whether the amenity strip width is sufficient to support streetscape amenity. This includes evaluating the need for other development controls

¹⁷ Appendix E13 Transport: E13.2 Vehicle Accessway and Crossing Standards and Table E13.4 – Minimum Requirements for an Shared Private Vehicular Accessway

to manage long lengths of close board fencing, encourage suitable amenity planting and urban design treatments at the interface between accessways and the road and adjoining properties.

A comparison of the Plan has been undertaken against the Christchurch District Plan which applies an alternative approach, where the minimum design requirements are based on activities rather than the zone. The City Plan also aligns the maximum accessway formed width with the maximum vehicle crossing width and a number of notes to clarify how the design standards in the table are applied.

The Supplementary Transport Baseline Report evaluates how effectively the accessway design requirements are working from an operational perspective.

Option analysis

The Supplementary Transport Baseline Report identifies that the majority of the design requirements that apply to accessways are working effectively and that no changes are required. Table 11.1 on Pages 29 to 31 of the Report lists where there are issues with some of the rules and recommends what drafting changes should be considered.

These changes reflect the Preferred Option for addressing this Issue and include to:

- Amend the Living Zone design requirements to include a single table that includes single access legs serving rear properties and making it clear that this does not apply to sites with direct road frontage (while retaining the 3.5m minimum width for single accessways and 4.5m for accessways serving 2 to 3 lots);
- Retain the minimum formation widths, while noting that the maximum formed width is not required as the maximum vehicle crossing width applies;
- Increase the Business Zone minimum formed accessway width to 5.5m to support two-way traffic flow and consider the inclusion for a path to facilitate pedestrian movements where a certain number of onsite parking is required;
- Consider how passing within private accessways could be facilitated, including whether design requirements are provided in the ECoP and/or Subdivision Design Guide;
- Evaluate the need for a subdivision assessment matter to consider the design of turning areas rather than a rule; and
- Introduce a rule or explanatory note outlining the minimum New Zealand Fire Service design requirements.

5.16 Design of accessways – Preferred Option

The recommended drafting changes represent the Preferred Option to improve the effectiveness and efficiency of the accessway design requirements to support a safe and efficient transport network. The amendments will assist in improving the administration of the Proposed Plan by providing greater certainty around the accessway design requirements consistent with current best practice.

Consideration of the width of amenity strips and any associated development controls to ensure private accessways are contributing to the streetscape and the character of commercial areas needs to be coordinated with the Residential and Business Topics. This may result in further changes to the design standards to accommodate wider amenity strips within accessways.

Effectiveness in Addressing Issue:

The Preferred Option to apply the drafting changes recommended in the Supplementary Transport Baseline Report will provide greater certainty in what accessway design requirements apply. These changes will assist in ensuring the Proposed Plan contains best practice rules that are easy to understand and apply to support a safe and efficient transport network.

There are not considered to be any relevant or practical alternative options to consider.

Risks:

There is limited risk in considering the recommended changes to the accessway design rules listed in the Supplementary Transport Baseline Report. The review of the ECoP could reduce some of the design requirements that are contained in the Preferred Options, which will be determined through the subsequent s32 phase of the DPR in consultation with other Topic Leads and Council's Assets Department.

Budget or Time Implications:

The Preferred Option to consider making the recommended changes to the accessway design requirements will incur some limited time and cost to Council when drafting the transport provisions. However, the provisions are being reviewed in any case and it provides the opportunity to improve the current provisions and to provide greater administrative certainty.

The alternative is to ignore the recommended changes, which represents a lost opportunity to improve the effectiveness and efficiency of the Proposed Plan.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of accessway design requirements with the Subdivision, Residential and Business Topics Leads and Council's ECoP review.

Recommendation:

Proceed with the Preferred Option, which is to consider the suggested changes to the accessway design requirements identified in the Supplementary Transport Baseline Report during the drafting phase of the DPR.

5.17 Rural transport rules – Issues and options

Context and Issues identification

The Rural Volume of the Plan contains the rules that apply to rural roads and how these integrate into the wider transport network¹⁸. The initial rules are concerned with the forming,

¹⁸ Part C Rules and Definitions

maintaining and upgrading of roads and how this relates to Outstanding Landscape Areas, natural hazards and sites of significance to Tāngata Whenua¹⁹. The appropriateness of these rules and design standards will need to be evaluated by the respective Topic Leads during the s32 phase of the DPR to ensure they remain appropriate.

The balance of the Rural Zone road and engineering standards, coupled with the design standards in Appendix E10 - Transport and Appendix E11 – Traffic Sight Lines of the Rural Volume and the non-statutory ECoP, assist in ensuring that appropriate levels of service and design requirements are met to support a safe and efficient transport network.

The Supplementary Transport Baseline Report evaluates how effectively the road and engineering standards, vehicle accessways and crossings, vehicle and cycle parking and road and rail crossing traffic sight lines are working²⁰.

Option analysis

The Supplementary Transport Baseline Report identifies that the majority of the general rural transport provisions are working effectively and that no changes are required. Table 12.1 through to Table 12.3 on Pages 32 to 37 the Report list where there are issues with some of the rules and recommends what drafting changes should be considered.

These changes reflect the Preferred Option for addressing this Issue and include to:

- Remove references to the horizontal (cross fall) gradient in the permitted and restricted discretionary activity rules for the Road and Engineering Standards;
- Include a matter of discretion to support Rule 4.6.1.3 to avoid any adverse effects relating to parking overspill into the berm of rural roads;
- Amend the land use matter of discretion under Rule 4.6.6.1 to clarify that further consideration of the design for mobility impaired parking is needed only when the demand is lower than the number required in Rule 4.6.3;
- Restructure the Table E10.1 – Minimum Car Park Dimensions of Appendix E10.1 to align the table with the design diagrams, ensure consistency with engineering best practice and provide clarity to improve the administration of the Plan; and
- Delete the reference to Table E10.2 in E10.2.1.2 of Appendix E10.1 as all shared private vehicle accessways require turning areas and to insert wording to reference the ECoP correctly.

¹⁹ Part C Rural Rules - Roads and Transport: Rule C4.1 Roads and Outstanding Landscape Areas; Rule C4.2 Roads and Natural Hazards; and Rule C4.3 – Roads and Sites of Significance to Tāngata Whenua

²⁰ Part C Rural Rules - Roads and Transport: Rule C4.4 Road and Engineering Standards; Rule C4.5 Vehicle Accessways and Vehicle Crossings; Rule C4.6 Vehicle and Cycle Parking; and 4.7 Traffic Sight Lines – Road/Rail Crossings

5.18 Rural transport rules – Preferred option

The recommended drafting changes represent the Preferred Option to improve the effectiveness and efficiency of the Transport rules as they are applied to the rural areas of the district. The amendments will assist in improving the administration of the Proposed Plan by providing greater certainty around the transport network design requirements as they apply to the rural areas of the district.

Effectiveness in Addressing Issue:

The Preferred Option to apply the drafting changes recommended in the Supplementary Transport Baseline Report will provide greater certainty in what transport and roading rules apply to activities taking place in the rural areas of the district. These changes will assist in ensuring the Proposed Plan contains best practice rules that are easy to understand and apply.

There are not considered to be any relevant or practical alternative options to consider.

Risks:

There is limited risk in considering the recommended changes to the rural transport rules. The review of the ECoP could reduce some of the design requirements that are contained in the Preferred Options, which will be determined through the subsequent s32 phase of the DPR in consultation with other Topic Leads and Council's Assets Department.

Budget or Time Implications:

The Preferred Option to consider amending the identified rural transport rules will incur some limited time and cost to Council when drafting the transport provisions. However, the provisions are being reviewed in any case and it provides the opportunity to improve the current provisions and to provide greater administrative certainty.

The alternative is to ignore the recommended changes, which represents a lost opportunity to improve the effectiveness and efficiency of the Proposed Plan.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of the general rural transport provisions with the Subdivision and Rural Topics Leads and Council's ECoP review.

Recommendation:

Proceed with the Preferred Option, which is to consider the suggested changes to the general rural transport rules identified in Supplementary Transport Baseline Report during the drafting phase of the DPR.

5.19 Transport design requirements and diagrams - Issues and options

Context and Issues identification

Appendix E13 of the Township Volume and Appendix E10 of the Rural Volume of the Plan contains a number of design requirements that are supported by diagrams. These seek to

ensure the network continues to be safe and efficient for road users by setting minimum design standards relating to car parking, sight lines and access arrangements.

NZTA have confirmed that all access to the State Highway network require approvals under the Government Roading Powers Act 1989. This approval is separate and additional to any land use or subdivision approval required under the RMA. NZTA are also reviewing their PPM, which may also update the access and vehicle crossing standards that are applied at the interface between the State Highway network and public and private properties. Retention of the current design standards and alignment with the provisions of adjoining territorial authorities is supported by NZTA pending the completion of this review and the formalisation of the National Planning Standards.

The Supplementary Transport Baseline Report evaluates how effectively these design requirements and supporting diagrams are working.

Option analysis

The Supplementary Transport Baseline Report identifies that the majority of the design requirements and diagrams contained in the Township Volume are working effectively and that no changes are required. Table 13.1 and Table 14.1 on Pages 38 to 40 of the Report list where there are issues with some of the design requirements and diagrams and recommends what drafting changes should be considered.

These changes reflect the Preferred Option for addressing this Issue and include to:

- Remove Diagram E10.A1 – Sight Distances Measurements and State Highway/Arterial Sight Distance Values, insert a reference to NZTA’s PPM design requirements and consider preparing a diagram to illustrate the design requirements (Rural Volume);
- Simplify diagram E10.A2 – Access Separation from Intersections to ensure a consistent approach is applied across the rural and urban environments and consider including a footnote stating that the rule only applies to vehicle crossings on the same side of the road as the intersection (Rural Volume);
- Remove diagram E10.B1 – State Highways – Low Use Access Standard (up to 30 ecm/day) in the Rural Volume to accord with NZTA PPM Table App5B/4 – Accessway Types and insert a reference to NZTA’s PPM design requirements (Rural Volume);
- Remove diagram E10.B2 – State Highways – Moderate Use Access Standard (31-100ecm/day) to accord with NZTA PPM and insert a reference to NZTA’s PPM design requirements (Rural Volume);
- Remove the reference to “Residential” from diagram E10.C1 – Vehicle Crossing – Residential Access Standard for Local Roads to ensure consistency with the ECoP and ensure that access to other building types or activities is clear (Rural Volume);
- Remove the reference to “Residential” from diagram E10.C2 – Vehicle Crossing – Residential Access Standard for Arterial and Collector Roads to ensure consistency with

the ECoP and ensure that access to other building types or activities is clear (Rural Volume);

- Include instructions on how to calculate the measurements under the 'Varies' category in diagram 10.D – Vehicle Crossing – Commercial and Heavy Access Standards for all Roads (Rural Volume);
- Update E10.E – Sight Distance at Railway Lines to incorporate KiwiRail's design requirements (Rural Volume);
- Replace the 5.4m stall depth to 6.1m as it applies to all users in diagram E10.F Car Parking and insert a reference to NZS4121:2001 Design for Access and Mobility in the advice notes (Rural Volume);
- Remove the reference to 'Collector Road' in the heading of Table E10.4 – Minimum Sight Distances as the rules only apply to State Highways and Arterial Roads (Rural Volume);
- Replace the 3.2m stall width to 3.6m as it applies to disabled parking to ensure diagram E13.1 – Car Parking is consistent with Table 13.2 (Township Volume);
- Replace the 5.4m stall depth to 6.1m as it applies to all users in diagram E13.1 Car Parking and insert a reference to NZS4121:2001 Design for Access and Mobility in the advice notes (Township Volume); and
- Simplify diagram E13.5 – Access Separation from Intersections (as per diagram E10A2 above) to ensure a consistent approach is applied across the rural and urban environments and consider including either a rule or diagram explanatory note stating that the requirements only apply to vehicle crossings on the same side of the road as the intersection (Township Volume).

5.20 Transport design requirements and diagrams – Preferred Option

The recommended drafting changes represent the Preferred Option to improve the effectiveness and efficiency of the transport design requirements as they are applied to the rural areas of the district. The amendments will assist in improving the administration of the Proposed Plan by providing greater certainty around the transport network design requirements.

Retention of the existing design standards and alignment with the provisions of the adjoining territorial authorities where they apply to the State Highway network will also be consistent with NZTA's advice that these requirements should be retained in some form pending the completion of the PPM review and formalisation of the National Planning Standards.

Effectiveness in Addressing Issue:

The Preferred Option to apply the drafting changes recommended in the Supplementary Transport Baseline Report will provide greater certainty in respect to how the transport design requirements and supporting diagrams are applied to activities taking place throughout the

district. These changes will assist in ensuring the Proposed Plan contains best practice rules that are easy to understood and apply.

There are not considered to be any relevant or practical alternative options to consider.

Risks:

There is limited risk in considering the recommended changes to the design requirements and diagrams listed in the Supplementary Transport Baseline Report. The review of the ECoP could reduce some of the design requirements that are contained in the Preferred Options, which will be determined through the subsequent s32 phase of the DPR in consultation with other Topic Leads and Council's Assets Department.

Budget or Time Implications:

The Preferred Option to consider amending the design diagrams will incur some limited time and cost to Council when drafting the transport provisions. However, the provisions are being reviewed in any case and it provides the opportunity to improve the current provisions and to provide greater administrative certainty.

The alternative is to ignore the recommended changes, which represents a lost opportunity to improve the effectiveness and efficiency of the Proposed Plan.

Stakeholder and Community Interests:

All identified stakeholders.

Other:

Coordinate the development of transport design requirements with the Subdivision Topic Lead and Council's ECoP review.

Recommendation:

Proceed with the Preferred Option, which is to include the suggested changes to the design diagrams identified in Supplementary Transport Baseline Report during the drafting phase of the DPR.

6.0 Summary of stakeholder engagement

Stakeholder engagement has been undertaken as part of the process to prioritise the Issues, determine the Preferred Options and finalise the Supplementary Transport Baseline Report.

Section 7.0 of the initial Transport Update and Preferred Options Report outlined the engagement steps undertaken to provide advice on the priority Issues. This included facilitated workshops attended by Selwyn District Council staff and representatives from the NZTA and Environment Canterbury. Targeted discussions on the Mahaanui: Iwi Management Plan took place with Mahaanui Kurataiao advisors, who were also invited to attend the workshops but did not attend. This initial engagement did not identify any specific comments relating to the Issues covered by the Supplementary Transport Baseline Report. The draft Supplementary Baseline Report was forwarded to Mahaanui Kurataiao, but no comments were received.

These stakeholders, in addition to KiwiRail, have also contributed to the content and review of the Supplementary Transport Baseline Report and Preferred Options. Environment Canterbury, KiwiRail and NZTA staff support all the proposed Options in principle.

ECan endorse the high level approach being applied by the Transport Topic to date, including the need to support public transport through integrated transport and land use planning, enabling the provision of appropriate transport facilities, supporting well connected and adaptable bus routes and putting in place safe and convenient connections to encourage the use of public transport services.

NZTA support the retention of the existing design requirements for intersections and vehicle crossing separation distances and that they are aligned as much as possible with the adjoining district plans pending completion of the National Planning Standards and NZTA PPM review.

KiwiRail support the retention of the 30m accessway setback from rail level crossings, minimum sightline requirements and the strategic basis of the rail related objectives and policies. A number of drafting changes are suggested to these objectives and policies to update the wording to assist in the efficient administration of the Proposed Plan.

DPR Team members are continuing to liaise with the Network Utility Working Group and personnel leading the Transport Topic of the Waimakariri District Plan Review to determine where alignment can be achieved.

7.0 Conclusion

Overall, there is strong direction provided in the Supplementary Transport Baseline Report to provide confidence to Council that the identified Preferred Options can proceed to the consultation, Section 32 evaluation and drafting phases.

The only exception continues to be the car parking Issue, where recommended Draft Parking Strategy has been released for consultation that will inform changes to the District Plan and ensure an integrated approach to land use and transport planning is achieved.

8.0 Preferred Options for further consideration

The Project Team recommends that:

1. The Preferred Options for District Wide - Transport that are outlined in Section 5.0 and listed in Appendix 4 are endorsed for further development.

APPENDIX 1: Supplementary Transport Baseline Report (DW024)

Selwyn District Plan Review
Supplementary Transport Baseline Report
Selwyn District Council



Selwyn District Plan Review

Supplementary Transport Baseline Report

Selwyn District Council

Quality Assurance Information

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Date issued	Status	Approved by
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8 October 2018	Draft	Jeanette Ward
13 November 2018	Final	Jeanette Ward

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Appendix A – KiwiRail Feedback

A1 – Letter of 25 September 2018

A2 – Letter of 17 October 2018

1. Introduction

Scope and process

Selwyn District Council has commissioned Abley to undertake a review of the Selwyn District Plan on specific matters relevant to the Transport topic that were not included in the Baseline Transport Report DW009 and related Preferred Options Report DW209.

The Baseline Transport Report (Abley, 2018) considered a range of transport issues, however some existing provisions, particularly engineering requirements were not included within that scope. This report is intended to be a supplementary report that makes recommendations as to the retention, amendment or removal of the rules. This targeted assessment does not repeat the high level discussion on where the transport provisions sit within the Operative Selwyn District Plan (Plan), the statutory context as it relates to the Transport Topic or background on Plan Change 12 – Integrated Transport Management (PC12).

The review has included collaboration with relevant Council staff who are knowledgeable regarding any relevant issues within the district, and co-ordination with topic leads for other District Plan work streams. KiwiRail, Environment Canterbury and the NZ Transport Agency have provided comments on the first draft of this report. These are reflected where appropriate in this final version. Further engagement with other stakeholders such as MKT will be required as part of the review process. Engagement with the Ministry for the Environment (with regard to National Planning Standards) on any recommendations made in this Baseline Report will be required as part of the District Plan Review process.

The primary focus of this baseline assessment is to evaluate a range of specific transport-related provisions against best practice transport engineering and contemporary transport design guidelines. The key guidelines reviewed were the NZ Transport Agency Traffic Control Devices manual and the NZ Transport Agency Planning Policy Manual (PPM). A comparative district plan review has also been undertaken, but is limited to the adjoining Christchurch District Plan (CDP) and Waimakariri District Plan (WDP) to determine any potential for consistency. Recommendations are presented that either support retaining the current provisions and/or design standards or outline where amendments are considered necessary. In two cases options are presented with a preferred option recommended.

Key issues

Two key issues that impact a number of the Plan requirements are outlined below for context:

Requirements linked to Speed limit

The NZ Transport Agency Speed Management Guide (2017) outlines the safe and appropriate speeds for various types of roads in NZ. This approach is supported by the Land Transport Rule: Setting of Speed Limits 2017. The speed management approach no longer allows 70km/hour as a speed limit, eventually all 70km/hour speed limits in the country will be changed to either 60km/hour or 80km/hour. It is understood that SDC are reviewing all speed limits with the intent of changing all 70km/hour speed limits to either 60km/hour or 80km/hour. The implication for District Plans is ensuring that all references to speed limits include 60km/hour and 80km/hour and remove 70km/hour. Also, where 70km/hour is used as a threshold for any rules this threshold will need to change to 60 or 80 km/hour depending on what the requirement is controlling.

State Highway access requirements

The NZ Transport Agency PPM outlines requirements for accesses on State Highways, this is currently being reviewed. The current version of the PPM includes sight distance values that were consistent with a previous version of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. However, this Austroads guide was updated in 2017 and the basis for calculating sight distances was changed. This will be addressed in the NZ Transport Agency review but the timing of that review concluding is unknown. The implication for District Plans is that many include diagrams directly from the PPM, if the diagrams are retained then the Plans will be inconsistent with the new version of the PPM when it is published. District Plans cannot directly reference the PPM as a version date would be required and again, once the new PPM is published Plans become inconsistent with the PPM. Another approach would be to exclude all State Highway requirements from the District Plan and note that all access matters require approval from NZ Transport Agency, then by default this requires applicants to use the current PPM version.

Report structure

This review has been structured to answer the following questions that formed the basis of the project brief:

Rail

- Are the objectives, policies and rules in relation to rail (new lines/sidings, crossings, sight lines etc) appropriate?

Road hierarchy

- Do any roads need a different hierarchy (Township Appendix E7 and Rural Appendix E9) (higher or lower) applied to them?
- Are there roads that have been upgraded or constructed to collector or arterial road standards since the hierarchy list was last reviewed and need to be included in the list, so that associated land uses can be appropriately managed?
- Where new collector/arterial-function roads are constructed, what planning process should be used to include them in the roading hierarchy (a deeming provision? Plan change? Something else?), and at what point should this happen?

Corner splays

- Are the provisions in relation to corner splays (sizes, matters for discretion where not complying) appropriate?

Vehicle crossings and access

- Are the rural vehicle crossing provisions adequate and appropriate?
- What is the difference between a standard and a heavy-duty crossing (Townships Appendix E13.2.5)? Should this difference be retained?
- Should the vehicle crossing standards be the same or different between townships and rural areas?
- Is Rural Rule 3.9 Buildings and access and parking adequate and appropriate?
- Are the provisions in Townships Appendix E13.2.2 and associated Table E13.5 (distance of vehicle crossings from road intersections) adequate and appropriate?
- Are the provisions in Townships Appendix E13 Table E13.7 (distance between vehicle crossings on same side of the road) adequate and appropriate?
- Are the provisions in Townships Appendix E13 Table E13.9 (minimum distance between intersections for new roads) adequate and appropriate?

Amenity strips in vehicle accessways

- Should amenity strips within private accessways be better enabled and if so determine how this is best achieved (i.e. increasing the minimum legal width of accessways, limiting the length of accessways)?

Rural

- In relation to Rural Rule C4 Roads and Transport, Rural Appendix E10 Transport and Rural Appendix E11 Traffic Sight Lines, are the existing provisions adequate and appropriate?

Diagrams

- Are the existing diagrams in Rural Appendices E10 Transport & E11 Traffic Sight Lines adequate and appropriate?
- Are the existing diagrams in Townships Appendix E13 adequate and appropriate?

2. Rail – objectives and policies

Are the objectives and policies in relation to rail (new lines/sidings, crossings, sight lines etc) appropriate?

2.1 Operative Plan

KiwiRail was asked to provide feedback on Transport aspects of the District Plan (See Appendix A). Their feedback and consideration of the recently replaced Christchurch District Plan, along with the initial Transport Baseline Report and the Update and Preferred Options Report, were used as the basis of the review below.

The current plan sets out the following objectives (**Table 2.1**) and policies (**Table 2.2**) in relation to Rail. The objectives and policies are the same for Townships and Rural volumes.

Note that the second letter from KiwiRail in Appendix A2 (Dated 17 October 2018) includes some wording changes to the 'Issues' and 'Anticipated Environmental Results'.

Transport Networks — Objectives

ROAD, PATHWAYS, RAIL AND AIRFIELDS

Table 2.1 Transport Networks (Road, Pathways, Rail and Airfields) - Objectives

Objective	Comment
<i>Objective B2.1.1 An integrated approach to land use and transport planning to ensure the safe and efficient operation of the District's roads, pathways, railway lines and airfields is not compromised by adverse effects from activities on surrounding land or by residential growth.</i>	Still appropriate as it supports KiwiRail feedback regarding safety of the network. KiwiRail suggest a wording change to include all forms of transport and acknowledge their relationship (see Appendix A2).
<i>Objective B2.1.2 An integrated approach to land use and transport planning to manage and minimise adverse effects of transport networks on adjoining land uses, and to avoid "reverse sensitivity" effects on the operation of transport networks.</i>	Still appropriate as it addresses KiwiRail feedback seeking various reverse sensitivity methods. KiwiRail suggest splitting this objective into two parts with an additional objective created to address the management of activities at any transport network/system interface (see Appendix A2).
<i>Objective B2.1.3 Future road networks and transport corridors are designed, located and protected, to promote transport choice and provide for: a range of sustainable transport modes; and alternatives to road movement of freight such as rail.</i>	Still appropriate as it promotes rail as a transport mode for freight and does not preclude rail for passenger transport. KiwiRail suggest the last part of the objective could be removed as it is implicit in the first part (see Appendix A2).
<i>Objective B2.1.4 Adverse effects of land transport networks on natural or physical resources or amenity values, are avoided, remedied or mitigated, including adverse effects on the environment from construction, operation and maintenance.</i>	Still appropriate, considers wider environmental issues. KiwiRail support this objective.

Table 2.2 Transport Networks (RailwayLines) - Policies and Methods

Policy	Explanation and Reasons	Method	Comment
<i>Policy B2.1.17 Encourage viable alternatives to road transport such as the movement of freight via rail.</i>	<i>Future solutions to transport particularly in and through rural areas may involve alternatives to road transport. The movement of freight via existing and future rail infrastructure may facilitate more efficient movement of freight.</i>	<i>District Plan Rules</i> <ul style="list-style-type: none"> <i>Railways</i> 	Appropriate. KiwiRail supports this policy and suggests some options which are equally acceptable (see Appendix A2).
<i>Policy B2.1.18 Ensure structures and plantings do not impair the visibility of railway lines and road/rail crossings for motorists, pedestrians or train drivers.</i>	<i>Railway crossings are hazardous places and not all crossings have alarm bells and/or barrier arms or other appropriate warning devices. Visibility of railway crossings is as important as visibility at any intersection. Some land alongside railway lines has building line restrictions to ensure visibility is not impaired.</i>	<i>District Plan Rule</i> <ul style="list-style-type: none"> <i>Subdivision — Building Line Restrictions for Railway Crossings</i> 	Appropriate. KiwiRail supports this policy and suggests some wording changes for clarity (see Appendix A2).
<i>Policy B2.1.19 Avoid any property having access to a formed, legal road over a railway line.</i>	<i>Pedestrians and vehicles should not have to cross a railway line to obtain access on to a formed legal road from their property. The crossing of railway lines is best undertaken at controlled road level crossings as other situations can be dangerous where the necessary standards and controls cannot be provided.</i>	<i>District Plan Rule</i> <ul style="list-style-type: none"> <i>Property Access</i> 	Appropriate. KiwiRail supports this policy and suggests adding 'direct' access to be more targeted (see Appendix A2).
<i>Policy B2.1.20 Ensure any new development is designed and located to minimise the need for pedestrians, cyclists or motorists to cross railway lines.</i>	<i>When rezoning land for new residential development, consideration should be given to the location of the land relative to any railway line: in particular; whether pedestrians or motorists need to cross the railway line to access the main road out of the town or to access business or community facilities. Where a township has been confined wholly or largely to one side of a railway line, this pattern should continue unless there are other resource management reasons to avoid continuing to expand the township in that area.</i> <i>Where new development necessitates the crossing of railway lines, infrastructure should be provided to allow crossing in a safe and efficient manner.</i>	<i>District Plan Rules</i> <ul style="list-style-type: none"> <i>Property access</i> <i>District Plan Policy</i> <ul style="list-style-type: none"> <i>To assess plan changes to rezone land for expansion of townships</i> 	Appropriate. KiwiRail supports this policy.

2.2 Conclusion

The current objectives and policies are considered appropriate from a Rail perspective as they support KiwiRail's approach to safety and operation and are consistent with preliminary advice received on the Transport Baseline Report and the related Preferred Options. KiwiRail has offered some suggested wording changes in Appendix A2.

3. Rail – rules

Are the rules in relation to rail (new lines/sidings, crossings, sight lines etc) appropriate?

3.1 Operative Plan

The requirements for sight lines at level crossings are outlined in **Table 3.1**.

Table 3.1 Rail - Rules

Rule	Comments
<p>Townships Volume</p> <p>17.4 - TRAFFIC SIGHT LINES— ROAD/RAIL CROSSINGS</p> <p><i>Permitted Activities— Traffic Sight Lines Road/Rail Crossings</i></p> <p><i>17.4.1 - The following shall be permitted activities:</i></p> <p><i>17.4.1.1 - Any building if the building is positioned so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, Diagram E13.3.</i></p> <p><i>17.4.1.2 - Any tree if the tree is planted so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, Diagram E13.3.</i></p> <p><i>Non-Complying Activities— Traffic Sight Lines Road/Rail Crossings</i></p> <p><i>17.4.2 - Any building or tree which does not comply with Rules 17.4.1 shall be a non-complying activity.</i></p>	<p>Update Appendix 13 Diagram E13.3 as per KiwiRail advice (Appendix A). Also see Section 14 regarding the associated diagram.</p> <p>It is worth noting that the rule relates to “any building or tree” and the definition of Building in the DP is;</p> <p><i>‘means any structure or part of any structure whether permanent, moveable or immovable, but does not include any of the following:</i></p> <ul style="list-style-type: none"> <i>– Any scaffolding or falsework erected temporarily for maintenance or construction purposes.</i> <i>– Any fence or wall of up to 2m in height.</i> <i>– Any structure which is less than 10m² in area and 2m in height.</i> <i>– Any vehicle, trailer, tent, caravan or boat which is moveable and is not used as a place of storage, permanent accommodation or business (other than the business of hiring the facility for its intended use).</i> <i>– Any utility structure’.</i> <p>It is noted that some of the items that are excluded from the definition of a building could have an impact on the visibility/sight lines at level crossings, e.g. billboards. Also, some of the excluded items could impact sight lines, for example a caravan. We note that billboards for example would be covered by the rules in C6 Signs and Notice boards.</p> <p>KiwiRail are comfortable that the definition of building can be used to limit most structures in the sightline area and this can be easily managed at the building consent stage.</p> <p>It is also noted the National Planning Standards definition of a ‘building’ is likely to resolve some the uncertainty around this issue</p>
<p>Rural Volume</p> <p>5.4 - TRAFFIC SIGHT LINES— ROAD/RAIL CROSSINGS</p> <p><i>Permitted Activities— Traffic Sight Lines— Road/Rail Crossings</i></p> <p><i>5.4.1 - The following shall be permitted activities:</i></p> <p><i>5.4.1.1 - Any building if the building is positioned so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, Diagram E13.3.</i></p>	<p>Update Appendix 13 Diagram E13.3 as per KiwiRail advice (Appendix A). Also see Section 14 regarding the associated diagrams.</p> <p>Rule 5.4.1.2 states ‘Any tree if the tree is planted so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, Diagram E13.3’.</p> <p>The definition of a tree according to the Plan is ‘Tree: any woody perennial plant, typically with a distinct trunk (but sometimes multi-stemmed) from which branches arise well</p>

Rule	Comments
<p>5.4.1.2 - Any tree if the tree is planted so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, Diagram E13.3.</p> <p><i>Non-Complying Activities— Traffic Sight Lines— Road/Rail Crossings</i></p> <p>5.4.2 - Any building or tree which does not comply with Rules 5.4.1.1 or Rule 5.4.1.2 shall be a non-complying activity</p>	<p><i>above ground level to form a crown and includes other plants of a tree-like size and form such as palms.'</i></p> <p>KiwiRail acknowledge that shrubs and other planting not defined as 'trees' and which grow above 1m in height could obscure sightlines but appreciate that enforcing a rule to cover planting other than trees may be difficult.</p>
Diagram E13.3 Traffic Sight Lines at Railway Crossings	Requires updating as per KiwiRail advice which was to adopt the Figures provided in Appendix A.
Diagram E10.E – Sight distance at railway lines	Requires updating as per KiwiRail advice which was to adopt the Figures provided in Appendix A.

3.2 Best practice review

The most up to date guidance on rail level crossings and sight lines for New Zealand is contained in Part 9 of the NZTA Traffic Control Devices Manual (TCD Manual). The KiwiRail advice below is consistent with the TCD Manual.

Sight Lines at vehicle crossings

KiwiRail have requested the update of the following two diagrams with its revised level crossing sightline diagrams as these are currently two outdated versions in the Operative Plan;

- Level crossing sightline diagram Rule 4.7.1 referring to Rural Diagram Appendix 10 Diagram E10.E
- Level crossing sightline diagram labelled Road/rail level crossings Urban Rule 5.4 Appendix 13 Diagram E13.3

These diagrams contained in the Christchurch District Plan and Auckland Unitary Plan, which reflect contemporary best practice.

Vehicle access way setbacks

KiwiRail have expressed their support to retain Operative Plan Rule E13.2.2.3 – 30 metre access way setback from level crossings; *'No part of any vehicle crossing shall be located closer than 30 metres to the intersection of any railway line as measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.'*

If this Rule is not met the activity is Restricted Discretionary. The matters of discretion are:

- 5.3.3.1 - Any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists.
- 5.3.3.2 - Any potential increase in the cost or difficulty of maintaining the road and vehicle crossings, including transporting of mud and chip on to any sealed road, if the vehicle crossing or vehicle accessway is not sealed.
- 5.3.3.3 - Any visual effects on street design and residential amenity values from not forming the vehicle crossing or vehicle accessway to the specified standards.

KiwiRail seek that the matters also include the following (as outlined in Appendix A1):

1. The extent to which the safety and efficiency of rail and road operations will be adversely affected
2. The outcome of any consultation with KiwiRail
3. Any characteristics of the proposed use that will make compliance unnecessary

3.3 Recommendation

It is recommended that the Plan be amended as per KiwiRail recommendations on the sight line diagrams. This will result in consistency with neighbouring CCC provisions and promote best practice safety outcomes.

The KiwiRail suggestion regarding matters of discretion will require further consideration by the District Plan Review Team to evaluate the practical application of the assessment matters.

4. Road Hierarchy – changes to schedule

Do any roads need a different hierarchy (Township Appendix E7 and Rural Appendix E9) (higher or lower) applied to them? And are there roads that have been upgraded or constructed to collector or arterial road standards since the hierarchy list was last reviewed and need to be included in the list.

4.1 Proposed Changes

With the substantial growth in Selwyn District since PC12, the initiation of Outline Development Plans and the network changes as a result of Christchurch Southern Motorway 2 (CSM2) there has been a substantial increase in the number of Collector Roads, particularly in and around Lincoln and Rolleston.

The SDC Transportation Asset Management Team have identified that the roads listed in **Table 4.1** require reclassification changes due to network upgrades that have occurred since PC12 updated the road classification schedules. In summary, two roads will need to be upgraded from Local to Arterial Roads, a number of Local Roads will need to be upgraded to Collector Roads, while a section of Trices Road (Arterial) will be downgraded to a Local Road.

Table 4.1 Road Hierarchy Changes

Road	From	To	New Classification
Selwyn Road	Lincoln Rolleston Road	Dunns Crossing Road	Arterial
Dunns Crossing Road	Lowes Road	Selwyn Road	Arterial
Branthwaite Drive	Lincoln Rolleston Road	TBC	Collector
Dynes Road	Springston Rolleston Road	Goulds Road	Collector
Goulds Road	Broadlands Drive	Leeston Road	Collector
East Maddisons Road	Oak Tree Lane	Selwyn Road	Collector
Farringdon Boulevard	Dynes Road	Ledbury Drive	Collector
Shillingford Boulevard	East Maddisons Road	TBC	Collector
Russell Lilley Drive	East Maddisons Road	TBC	Collector
Broadlands Drive	Springston Rolleston Road	Lowes Road	Collector
Tiny Hill Drive	Lowes Road	Brookside Road	Collector
Granite Drive	Brookside Road	Dunns Crossing Road	Collector
Stonebrook Drive	Brookside Road	Granite Drive	Collector
Wards Road	Two Chain Road	Bealey Road	Collector
Link Drive	Hoskyns Road	Izone Drive	Collector
Kidman Street	Tennyson Street	Rolleston Drive	Collector

Road	From	To	New Classification
Norman Kirk Drive	Rolleston Drive	Kidman Street	Collector
Beaumont Drive	Levi Road	Kendon Drive	Collector
Kendon Drive	Beaumont Drive	Strauss Drive	Collector
Strauss Drive	Kendon Drive	Levi Road	Collector
Jones Road	Weedon Ross Road	Trents Road	Collector
Maddisons Road	Hoskyns Road	Dawsons Road	Collector
Curraghs Road	Main South Road	Maddisons Road	Collector
Robinsons Road	Main South Road	Waterholes Road	Collector
Berketts Road	Main South Road	Larcombs Road	Collector
Larcombs Road	Waterholes Road	Berketts Road	Collector
Waterholes Road	Selwyn Road	Hamptons Road	Collector
Trents Road	Main South Road	Birchs Road	Collector
Carnbrae Drive	Springs Road	Blakes Road	Collector
Central Avenue	Tosswill Road	Stationmasters Way	Collector
Stationmasters Way	Springs Road	Central Avenue	Collector
Trices Road	Ellesmere Road	Birchs Road	Collector
Trices Road	Springs Road	Birchs Road	Local
Tancreds Road	Ellesmere Road	Springs Road	Collector
Barton Fields Drive	Birchs Road	Faulks Drive	Collector
Faulks Drive	Barton Fields Drive	Carnaveron Drive	Collector
Carnaveron Drive	Faulks Drive	TBC	Collector
Craig Thompson Drive	Birchs Road	O'Reilly Road	Collector
O'Reilly Road	Eastfield Drive	Craig Thompson Drive	Collector
Eastfield Drive	O'Reilly Road	Edward Street	Collector
East Belt	James Street	Edward Street	Collector
Vernon Drive	Gerald Street	Southfield Drive	Collector

Road	From	To	New Classification
Tauhinu Avenue	Vernon Drive	Southfield Drive	Collector
Brinsworth Avenue	Weedons Ross Road	Rotherham Drive	Collector
Preston Avenue	Weedons Ross Road	Iris Taylor Avenue	Collector
Iris Taylor Avenue	Preston Avenue	West Coast Road	Collector
Courtenay Road	West Coast Road	150m south of Adelaide Street	Collector
Kimberley Road	Kowhai Drive	Old West Coast Road	Collector
Minchins Road	Old West Coast Road	Waimakariri Gorge Road	Collector
Mclaughlins Road	Cressy Place	Stott Drive	Collector
Greendale Road	Cardale Street	250m south of Snowdon Place	Collector

Furthermore, the roads in **Table 4.2** which are confirmed or 'in construction' could be included in the Road Hierarchy table as the completion of these roads is imminent.

Table 4.2 New roads to be included in Road Hierarchy

Road	From	To	New Classification
Branthwaite Drive Extension	Branthwaite Drive	TBC	Collector
Broadlands Drive Extension	Springston Rolleston Road	TBC	Collector
Carnaveron Drive Extension	Birchs Road	Faulks Drive	Collector
Iport Drive	Jones Road	Hoskyns Road	Collector
Link Drive	Hoskyns Road	Iport Drive	Collector
Northmoor Boulevard	East Maddisons Road	TBC	Collector
Southfield Drive	Southfield Drive	Springs Road	Collector

4.2 Recommendation

It is recommended that the schedule of classified roads in Appendix E7 (Townships) and E9 (Rural) is updated to reflect the changes identified in **Table 4.1** and **Table 4.2**. It is also recommended that a road hierarchy map is included in the District Plan. This would be consistent with other District Plans and best practice examples. This map could show existing roads and proposed roads as part of ODP's and have certainty over general alignment.

5. Road Hierarchy - adding new roads

Where new collector/arterial-function roads are constructed, what planning process should be used to include them in the roading hierarchy (a deeming provision? Plan change? Something else?), and at what point should this happen?

5.1 Discussion

We understand that there is no planning mechanism that enables the District Plan road hierarchy to be kept up to date with road upgrades without a Plan change (carried out under the 1st Schedule of the RMA). Although feasible for other matters, such as vesting roads upon completion, deeming provisions cannot be used for this purpose.

The Christchurch City Council investigated this issue at the time of preparing the Replacement District Plan and concluded that unless there was a Plan Change associated with an area of development that included new collector or arterial roads (enabling the road hierarchy to be updated) then the road hierarchy will never be entirely up to date. A separate Plan Change to update the road hierarchy would be required from time to time. As there were a number of confirmed roads yet to be built at that time they took the approach of adding them to the District Plan, albeit showing them as 'potential' roads as shown in **Figure 5.1**.

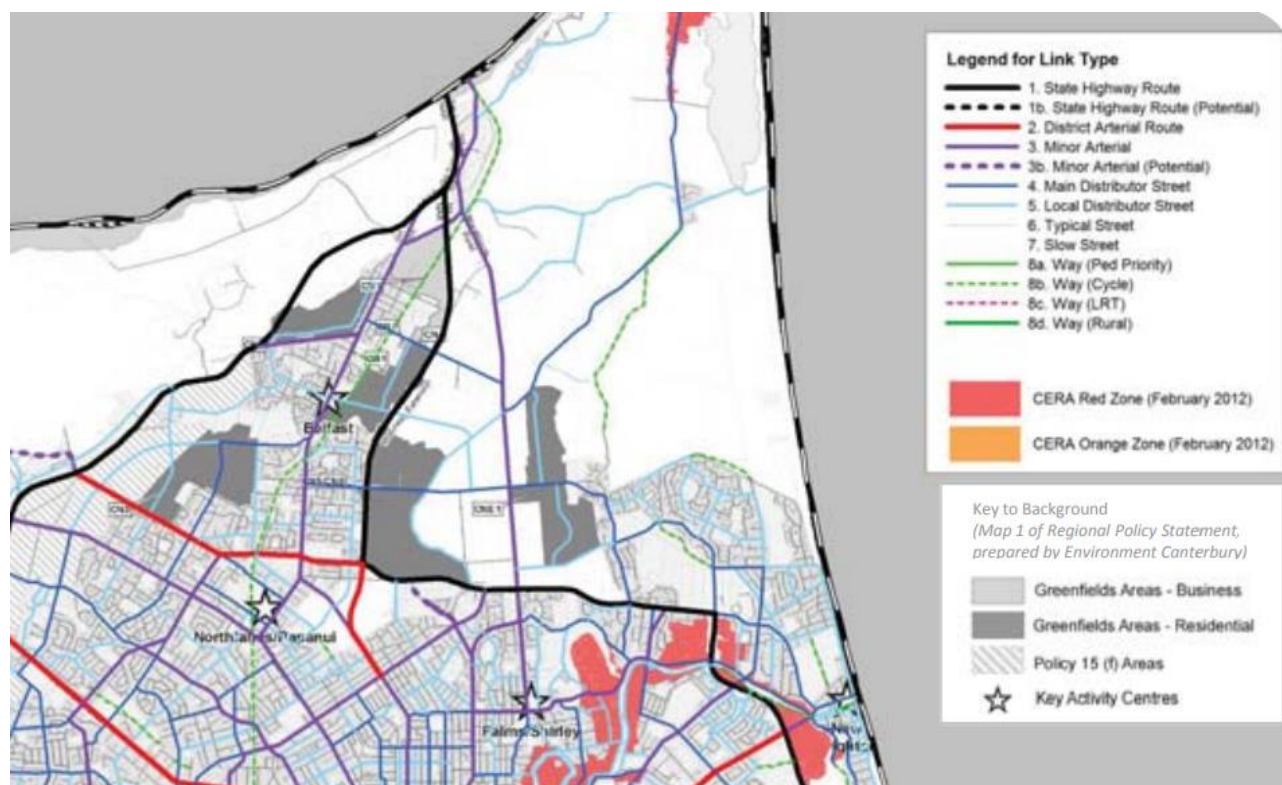


Figure 5.1 Extract from Christchurch City Road Classification

5.2 Conclusion

It is concluded that SDC should consider including proposed/confirmed roads in the District Plan hierarchy as discussed in Section 4. If in five years' time there are also further new collector and arterials to add to the District Plan then a specific Plan Change should be considered.

It is acknowledged that there may be a discrepancy between the District Plan hierarchy map and any other hierarchy map that Selwyn District Council progressively updates.

6. Corner splays

Are the provisions in relation to corner splays (sizes, matters for discretion where not complying) appropriate?

6.1 Operative Plan

Corner splays on the corner of road intersections serve the following purposes:

- allows the alignment of footpaths to be located to achieve the desired sight lines
- improves inter-visibility between pedestrians and other road users
- improves sight distances for drivers
- future proofs intersections for intersection upgrades

The requirements outlined in **Table 6.1** are supported by policy B2.1.9 and B2.1.10.

Table 6.1 Rules Associated with Corner Splays

Rule	Comments
Townships – Living – Subdivision and Boundary adjustments 12.1.3.2 and 12.2.1.5 <i>The corner of any allotment at any road intersection shall be splayed with a rounded minimum radius of 3 metres.</i>	Appropriate as scale matches the context.
Townships – Business - Subdivision 24.1.3.2 – <i>The corner of any allotment at any road intersection within a Business zone shall be splayed with a rounded minimum radius of 6m.</i>	Appropriate as scale matches the context.
Rural – Subdivision and Boundary adjustments 10.1.1.7 and 10.12.1.5 <i>The corner of any allotment at any road intersection shall be splayed with a diagonal line reducing each boundary by a minimum of:</i> <i>(a) 6m x 6m for local roads</i> <i>(b) 10m x 10m for collector roads</i> <i>(c) 15m x 15m for arterial and State Highway roads</i>	Appropriate as the scale of the splay increases with the increase in classification.
<i>The exercise of the Council's discretion shall be restricted to the matters listed in 12.1.5.4 and 12.1.5.5 below.</i> 12.1.5.4 - <i>Effects on the efficient functioning of any road, and the safety of road users;</i> 12.1.5.5 - <i>The effect on the amenity of surrounding allotments.</i>	Appropriate as considers safety and amenity.
<i>Under Rule 24.1.3.2 the Council shall restrict its discretion to consideration of:</i> <i>(a) Effects on the efficient functioning of any road, and the safety of road users; and</i> <i>(b) The effect on the amenity of surrounding allotments.</i>	Appropriate as covers safety, efficiency and amenity.

SDC staff have not reported any issues with the current corner splay rules and it appears they are being provided at the time of subdivision in accordance with the rules (see **Figure 6.1** for an example). We understand there may be an issue with the application of the rules with respect to fencing, this will need to be addressed in the relevant DPR Topic to clearly reference how the fencing requirements apply to corner sites. Desired outcomes could also be identified in the Fencing Guide.

A 'corner splay' could be included in the definitions as currently it is not defined, if it is included a diagram to support this would be useful.



Figure 6.1 3m radius corner splays in a living zone (Faringdon)

6.2 Best practice review

Some Plans require corner splays and others do not.

The Waimakariri District Plan requires corner splays that are generally larger than the SDC requirements;

"The corner of any allotment at any road intersection in any subdivision of Residential 1, 2 or 3 or Business Zone land shall be either: splayed with a diagonal line reducing each boundary by a minimum of 6m; or rounded to a radius of a minimum of 6m, and: The corner of any allotment at any road intersection in any subdivision of Residential 4A, 4B or any Rural Zone land shall be splayed with a diagonal line reducing each boundary by: a minimum of 6m on local, collector or urban collector roads; and a minimum of 15m on any strategic or arterial roads.

The Christchurch City Plan has no specific requirement but outside the Central City has an assessment matter *"whether any corner allotments have an appropriate corner rounding."*

Corner splays appear to be bespoke to a District's issues and needs.

6.3 Recommendation

It is recommended that the corner splays requirements are not amended as they are delivering the desired outcomes to meet Selwyn District needs from a safety and future proofing perspective.

7. Vehicle Crossings – General Questions

7.1 Introduction

A vehicle crossing is currently defined in the Plan as follows:

- *Vehicle Crossing: means the area within the road reserve over which vehicles move from the carriageway to a site. The width of a vehicle crossing shall be defined as the formed width at the property boundary. The length of the crossing is the distance from the edge of the carriageway to the property boundary.*
- *Vehicle Crossing: includes any formed vehicle entrance or exit point from any site on to any road, and includes that part of the road boundary across which the vehicle access is obtained and any culvert, bridge or kerbing.*

Note that the width of the vehicle crossing is also the width of an accessway where one exists, as both are measured at the road boundary.

A diagram that clarifies the measurements would help Plan users, such as the CCC diagram but modified as shown in red in **Figure 7.1**.

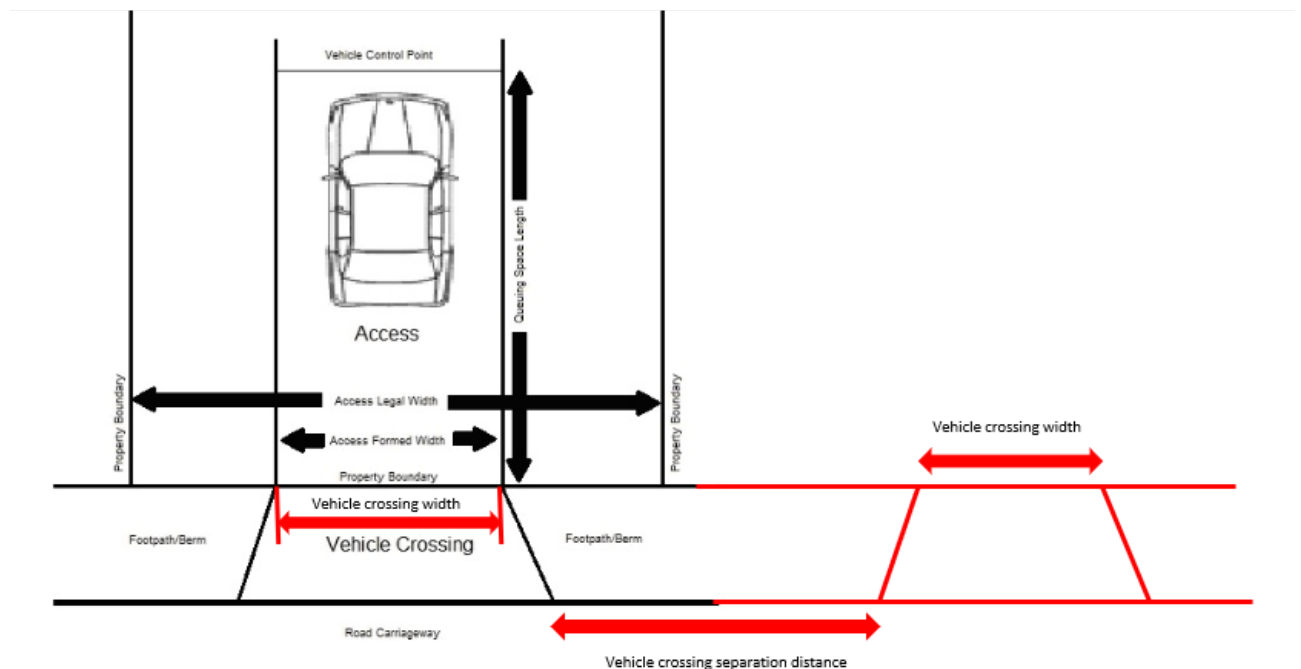


Figure 7.1 Methods of measuring widths and separation distances (adapted from CCC diagram)

The Plan currently outlines the requirements for the width of a vehicle crossing (reviewed in the main Transport Baseline Report), the separation distance from intersections (see Section 8), the distance between them (see Section 9) and layout requirements (see Section 13 and 14).

The ECoP includes vehicle crossing construction details.

If a vehicle crossing is not being formed as part of a District Plan process a permit is required. The SDC Vehicle Crossing Information Pack outlines the Specific Conditions required before making the application for a vehicle crossing permit.

Any changes to the District Plan requirements will need to be reflected in the ECoP and Vehicle Crossing Information Pack.

7.2 General questions

Are the rural vehicle crossing provisions adequate and appropriate?

Please refer to **Table 13.1** for changes recommended to the Rural Vehicle Crossing Appendices. The matters of discretion related to rural vehicle crossings are considered appropriate.

What is the difference between a standard and a heavy-duty crossing (Townships Appendix E13.2.5)? Should this difference be retained?

The difference between a standard and a heavy-duty crossing is related to the depth of construction and kerb strength. The difference should be retained to ensure vehicle crossings are designed and constructed to accommodate the expected traffic type.

The construction details are included in the Council's Engineering Code of Practice Part 8: Roads and Transport. It is recommended that the following note is added to the rule.

'Note: refer to the Council's Engineering Code of Practice for the heavy-duty crossing design standard requirement.'

Should the vehicle crossing standards be the same or different between townships and rural areas? Why?

Vehicle crossing standards should be different between townships and rural areas. The speed environment, land use and vehicle movement are some of the characteristics that are considered when the vehicle crossing is designed. Some rules apply to both Townships and Rural vehicle crossings, however some only apply to Rural crossings.

Is Rural Rule 3.9 Buildings and access and parking adequate and appropriate?

The requirements of this Rule are outlined in **Table 7.1**. This rule differs from Rule C4.5 in that it covers 'legal access' to a road not the 'formed access'.

Table 7.1 Rural 3.9 Building and Access and Parking

Rule	Comments
<p><i>Permitted Activities — Buildings and Access and Parking</i></p> <p><i>3.9.1 Erecting any building or any additions or alterations to, or modification or demolition of any building shall be a permitted activity if the following conditions are met:</i></p> <p><i>3.9.1.1 Any dwelling or other principal building:</i></p> <p><i>(a) Is erected on a site which has legal access to a formed and maintained legal road other than a road listed as a Strategic Road in Appendix 9; and</i></p> <p><i>(b) Does not have its only access to a legal formed road by crossing a railway line.</i></p> <p><i>Notes:</i></p> <p><i>Any access to an allotment shall comply with Rule 4.5.1.</i></p> <p><i>Any carparking for activities associated with the building shall comply with Rule 4.6.1-4.6.5.</i></p>	<p>This rule is considered appropriate. However, any reference to 'Strategic' needs to be replaced with 'State Highway or Arterial' to be consistent with C4.5.</p>
<p><i>Restricted Discretionary Activities</i></p> <p><i>— Buildings and Access to Parking</i></p>	<p>Matter b) could be linked to the vehicle access diagrams and the respective volumes for vehicle access.</p>

Rule	Comments
<p>3.9.2 Any dwelling or other principal building which does not comply with Rule 3.9.1.1(a) shall be a restricted discretionary activity if it complies with the following standards and terms:</p> <p>3.9.2.1 The site has legal access to a legal road (whether a Strategic Road or an unformed or unmaintained road) and that access is not obtained by crossing a railway line.</p> <p>3.9.2.2 Under Rule 3.9.2.1, the Council shall restrict its discretion to all of the following matters:</p> <p>For all Sites:</p> <p>(a) Whether the site can have legal access to a formed and maintained legal road other than a Strategic Road;</p> <p>For Sites with Access on to Strategic Roads:</p> <p>(b) The design and location of the vehicle crossing;</p> <p>(c) The number and type of vehicles, pedestrian or stock using the access;</p> <p>(d) Any adverse effects, including cumulative effects, on traffic safety or flow on the Strategic Road;</p> <p>For Sites with Access on to an Unformed or Unmaintained Legal Road</p> <p>(e) The party who will be responsible for any forming or maintaining of the road.</p>	<p>Replace any reference to 'Strategic Road' with 'State Highway and Arterial' to be consistent with Rule C4.5</p>
<p>Non-Complying Activities— Buildings and Access to Parking</p> <p>3.9.3 Any activity which does not comply with Rule 3.9.1.1(b) or 3.9.2.1 shall be a non-complying activity.</p>	<p>No change required.</p>

7.3 Recommendation

The rules in Rural Volume 3.9 Buildings and access and parking are considered appropriate. However, any reference to 'Strategic Road' Highways should be removed and replaced with 'State Highway and Arterial'.

It is recommended that a diagram is added to the Plan to show the dimensions of a vehicle crossing with, formed access width, legal access width and distance between vehicle crossings.

8. Distance between vehicle crossings and intersections

Are the provisions in Townships Appendix E13.2.2 and associated Table E13.5 (distance of vehicle crossings from road intersections) adequate and appropriate?

8.1 Operative Plan

A minimum distance between intersections and vehicle crossings is required to support good road safety outcomes. It limits the risk of conflict that may be created by vehicles queuing across the crossing. It also reduces any potential driver confusion due to turning movements at crossings or intersections, for example a driver indicating to turn at an access could be confused with indicating to turn at the closely spaced intersection. The traffic engineering basis for separation distances is related to sight distances.

The rules associated with Appendix E13.2.2 are outlined in **Table 8.1**.

Table 8.1 Rules associated with distance between vehicle crossings and intersections

Rule	Comments
<p><i>E13.2.2.1 - No part of any vehicle crossing shall be located closer to the intersection of any roads than the minimum distances specified in Table E13.5 except that where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with Table E13.5, a single vehicle crossing may be constructed in the position which most nearly complies. (Note that the Road Hierarchy for the District is set out in Appendix 7).</i></p> <p><i>E13.2.2.2 - In applying E13.2.2.1 the distances specified in Table E13.5 shall be measured along the road boundary parallel to the centre line of the roadway of the frontage road from the kerb line, or formed edge, of the intersecting road – refer to Diagram E13.5.</i></p> <p><i>E13.2.2.3 - No part of any vehicle crossing shall be located closer than 30 metres to the intersection of any railway line measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.</i></p>	<p>The method used to measure the minimum distance is inconsistent between the Township volume and the Rural volume. The Rural volume measures the minimum distance from the centreline of the intersecting road to the centre of the vehicle crossing whereas the Township volume measures the sight distance from the Kerb line or formed edge of intersecting road to the closest point of the vehicle crossing. See Figure 8.1.</p> <p>A consistent method for measuring the distance of vehicle crossings from intersections in both rural and township settings is suggested to avoid any ambiguity.</p> <p>For clarity a foot note could be added in the Rural, Business and Residential chapters stating that the rule only applies to vehicle crossings on the same side of the road as the intersection.</p>
<p><i>The exercise of the Council's discretion shall be restricted to the matters listed in 12.1.5.4 and 12.1.5.5 below.</i></p> <p><i>12.1.5.4 - Effects on the efficient functioning of any road, and the safety of road users;</i></p> <p><i>12.1.5.5 - The effect on the amenity of surrounding allotments.</i></p>	<p>The matters of discretion are appropriate.</p>

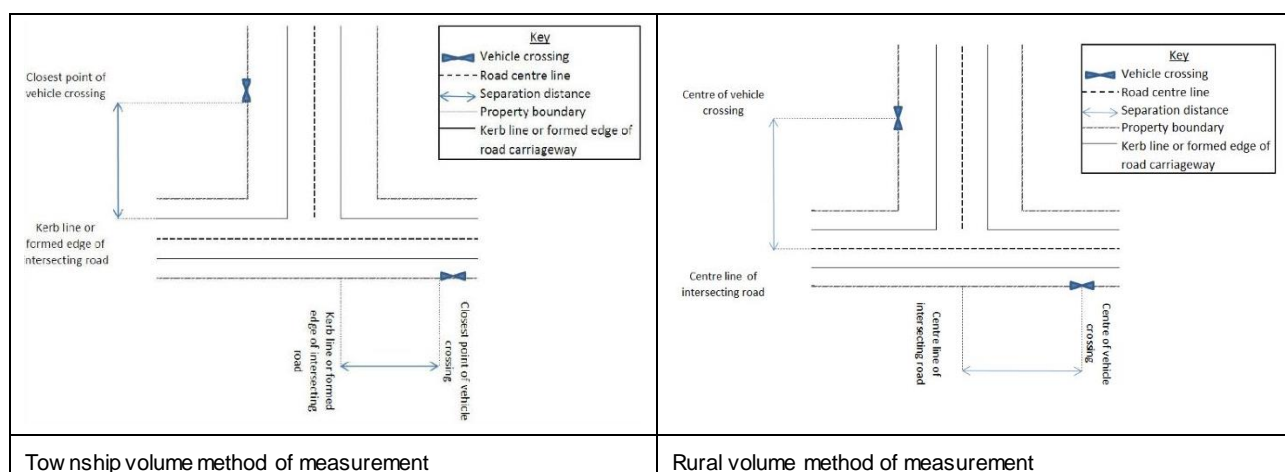


Figure 8.1 Selwyn District Plan – Methods of measuring access separation distance from an intersection

The minimum distances of any vehicle crossing from an intersection as per the District Plan, noting that E10.3 and E13.5 are the same table, are shown in **Figure 8.2**. There do not appear to be any issues with the current requirements however it is noted that the State Highway requirements are not consistent with the current NZ Transport Agency PPM (Appendix 5B - Table 5B/3) for speeds greater than 90km/hour.

Table E10.3 – Minimum Distances of any Vehicle Crossing from Road Intersections					
Vehicle Crossing Joins to	Posted speed Km/hr	Intersecting Road Type Distances in Metres			
		State Highway	Arterial	Collector	Local
State Highway	> 50	100	100	100	100
	≤50	30	30	30	30
Arterial	> 50	100	100	100	100
	≤50	30	30	30	30
Collector	> 50	75	75	60	60
	≤50	30	30	30	25
Local	> 50	75	75	60	60
	≤50	25	25	25	10

Figure 8.2 Selwyn District Plan - Table E10.3 (same as Table E13.5)

8.2 Best practice review

Waimakariri District Council follows a similar approach to SDC however CCC have categorised the minimum distance to three speed limits < 70km/h, 70-90 km/h and > 90km/h (see **Figure 8.3**). The minimum distance required doubles from 70km/h to 100km/h for Arterial road to any road intersection which is not captured in the SDC Operative Plan. An issue with the CCC plan is that the Speed Management Guide approach (supported by the Land Transport Rule: Setting of Speed Limits 2017) no longer allows 70km/hour as a speed limit. Eventually all 70km/hour speed limits in the country will be changed to either 60km/hour or 80km/hour.

Table 7.5.11.4 - Minimum distance of vehicle crossings from intersections outside the Central City				
Speed limit < 70 km/h				
Intersecting road type (distance in metres)				
	Frontage road	Arterial road	Collector road	Local road
a.	Arterial road	30	30	30
b.	Collector road	20	20	10
c.	Local road	20	15	10
Speed limit 70 - 90 km/h				
Intersecting road type (distance in metres)				
	Frontage road	Arterial road	Collector road	Local road
d.	Arterial road	100	100	100
e.	Collector road	45	45	45
f.	Local road	45	45	45
Speed Limit > 90 km/h				
Intersecting road type (distance in metres)				
	Frontage road	Arterial road	Collector road	Local road
g.	Arterial road	200	200	200
h.	Collector road	60	60	60
i.	Local road	60	60	60

Figure 8.3 Christchurch District Plan - Table 7.5.11.4

It is noted that the measurement of the separation distance is from the road boundary to the closet edge of the vehicle access (see **Figure 8.4**), this is considered a more appropriate measurement as it removes any issues that might arise with how tapers or splays are dealt with at the carriageway edge. It is also noted that the minimum distance of vehicle crossings from intersections only applies to an intersection on the same side of the road as the site as opposed to the current Selwyn District Plan diagrams that show accesses on the opposite side of the road, therefore implying the rule applies to accesses either side of the road.

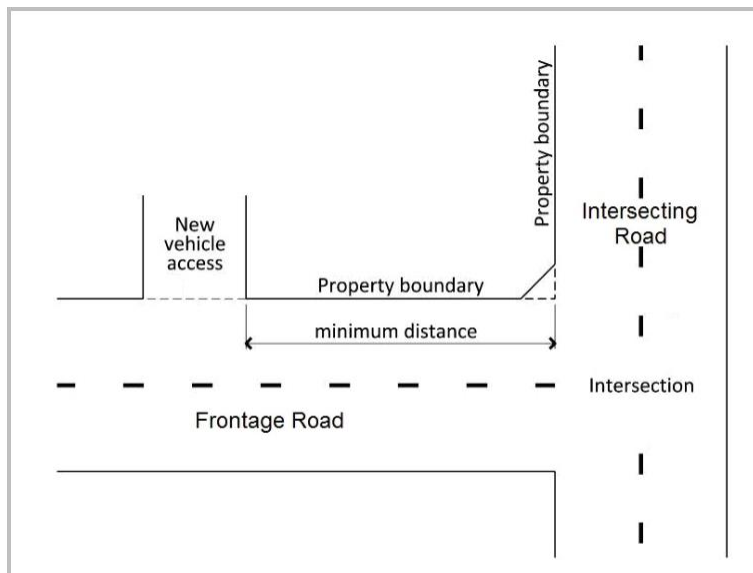


Figure 8.4 Christchurch District Plan – Figure 16 – Minimum distance of vehicle crossing from intersections outside the Central City

8.3 Recommendation

It is recommended that Tables E10.3 and Table E13.5 are amended as follows:

- Remove the State Highway minimum distances and refer to the NZ Transport Agency requirements, as these may change as part of the PPM review.
- Replace “Vehicle Crossing joins to” with “Frontage Road” to improve clarity

It is recommended that the method of measurement for both Township and Rural situations be replaced with the method used by the CCC. This requires a new diagram to be developed.

9. Distance between vehicle crossings

Are the provisions in Townships Appendix E13 Table E13.7 (distance between vehicle crossings on same side of the road) adequate and appropriate?

9.1 Operative Plan

The current required distances between vehicle crossings on the same side of the road was established to ensure sufficient space is available for on street parking and that space is not wasted by placing vehicle crossings between 1m and 7m apart. It has been observed that this rule has not been applied consistently at a number of properties but does not appear to be causing any major issues.

The Operative rules related to distance between vehicle crossings are outlined in **Table 9.1**.

Table 9.1 Minimum distance between vehicle crossings rules

Rule	Comments
<p>Townships</p> <p><i>E13.2.4.5 - The maximum spacing and width any vehicle crossing shall comply with Table E13.7.</i></p> <p><i>E13.2.4.6 - For the purposes of measuring the distance between crossings specified in Table E13.7 (see Figure 9.1), the distance between two vehicle crossings shall be measured along the edge of the carriageway parallel to the road centre line, between the full height kerb or edge of crossing seal and the full height kerb or seal edge of the adjoining crossing.</i></p> <p><i>E13.2.4.7 - For the purposes of measuring crossing widths as specified in Table E13.7, the width of a vehicle crossing shall be measured at the property boundary (parallel with the road reserve).</i></p> <p><i>E13.2.4.8 - Notwithstanding E13.2.4.5 above, for vehicle crossings onto a State Highway or Arterial road with a posted speed limit of 70km/h or greater the distances between crossings shall be taken from Diagram E13.4.</i></p>	<p>It is noted that the rule does not directly relate to any matters of discretion.</p> <p>Although the method of measuring the distance between the vehicle crossings and the width of this crossing are different, this is appropriate as the kerbside or edge of seal separation is the distance that is relevant.</p> <p>Rule E13.2.4.8 only applies to State Highways or Arterial Roads. Diagram E13.4 is from the NZTA PPM that is subject to review. This rule will need to be modified to specify roads <u>60km/hour or greater</u> given that there will eventually be no 70km/hour roads.</p>

Zone	Distance Between Crossings (m) on Same Side of Road	Width (m)	
		Minimum	Maximum
Living zones	Vehicle crossing to a shared accessway Greater than 7m; All other vehicle crossings; Less than 1m or greater than 7m	Residential activities – 3.5m Non-residential activities – 4m	Residential activities – 6m Non-residential activities – 7m
All Business zones except the B2A Zone (Izone)	Less than 1m or greater than 7m	5m	7m or 8m for shared crossings
B2A Zone (Izone)	Less than 1m or greater than 7m	5m	12m

Figure 9.1 Table E13.7

9.2 Best practice review

In the Waimakariri District Plan the separation between crossings on the same side of the road is subject to the speed limit and the land use zone. No restrictions apply to vehicle crossings on roads with a speed limit less than 70km/h.

The WDC DP requirements for each land use zone are in **Figure 9.2**. A separate rule applies to vehicle crossings on State Highways with a speed limit of 70km/h.

Table 30.4: Vehicle Crossings

Zone	Maximum Number of Crossings per Site per Road Frontage	Space Between Crossings (m) on the Same Side of the Road	Width (m)	
			Minimum	Maximum
Residential and Mapleham Rural 4B	1	Less than 1m or greater than 7m	4	6
Business	2	Less than 6m or greater than 12m	5	7m or 8m for shared crossings
Rural	NA	Less than or equal to 10m or greater than 180m	3.5	6

Figure 9.2 WDC District Plan Table 30.4

Similarly, in the CCC DP, the distance between vehicle crossing rule only applies to vehicle crossings on a road with a speed limit of 70km/h or greater. The minimum distance for a 70km/h speed limit is 40m as opposed to the SDC distance of 100m. The rule specifically notes that this condition applies to two vehicle crossings from the same site. The rule has specific distances for road hierarchy as shown in **Figure 9.3**.

Table 7.5.11.1 - Minimum distance between vehicle crossings (distance in metres)

	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

Figure 9.3 CCC District Plan Table 7.5.11.1

The Auckland Unitary Plan requires the minimum distance between two vehicle crossings to be at least 2m for a pedestrian to stand if necessary.

9.3 Recommendation

It is recommended that current requirements are retained and this matter be considered in conjunction with the Street Design rule drafting. It may be appropriate to enable 'vehicle crossing distances' to be evaluated alongside the 'Street design' and 'Vehicle Crossing width' issues within the Local Minor and Intermediate Road Classification.

It is recommended that the following change is made to E13.2.4.8: - *Notwithstanding E13.2.4.5 above, for vehicle crossings onto a State Highway or Arterial road with a posted speed limit of **60** ~~70~~km/h or greater the distances between crossings shall be taken from Diagram E13.4*

10. Distance between intersections

Are the provisions in Townships Appendix E13 Table E13.9 (minimum distance between intersections for new roads) adequate and appropriate?

10.1 Operative Plan

Table 10.1 details the current rules that relate to Appendix E13 Table 13.9. It has been observed that this rule has not been applied consistently in living zones but does not appear to be causing any major issues.

Table 10.1 Minimum distance between Intersections

Rule	Comments
<p>Townships</p> <p><i>E13.3.2.1 - The spacing between road intersections shall comply with Table E13.9 below.</i></p> <p><i>E13.3.2.2 - In determining intersection spacing from Table E13.9 (see Figure 10.1) in accordance with E13.3.2.1, where new roads are proposed as part of any Outline Development Plan, the intersection spacing can be designed for the proposed (future) speed limit (typically 50km/hr) within the Outline Development Plan area and on immediately adjoining roads.</i></p> <p><i>E13.3.2.3 - The distance between any two road intersections shall be measured along the centre line of the road which has both the intersections:</i></p> <p><i>(a) From the point where the centre lines of two of the roads intersect;</i></p> <p><i>(b) To the point where the centre lines of the other two roads intersect.</i></p>	<p>The rule states that a minimum distance of 75m is required between intersections located on Local roads with a 50km/h speed limit. However, multiple examples exist where this rule has not been enforced, the safety and efficiency implications of this are not considered to be adverse.</p>

Posted (Legal) Speed Limit (km/hr)	Road types	Distance (m)
100	All	800
90	All	248
80	All	214
70	All	181
60	All	151
50	State Highways, Arterials, Collector and Local Business Roads	123
50 (or less)	Local roads only	75

Figure 10.1 Table E13.9

10.2 Best practice review

The Waimakariri District Plan Table 30.7 lists the minimum distance between intersections for 50km/h to 100 km/h speed limits. With the exception of the distance for 100km/h the minimum separation distances between new vehicle crossings are more conservative than the SDC requirements. CCC do not require intersection separation distances for new intersections.

10.3 Recommendations

Two potential options are outlined in **Table 10.2**.

Table 10.2 Distance between intersections options assessment

Option	Advantages (Effectiveness and Efficiency)	Disadvantages (Limitations and Risks)
Option 1 – Status Quo	No known issues with existing rule as per SDC. Any issues captured at the Engineering Approval stage.	Inconsistent with neighbouring local authority policy.
Option 2 – Remove this rule for Local Roads that operate at a 50km/h speed limit or less and make it an assessment matter instead (allowing for consideration of safety matters) as subdivision already subject to discretion.	Consistent with existing best practice. For State Highways the distance from NZTA guidance could be used.	Requires updating SDC DP figures. Will need to update the Engineering Code of Practice

Option 2 is the recommended option.

11. Amenity strips in vehicle accessways

Should amenity strips within private accessways be better enabled and if so determine how this is best achieved (i.e. increasing the minimum legal width of accessways, limiting the length of accessways)?

11.1 Operative Plan

The issue of accessway amenity was raised in the initial Transport Baseline Report, but it was agreed that it was related to the Residential Topic and that further discussions were required.

The Residential Topic is investigating the appropriateness of the amenity strip widths and urban design requirements to deliver the desired levels of residential amenity and character. The outcomes of these investigations may result in recommendations to the vehicle accessway design standards.

This transport review will focus on the operational aspects of accessways, with the primary aim of identifying any possible design standards and subdivision assessment matters.

The Plan design requirements for Shared Private Vehicular Accessways in Townships are outlined in **Figure 11.1**. This table currently applies to accessways accessed by more than 1 site, hence 'shared'. Accessways serving a rear section are covered by E13.2.1.5. Most properties have direct road frontage access so do not require accessways but are subject to vehicle crossing rules.

Table E13.4 – Minimum Requirements for any Shared Private Vehicular Accessway						
Zone	Potential No of Sites	Length (m)	Legal Width (m)	Carriageway Width (m)	Turning Area	Passing Bay
Living Zones	2-3	Any length	4.5	3.0	Optional	Optional
Living Zones	4-6	0-50	5.0	3.5	Optional	Required
Living Zones	4-6	Over 50	6.5	4.5	Required	Required
Business Zones	1-6	All lengths	7.0	5.0	Required	Optional

Figure 11.1 Minimum Requirements for any Shared Private Vehicular Accessway

The following rules and notes are associated with Table E13.4:

- E13.2.1.2 - The minimum height clearance for any private vehicle access shall be 4.5m.
- E13.2.1.3 - Where a private vehicle access serves more than two allotments, in any zone, it shall be formed and sealed.
- E13.2.1.4 - Where turning areas are required in Table E13.4, this may be facilitated through the use of a hammerhead arrangement. Note: refer to the Council's Code of Practice for the design standard required.
- E13.2.1.5 - The minimum width of an accessway serving a single site in the Living Zones shall be 3.5m.
- Notes: Access to allotments with the potential to accommodate more than 6 dwellings in any Living zone or more than 6 sites in any Business zone shall be provided by way of a road, not a private way or access lot (refer to Rules C5.2.1.7 and C17.2.1.7). The legal width is greater than the carriageway width to ensure that there is space for suitable on-site storm water management and landscaping.

11.2 Best Practice Review

The Christchurch District Plan takes a different approach by categorising by activity rather than zone and uses the number of car park spaces (equating to number of residential properties) as a determinant of operational design requirements, see **Figure 11.2**. It also includes a maximum formed width that reflects the maximum vehicle crossings widths.

Table 7.5.7.1 - Minimum requirements for private ways and vehicle access

	Activity	Number of marked parking spaces provided (For residential activities, the number of residential units)	Minimum legal width (metres)	Minimum formed width (metres) (refer to b)	Maximum formed width (metres)	Central City Height (metres)
a.	Residential activity and offices	1 to 3	3.0 (refer to d)	2.7	4.5	3.5
b.	Residential activity and offices	4 to 8	3.6 (refer to d)	3.0	6.0	4.0
c.	Residential activity and offices	9 to 15	5.0 (refer to c and d)	4.0	6.0	4.0
d.	All other activities	1 to 15 ¹	5.0 (refer to c)	4.0	7.0	4.0
e.	All activities	More than 15	6.5 (refer to c)	5.5	9.0	4.0

Figure 11.2 CCC Minimum Requirements for any Private ways and vehicle access

There are also notes associated with this table, with the following being of particular interest:

- *The difference between minimum formed width and minimum legal width may be utilised for planting.*
- *Any vehicle accesses longer than 50 metres and with a formed width less than 5.5 metres wide shall provide passing opportunities (with a minimum width of 5.5 metres) at least every 50 metres, with the first being at the site boundary.*
- *All vehicle access to and /or from a site in a residential zone, shall allow clear visibility above 1 metre within a triangle measured for a width of at least 1.5 metres either side of the entrance, and for a length at least 2 metres measured from the road boundary.*
- *For the purposes of access for firefighting, where a building is either:*
 - *located in an area where no fully reticulated water supply system is available; or*
 - *located further than 75 metres from the nearest road that has a fully reticulated water supply system including hydrants (as required by NZS 4509:2008),*
 - *vehicle access shall have a minimum formed width of 3.5 metres and a height clearance of 4 metres. Such vehicle access shall be designed to be free of obstacles that could hinder access for emergency service vehicles.*
- *Where a vehicle access serves nine or more parking spaces or residential units and there is no other pedestrian and/or cycle access available to the site then a minimum 1.5 metres wide space for pedestrians and/or cycle shall be provided and the legal width of the access shall be increased by 1.5 metres.*

11.3 Operative Plan Assessment

The Selwyn District Council ECoP includes a cross section detail (**Figure 11.3**) showing how the legal width relates to the formed width under two scenarios, one with kerb and channel and the other with a swale. There is no other detailed design guidance and this statement is included: “As work within private ways, service lanes and accessways will not be taken over by the Council upon completion; the Council will be placing the onus for confirming both the suitability of design and construction on the developer.”

There is no hammerhead turning area detail (as referred to in E13.2.1.4) within the ECoP however readers are directed to Figure 3.5 of NZS: 4404 Land development and subdivision infrastructure includes hammerhead details.

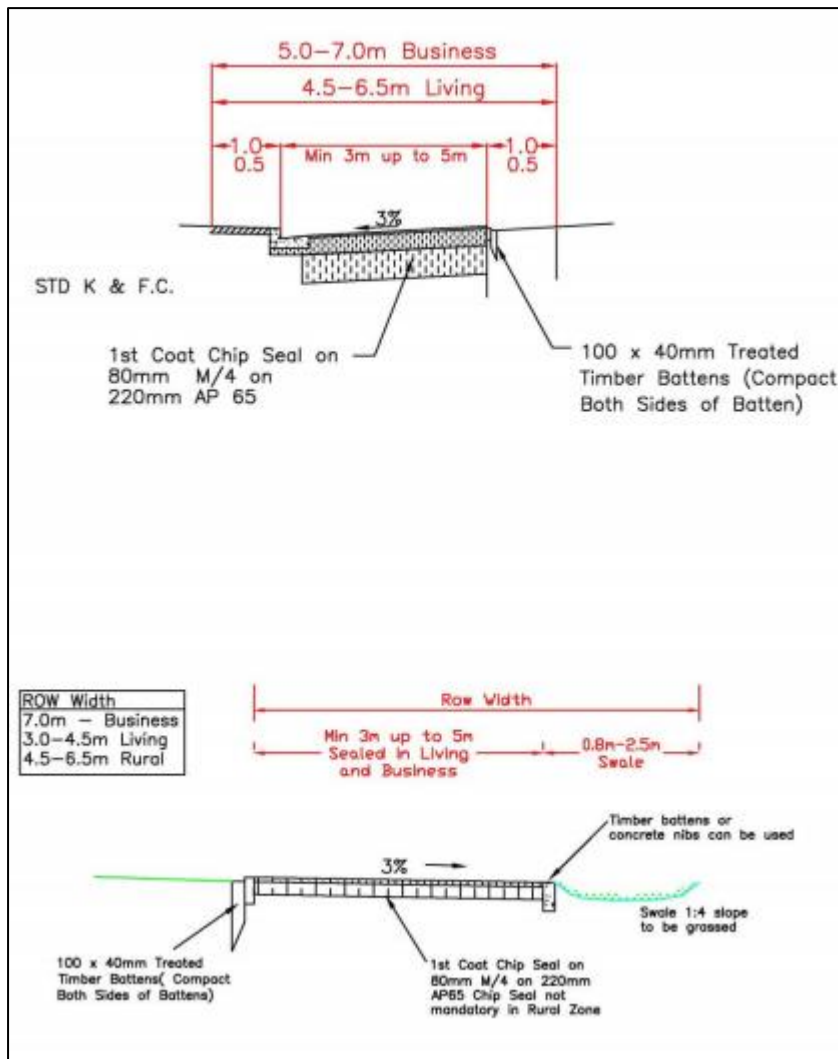


Figure 11.3 SDC ECoP Detail for ROW

The ECoP also states that “Refuse and recycling collections will not be provided within private rights of way or service lanes unless the collection vehicles can safely negotiate the rights of way and exit or turn at their ends and in addition, the property owners indemnify Council against any damage to the carriageway that may occur as a result of use by the refuse/recycling vehicle. The specific requirements for either refuse/re recycling truck access or refuse/recycling container storage areas at the road boundary needs to be considered. Council refuse and recycling trucks use a mechanical arm to lift and empty bins and need to be able to access the bins to lift these.”

There may be occasional delivery and furniture removal vehicles using accessways, the minimum widths allow for this albeit they would have to reverse in or out of the accessway.

Fire fighting vehicles may also require access. The Christchurch District Plan requires that buildings located further than 75 metres from the nearest road that has a fully reticulated water supply system including hydrants (as required by NZS 4509:2008), will require a vehicle access with a minimum formed width of 3.5 metres and a height clearance of 4 metres. Also, such vehicle accesses shall be designed to be free of obstacles that could hinder access for emergency service vehicles.

The width of accessways is also related to the width of vehicle crossings, the desired outcome for the latter is to keep the width narrow to reduce the adverse impacts on pedestrians along the frontage. Adverse impacts include the length of time pedestrians are exposed to motor vehicles entering and accessing private properties.

It is noted that there is no maximum length of accessway. However, as the maximum number of sites is six then the risk of long accessways is low. The adverse effects of long accessways is that they do not support a walkable environment and create issues for firefighting access.

Turning areas are required for long (more than 50m) Living and all Business accessways. It is not known if these are being provided and what form they take however one recent consented plan included accessways with mini cul de sac heads for turning. In reality the driveways off the end of an accessway can be used for turning.

A formed width of 5.5m will generally accommodate two-way traffic flow cars (when larger vehicles are present it is not comfortable). All of the minimum formed widths are less than this. Passing bays are only required for Living accessways (4-6 sites) of any length. There is no detail on how the passing bay can be facilitated.

It is not known if any passing bays are being provided for accessways of less than 5.5m width. Generally residential accessways are very low volume so that if two drivers travelling in opposite directions do meet in the accessway there is generally a driveway off the accessway that can be used for creating passing space.

The Operative Plan requirements are assessed below in **Table 12.1**. The assessment includes what aspects the widths can accommodate and the relationship to vehicle crossing widths. It is noted there is a vehicle crossing width requirement for non-residential activities in living zones but no accessway requirement for this scenario however it is unlikely that there would be multiple non-residential activities off an accessway in a living zone. It is also noted that E13.2.1.5 does not make sense as why should an accessway only serving 1 site be wider than an accessway serving 2 or more.

Table 11.1 Operative Plan requirement assessment

Zone	Potential number of lots	Minimum Legal width	Minimum Formed width	Assessment
Living 2-3 sites	Any length	4.5m	3.0m	<p>This rule could apply to accessways serving 1-3 sites. Noting that this then includes driveways for rear sections that are currently covered by E13.2.1.5. It does not apply to sites with frontage to the road. This would require removing 'shared' from the table name.</p> <p>Allows for either kerb or swale stormwater management.</p> <p>The 1.5m space between the minimum legal width and formed width could be used for planting.</p> <p>Due to the low traffic volumes and speeds walking is acceptable within the formed width, sharing with motor vehicles. However, developers could choose to use the 1.5m space between legal width and formed to create a path for accessway users.</p> <p>Accommodating both planting and a path cannot be achieved in the minimum width.</p> <p>A maximum formed width of 6m could be specified to align with the SDC vehicle crossing width requirements,</p>

Zone	Potential number of lots	Minimum Legal width	Minimum Formed width	Assessment
				<p>like the CCC do, however this is only because they do not specify vehicle crossing widths.</p> <p>A width of 3.0m means two-wayflow is not possible but given the low traffic volume this is not considered an issue.</p> <p>Minimum width is less than the Fire Fighting requirement of 3.5m if the access exceeds 75m in length.</p>
Living 4-6 sites	Less than 50m long	5.0m	3.5m	<p>Allows for either kerb or swale stormwater management.</p> <p>The 1.5m space between the minimum legal width and formed width could be used for planting.</p> <p>Due to the low traffic volumes and speeds walking is acceptable within the formed width, sharing with motor vehicles. However, developers could choice to use the 1.5m space between legal width and formed to create a path for accessways users.</p> <p>Accommodating both planting and a path cannot be achieved in the minimum width.</p> <p>A maximum formed width of 6m could be specified to align with the SDC vehicle crossing width requirements, like the CCC do, however this is only because they do not specify vehicle crossing widths.</p> <p>A width of 3.5m means two-wayflow is not possible, a passing bay could be used for passing but this encroaches on any space that has been used for swales/planting.</p>
Living 4-6 sites	More than 50 m long	6.5m	4.5m	<p>Allows for either kerb or swale stormwater management.</p> <p>The 2.0m space between the minimum legal width and formed width could be used for planting.</p> <p>Due to the low traffic volumes and speeds walking is acceptable within the formed width, sharing with motor vehicles. However, developers could choice to use the 1.5m space between legal width and formed to create a path for accessways users.</p> <p>Minimum width is greater than the Fire Fighting requirement of 3.5m.</p> <p>A maximum formed width of 6m could be specified to align with the SDC vehicle crossing width requirements, like the CCC do, however this is only because they do not specify vehicle crossing widths.</p> <p>A width of 4.5m means two-wayflow is not possible, passing bay/s could be used for passing this encroaches on any space that has been used for swales/planting.</p>

Zone	Potential number of lots	Minimum Legal width	Minimum Formed width	Assessment
Business 1-6 sites	Any length	7.0	5.0	<p>Allows for either kerb or swale stormwater management.</p> <p>Planting could be used in the 2m space between the minimum legal width and formed width.</p> <p>Depending on the nature of the activities being accessed (i.e. they may generate a high number of vehicle movements) walking may not be acceptable within the vehicle space, the 2m space between legal width and formed width could be used to form a path. The way to determine the vehicle movements would be via the number of visitor car park spaces, a suitable threshold could be applied as part of requiring a path.</p> <p>Accommodating both planting and footpaths cannot be achieved in the minimum width.</p> <p>Minimum width is greater than the Fire Fighting requirement of 3.5m.</p> <p>As the trip generation associated Business sites varies, the width should accommodate two-wayflow, this would require an increase in minimum width to 5.5m (as per CCC requirement).</p>

11.4 Recommendation

It is concluded that the accessway standards do to some extent allow for amenity through space between the minimum legal width and the minimum formed width for planting.

The requirements to cater for traffic movements and walking are generally acceptable from an operational perspective however the following recommendations are made to align with other Plan requirements, safety, efficiency and best practice:

- The Living Zones design requirements should be 1-3 sites not 2-3, making it clear that this does apply to sites with road frontage.
- Retain the minimum widths, a maximum formed width is not required as there are maximum vehicle crossing widths.
- Increase the Business Zone minimum formed width to 5.5m to accommodate two-way traffic flow.
- Introduce a requirement for a separate footpath in Business Zone accessways if there are more than a certain number of car park spaces as per the CCC requirement.
- Consider how passing could be facilitated and include a detail within the ECoP and Subdivision Design Guide.
- Turning areas are dependent on the driveway configuration at the end of accessways, consider the turning area being a subdivision assessment matter as opposed to a standard.
- Introduce a note regarding fire fighting access requirements (as per CCC).

A number of these may also apply to the Rural Shared Private Vehicle Accessway requirements, particularly the fire fighting aspect.

12. Rural

In relation to Rural Rule C4 Roads and Transport, Rural Appendix E10 Transport and Rural Appendix E11 Traffic Sight Lines, are the existing provisions adequate and appropriate?

12.1 Operative Plan

We note that operative Rural Rules C4.1 to C4.3 are concerned with the effect of roads on outstanding landscape areas, natural hazards and significance to Tangata Whenua. It is recommended that these provisions are reviewed by the relevant topic experts to confirm that they continue to remain relevant. These rules have not been reviewed in this Baseline Report.

Rural Rules C4.4 to C4.6 are assessed in this section with C4.7 and Appendix E11 assessed in Section 4. Within the District Plan Reasons for Rules the following is stated in regard to these rules;

Rules 4.4 to 4.6 set standards for the forming of roads, vehicle accessways, vehicle crossings and carparking as permitted activities. These standards are based on the Council's most recent Engineering Code of Practice. The rules apply irrespective of whether roads, vehicle accessways and vehicle crossings are formed when land is sub divided or when buildings are erected.

Road and Engineering Standards

A review of the rules associated with Road and Engineering Standards and comments are outlined in **Table 12.1** **Error! Reference source not found..**

Table 12.1 Road and Engineering Standards

Rule	Comments/ Recommendations
<i>Permitted Activities — Road and Engineering Standards</i>	
<p><i>4.4.1 The forming, installation, upgrading, maintenance or replacement of any road shall be a permitted activity if the following standards are met:</i></p> <p><i>4.4.1.1 Any part of any road does not have a gradient greater than:</i></p> <p><i>(a) 1:6 vertical; or</i></p> <p><i>(b) 1:20 horizontal.</i></p> <p><i>Rule 4.4.1.1 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 within 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).</i></p>	<p>The Selwyn District Council Engineering Code of Practice (ECoP) provides guidance on vertical and horizontal (crossfall) gradients.</p> <p>The vertical gradient is appropriate to be retained in the Proposed Plan because this aspect is considered safety critical and more problematic to change later.</p> <p>It is recommended that the horizontal gradient (crossfall) is not included in the District Plan as it is a detailed design matter and would be captured by the ECoP.</p>
<p><i>4.4.1.2 Any road is formed to the relevant standards set out in Appendix E10.3, except that E10.3.1 shall not apply to works to existing roads undertaken by Council pursuant to the Local Government Act;</i></p>	<p>The road standard associated with this rule are road reserve and carriageway widths. These widths reflect standard practice and no issues have been raised by SDC staff in relation to the widths.</p> <p>E10.3.2 is reviewed in Section 11.</p>
<i>Discretionary Activities — Road and Engineering Standards</i>	
<p><i>4.4.2 Any activity which does not comply with Rule 4.4.1 shall be a discretionary activity.</i></p> <p><i>Notes: The Council may refer to its Engineering Code of Practice to assist it in deciding on any resource consent application made under Rule 4.4.2, where appropriate.</i></p>	<p>No change required.</p>

Vehicle Accessways and Vehicle Crossings

The rules associated with rural vehicle accessways and vehicle crossings and comments are outlined in **Table 12.2**.

Table 12.2 Vehicle Accessways and Vehicle Crossings

Rule	Comments/ Recommendations
<p>Permitted Activities — Vehicle Accessways and Vehicle Crossings</p> <p><i>4.5.1 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:</i></p> <p><i>4.5.1.1 Any part of any vehicle accessway does not have a gradient greater than:</i></p> <p><i>(a) 1:6 vertical; or</i></p> <p><i>(b) 1:20 horizontal.</i></p> <p>Note: 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><i>4.5.1.2 Any vehicle accessway is formed to the relevant design and formation standards set out in Appendix E10.2.</i></p> <p><i>4.5.1.3 Any vehicle accessway complies with the relevant separation and sight distance standards set out in Appendix E10.2.</i></p> <p><i>4.5.1.4 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 metres from the road boundary;</i></p> <p><i>4.5.1.5 Any vehicle crossing providing vehicle access to a sealed road is sealed:</i></p> <p><i>(a) The full length of the vehicle crossing (from the edge of the sealed carriageway to the road boundary of the property), or;</i></p> <p><i>(b) For the first 10 metres from the sealed carriageway.</i></p> <p><i>4.5.1.6 Any access to a State Highway or Arterial Road complies with the following:</i></p> <p><i>(a) No legal access is available from another lower classification road;</i></p> <p><i>(b) For State Highways only, the traffic generated through the access to the State Highway is less than 100 ecm/d;</i></p> <p><i>(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;</i></p> <p><i>(d) Provision is made for manoeuvring on site, so that reverse manoeuvring onto the State Highway or Arterial Road is not required.</i></p> <p><i>4.5.1.7 Shared access to more than six sites shall be by formed and vested legal road and not by a private accessway.</i></p> <p><i>4.5.1.8 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.</i></p>	<p>All rules are considered appropriate.</p> <p>However, similar to the previous rule, it is recommended that the horizontal gradient (crossfall) is not included in the District Plan as it is a design matter and would be captured by the ECoP.</p> <p>Table E10.2, Rural Accessway, is subject to the same issues as outlined for the Township Volume equivalent in Section 11 of this report. These include updating design standards and referencing the ECoP.</p> <p>Table E10.3, Min distance between vehicle crossings and intersections, is subject to the same issues as outlined for the Township equivalent in Section 8 of this report. These include removing the State Highway minimum distances and referring applicant's to NZTA's requirements, replacing "vehicle crossing going to" with "Frontage Road" and including a diagram to illustrate how the design distances are to be met.</p> <p>It is noted that the following also apply for certain activities, it is assumed that there have been no issues with these requirements.</p> <p>E10.2.2.4 - Notwithstanding Rule E10.2.2.1 above, for any:</p> <p>(a) service station; or</p> <p>(b) truck stop; or</p> <p>(c) any activity which generates more than 40 vehicle movements in anyone day;</p> <p>No part of any vehicle crossing onto any State Highway road or arterial road shall be located closer than:</p> <p>(d) 60m to the departure side of any intersection; and/or</p> <p>(e) 30m to the approach side of any intersection.</p> <p>Table E10.4, Sight distances from vehicle crossings, is subject to the same issues as outlined for the Township equivalent in Section 13 of this report. These include updates to the rural design diagrams.</p>

Rule	Comments/ Recommendations
<p>Note: For example, where a site has frontage to both an arterial road and a local road access shall be to the local road.</p>	
<p>Restricted Discretionary Activities — Vehicle Accessways and Vehicle Crossings</p> <p>4.5.2 Any activity which does not comply with Rule 4.5.1.6 shall be a restricted discretionary activity.</p> <p>4.5.3 The Council shall restrict its discretion to the exercise of:</p> <p>4.5.3.1 Whether the crossing is sufficiently removed from an intersection having regard to traffic volumes on the roads, and any other factors that will prevent conflict and confusion between vehicles turning at the crossing or at the intersection;</p> <p>4.5.3.2 The adequacy of available sight distances having regard to the 85th percentile operating speed of vehicles on the road;</p> <p>4.5.3.3 Whether there is a need to separate entry and exit in order to reduce potential traffic confusion and conflict;</p> <p>4.5.3.4 Whether the physical form of the road will minimise the adverse effects of access (e.g. whether the road offers good visibility; whether a solid median barrier will stop unsafe right turns or a flush median will assist right hand turns etc);</p> <p>4.5.3.5 Whether particular mitigation measures such as a deceleration or turning lane are required due to speed or volume of vehicles on the road;</p> <p>4.5.3.6 The design of the crossing to enable traffic exiting the site to safely enter the traffic stream;</p> <p>4.5.3.7 The location and design of the crossing in relation to pedestrian and cycle safety;</p> <p>4.5.3.8 Whether there is adequate queuing and parking space on site so that vehicles do not queue over vehicle crossings or on the State Highway or Arterial Road;</p> <p>4.5.3.9 Any potential cumulative effects of extra access points on the function of the State Highway or Arterial Road;</p> <p>4.5.3.10 Any relevant accident history of the State Highway in the vicinity of the site; and</p> <p>4.5.3.11 The particular traffic characteristics of an existing or proposed activity, including expected traffic generation, types of vehicles etc</p>	<p>The matters of discretion are considered appropriate.</p>
<p>Discretionary Activities — Vehicle Accessways and Vehicle Crossings</p> <p>4.5.4 Any activity which does not comply with Rules 4.5.1.1, 4.5.1.2, 4.5.1.3, 4.5.1.5(a), 4.5.1.7 or 4.5.1.8 shall be a discretionary activity.</p> <p>Note: The Council may refer to its Engineering Code of Practice to assist it in deciding on any resource consent application made under Rule 4.5.4, where appropriate.</p>	<p>The matters of discretion are considered appropriate.</p>
<p>Non-Complying Activities — Vehicle Accessways and Vehicle Crossings</p> <p>4.5.5 Any activity which does not comply with Rules 4.5.1.5(b) or 4.5.1.6 shall be a non-complying activity.</p>	<p>The matters of discretion are considered appropriate.</p>

Rule	Comments/ Recommendations
Appendix E10.2	<p>Amend E10.2.1.2 as below by deleting the reference to Table E10.2 as all shared private vehicle accessways require turning areas and add the word 'Engineering';</p> <p>E10.2.1.2 - Where Table E10.2 requires turning areas. Turning within the shared accessway may be facilitated through the use of a hammerhead arrangement. Note: refer to the Council's Engineering Code of Practice for the design standard required.</p> <p>Also see Section 12 for an operational review of accessway requirements.</p> <p>All other Tables in E10.2 are reviewed in Section 13.</p>

Vehicle Parking and Cycle Parking

A review of the rules associated with rural vehicle parking and cycle parking are outlined in **Table 12.3**.

Table 12.3 Vehicle Parking and Cycle Parking

Rule	Comments/ Recommendations
<p>Permitted Activities — Vehicle Parking and Cycle Parking</p> <p>4.6.1 Any activity in the Rural Zone which provides car parking in accordance with the following standards shall be a permitted activity.</p> <p>4.6.1.1 Two car parking spaces on-site for each dwelling without a family flat; or</p> <p>4.6.1.2 Three car parking spaces on-site for each dwelling with a family flat; and</p> <p>4.6.1.3 For any other activity:</p> <p>(a) all car parking associated with an activity must be located either on-site or on land adjoining the site and not on the road reserve; and</p> <p>(b) all loading (including unloading) associated with an activity must be undertaken on-site or on land adjoining the site and not within the road reserve; and</p> <p>4.6.1.4 All carparking and loading areas shall comply with all standards set out in Appendix E10.1.</p> <p>4.6.2 Any activity on a site which has a vehicle manoeuvring area of sufficient size to enable any vehicle to turn on the site and not have to reverse onto the road shall be a permitted activity if:</p> <p>4.6.2.1 The site is used for any activity other than residential activities; or</p> <p>4.6.2.2 The site has access to a State Highway or an arterial road listed in Appendix 9.</p> <p>Note: Refer to the Council's most recent Code of Practice for the design standards required for the manoeuvring of vehicles.</p> <p>4.6.3 Any activity which involves the provision of goods or services to the general public shall be a permitted activity if the following conditions are met:</p>	<p>The rule heading includes cycle parking, but there are no rules associated with cycle parking. We recommend including a note in the rule stating that there is no requirement for cycle parking in the rural zone. However, any activity that is likely to attract cyclists must provide adequate cycle parking designed to the standard provided in the Engineering Code of Practice.</p> <p>Rule 4.6.1.3 states that parking should be provided on site or on land adjoining the site and not on the road reserve. However, in some instances due to the increase in business/popularity, parking demand could overspill on to the road reserve compromising the operation and safety of the road corridor.</p> <p>Therefore, we recommend including a matter of discretion where the future parking demand of the activity should be considered when evaluating the car parking provision of the activity and that periodic parking monitoring could be imposed as a condition of consent.</p> <p>This issue and approach to the management of it is consistent with the Draft Parking Strategy.</p>

Rule	Comments/ Recommendations
<p>4.6.3.1 One disabled carpark is provided with the first 10 carparking spaces; and one additional disabled carpark space for every additional 50 carparking spaces provided.</p> <p>4.6.3.2 The disabled carparks are:</p> <p>(a) Located as close to the entrance to the building or the site of the activity as practical;</p> <p>(b) Sited on a level surface; and</p> <p>(c) Clearly marked as being for mobility-impaired persons.</p>	<p>This requirement is less than NZS 4121 but given the rural context there will be limited car parking on site for most activities, the implications of this are minimal.</p>
<p>Controlled Activities – Vehicle Parking and Cycle Parking</p> <p>4.6.4 Any development of a parking area with a total of 40 or more parking spaces shall be a controlled activity, in respect to safety, circulation and access for pedestrians within the site and moving past vehicle crossings</p>	<p>Appropriate</p>
<p>Restricted Discretionary Activities — Vehicle Parking and Cycle Parking</p> <p>4.6.5 Any activity which does not comply with Rule 4.6.3 shall be a restricted discretionary activity.</p> <p>4.6.6 The Council shall restrict its discretion to consideration of:</p> <p>4.6.6.1 Whether there is likely to be a demand for parking for mobility impaired person, given the nature of the activities being undertaken on the site;</p> <p>4.6.6.2 Whether there is any need to provide specific carparking for mobility impaired persons on the site, given the size and nature of the carparking area and the location of the activity relative to the carparking area; and</p> <p>4.6.6.3 Any monitoring or review conditions.</p>	<p>Consider amending matter of discretion 4.6.6.1 to the following text; ‘<i>Whether there is likely to be a <u>lower</u> demand for parking for mobility impaired person than required by Rule 4.6.3 given the nature of the activities being undertaken on site</i>’.</p> <p>Any reduction will need to be communicated to the Building Consents team if a building consent is required so they can see why the provision is less.</p>
<p>Discretionary Activities — Vehicle Parking and Cycle Parking</p> <p>4.6.7 Any activity which does not comply with Rule 4.6.1 shall be a discretionary activity.</p>	<p>Appropriate</p>
<p>Non-Complying Activities — Vehicle Parking and Cycle Parking</p> <p>4.6.8 Any activity which does not comply with Rule 4.6.2 shall be a non-complying activity.</p>	<p>Appropriate</p>
<p>Appendix E10.1</p>	<p>Table E10.1 column two needs to be amended as degrees are shown as zero values.</p> <p>The disabled parking stall width in Table E10.1 is 3.2m but is 3.6m in Figure E10. The table value should be changed to 3.6m.</p> <p>Recommend NZS 4121:2001 Design for Access and Mobility – Buildings and associated Facilities is referenced in the notes for Table 10.1 as this contains useful design aspects. However it suggests a minimum width of 3.5m as this allows for the car and wheelchair to be on the same level when a person is transferring from one to the other. Recommend retaining 3.6m in the Plan as it is consistent with industry best practice.</p>

Rule	Comments/ Recommendations
	<p>Diagram E10.F illustrates a 6.1m stall depth for parallel parking spaces. However, Table E10.1 permits parallel parking spaces with 5.4m stall depths. Amend Table E10.1 from 5.4 to 6.1m (also consistent with CCC).</p> <p>Also, Note 3 on overhang does not apply to parallel parking spaces.</p> <p>Table E10.1 should be laid out so the parking angle is in separate rows to avoid the multiple values being in each table cell – suggest the same format as the CCC Table 7.5.1.3.</p> <p>Revise E10.1.4 Gradient of Parking and Loading Spaces to include the following;</p> <p><i>c) gradient of mobility parking spaces $\leq 1:50$.</i></p>

12.2 Conclusion

These rules are generally appropriate however the following recommendations are made;

- Remove any reference to horizontal gradient (crossfall) in the District Plan as it is a design matter and would be captured by the ECoP.
- Amend Rule 4.6.1.3 to address the issue of car parking overflowing on to road reserves.
- Amend Matter of Discretion 4.6.6.1 wording to clarify a differing demand for mobility parking than the requirement.
- Amend Appendix E10.1 and E10.2 as recommended in this section and Section 14.
- Amend tables in E10 as per recommendations made for the Township equivalents in Sections 8, 11 and 13
- Restructure the parking design tables as per the Christchurch District Plan so they are clearer to read in terms of angle of parking and type of user.

13. Diagrams - Rural

Are the existing diagrams in Rural Appendices E10 Transport & E11 Traffic Sight Lines adequate and appropriate?

13.1 Operative Plan

The majority of vehicle accessway diagrams in the District Plan are from the NZ Transport Agency Planning Policy Manual (PPM), Appendix 5B – Accessway standards and guidelines (2007). Historically the values in these PPM diagrams were consistent with sight distances in Austroads Guide to Road Design Part 4A, however are now inconsistent as the Austroads guide was updated in 2017 and sight distances increased to reflect the object height being increased to 1.25m from 1.1m. The NZ Transport Agency have confirmed that the PPM is currently under review, the timing the reissue of the document is not known.

Table 13.1 reviews the diagrams in Appendix E10 and recommends any changes that are required.

Table 13.1 Rural Appendices E10 and E11 review

Diagram	Comments
<i>E10.A1 – Sight Distances Measurement and State Highway/Arterial sight distance values</i>	<p>The diagram is consistent with 'Diagram A: Accessway Sight Lines' of NZTA PPM Appendix 5B – Accessway standards and guidelines.</p> <p>The minimum sight distance values were consistent with Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections Table 3.2 until it was updated in 2017.</p> <p>This diagram is useful in that it shows how the sight distance is measured, however the sight distance values are likely to change as part of the PPM review. Consider removing this diagram given that the PPM is under review and it is likely that this diagram will be updated to reflect current Austroads values and speed management approach that does not include 70km/hour speed limits.</p> <p>A diagram showing the sight distance measurement would still be useful for Plan users.</p>
<i>E10.A2 – Access Separation From Intersections</i>	<p>A simplified diagram is required.</p> <p>The method used to measure the separation distance is inconsistent between the Township volume and the Rural volume. The Rural volume measures the minimum distance from the centreline of the intersecting road to the centre of the vehicle crossing whereas the Township volume measures the sight distance from the kerb line or formed edge of intersecting road to the closest point of the vehicle crossing. A consistent method should be used to avoid any ambiguity.</p>
<i>E10.B1 – State Highways - Low Use Access Standard (up to 30 ecm/day)</i>	<p>Consider removing this diagram given that the PPM is under review and it is likely that this diagram will be updated to reflect current Austroads values and speed management approach that does not include 70km/hour speed limits.</p>
<i>E10.B2 – State Highways - Moderate Use Access Standard (31-100 ecm/day)</i>	<p>Consider removing this diagram given that the PPM is under review and it is likely that this diagram will be updated to reflect current Austroads values and speed management approach that does not include 70km/hour speed limits.</p>

Diagram	Comments
<i>E10.C1 – Vehicle Crossing – Residential access standard for local roads</i>	Remove the word 'Residential' from the diagram name to be consistent with the ECoP. This ensures that access to other building types or activities, such as barns or stockyards is covered.
<i>E10.C2 – Vehicle Crossing - Residential access standard for arterial and collector roads</i>	Remove the word 'Residential' from the diagram name to be consistent with the ECoP. This ensures that access to other building types or activities, such as barns or stockyards is covered.
<i>E10.D – Vehicle Crossing – Commercial and heavy vehicle access standard for all roads</i>	The diagram shows a measurement as 'Varies' however instructions on how to calculate that measurement is not included. The following options are recommended; <ol style="list-style-type: none"> 1. Update the diagram to include a specific length similar to the CCC diagram or <ol style="list-style-type: none"> 2. Include a note on how to calculate the required distance.
<i>E10.E – Sight distance at railway lines</i>	To be updated as per KiwiRail advice detailed in Section 4
<i>E10.F – Car parking</i>	Recommend including the kerb overhang line in the car parking layout diagram similar to CCC.
<i>Table E10.4 – Minimum Sight Distances</i>	The diagram heading states that the minimum distance only applies to State Highways and Arterials however the table heading includes Collector Roads. Remove reference to Collector Road from the table heading.

13.2 Recommendation

The following changes are recommended;

- Update diagrams to be consistent across the Rural, Residential and Business chapters, with neighbouring councils and as per KiwiRail advice relating to sightline design requirements and subdivision assessment matters.
- Amend text or include notes in diagrams for clarity.

14. Diagrams - Townships

Are the existing diagrams in Townships Appendix E13 adequate and appropriate?

14.1 Operative Plan

Table 14.1 reviews Appendix E13 diagrams and recommend changes as required based on best practice transport engineering, a comparison against other district plans and advice from Council staff and other relevant stakeholders.

Table 14.1 Township Appendix E13 Diagram Review

Diagram	Comments
<i>E13.1 – Car Parking</i>	We recommend including the kerb overhang line in the car parking layout diagram similar to CCC.
<i>E13.2 – Sight Distance Measurement and State Highway/Arterial Sight Distance Values</i>	This diagram is the same as E10.A1 and therefore subject to the same issues outlined in Section 13, which is to remove the SH requirements.
<i>E13.3 Traffic Sight Lines at Railway Crossings</i>	To be updated as per KiwiRail guidance detailed in Section 4.
<i>E13.4 - State Highways and Arterial Roads - Access Separation From Other Accesses</i>	The table within the diagram is inconsistent with the values in Table E13.5. Table E13.5 will be updated as per Section 11 by removing the State Highway values.
<i>E13.5 – Access Separation From Intersection</i>	<p>Same issue as E10.A2</p> <p>A simplified diagram is required.</p> <p>The method used to measure the sight distance is inconsistent between the Township volume and the Rural volume. The Rural volume measures the minimum distance from the centreline of the intersecting road to the centre of the vehicle crossing whereas the Township volume measures the sight distance from the kerb line or formed edge of intersecting road to the closest point of the vehicle crossing. A consistent method should be used to avoid any ambiguity.</p>
<i>Table E13.2 – Minimum Car Park Dimensions</i>	<p>The disabled parking stall width in table E13.2 is 3.2m but is 3.6m in Diagram E13.2. The table value should be changed to 3.6m.</p> <p>Recommend making reference to NZS 4121:2001 Design for Access and Mobility – Buildings and associated Facilities in the notes on Table 13.1 as this contains useful design aspects. However it suggests a minimum width of 3.5m as this allows for the car and wheelchair to be on the same level when a person is transferring from one to the other. 3.6m is used as an industry best practice so recommend retaining 3.6m in the Plan.</p> <p>Diagram E13.1 shows the stall depth of parallel parking spaces as 6.1m however Table E13.2 permits parallel parking spaces with 5.4m stall depths. Amend Table E13.2 to 6.1m stall depth.</p> <p>Also consider table reformatting as suggested in Section 2.</p>

14.2 Recommendation

The following changes are recommended;

- Update diagrams to be consistent across the Rural, Residential and Business chapters and in accordance with stakeholder advice, best practice transport engineering, staff advice and comparison district plan review
- Amend text or include notes in diagrams for clarity.

15. Summary of Findings

High level issue

The State Highway requirements are generally from the NZ Transport Agency Planning Policy Manual (PPM). Historically the values in these PPM diagrams were consistent with sight distances in Austroads Guide to Road Design Part 4A, however are now inconsistent as the Austroads guide was updated in 2017 and sight distances increased to reflect the object height being increased to 1.25m from 1.1m. The NZ Transport Agency have confirmed that the PPM is currently under review, the timing of the reissue of the document is not known. This creates an issue for Councils reviewing their Plans. One approach could be to remove the PPM diagrams and add a reference to the PPM, however this is problematic given a document date must be specific. This note as per the Auckland Unity Plan approach could be an alternative approach as by default this requires applicants to reference NZ Transport Agency documents:

Note: All access to the State Highway network (including changes to existing access and subdivision or change in land use utilising an existing access) require the approval of the New Zealand Transport Agency under the Government Roadway Powers Act 1989. This approval is separate and additional to any land use or subdivision consent approval required. Refer to the New Zealand Transport Agency's Christchurch Office.

Requirements that require no changes

It is concluded that there is no planning mechanism that enables the District Plan road hierarchy to be kept up to date with road upgrades without a plan change (carried out under the 1st Schedule of the RMA). Although feasible for other matters, such as vesting roads upon completion, deeming provisions cannot be used for this purpose. If in five years' time there are also further new collector and arterials to add to the District Plan then a specific Plan Change should be considered.

It was concluded that the corner splays requirements do not require amendment as they are delivering the desired outcomes to meet Selwyn District needs from a safety and future proofing perspective.

The review identified that there is a need to retain the difference between a standard and a heavy-duty crossing as this is related to the depth of construction and kerb strength. The difference should be retained to ensure vehicle crossings are designed and constructed to accommodate the expected traffic type.

It also identified that the vehicle crossing standards should be different between townships and rural areas as the speed environment, land use and vehicle movement volume and type are some of the characteristics that are considered when the vehicle crossing is designed.

Changes recommended

The review has identified a number of amendments that are required and also identified some options for consideration. **Table 15.1** outlines the aspects and required action.

Table 15.1 Summary of Changes required and options to consider

Volume	Rule/ Figure	Recommendation	Amendment required	Options to be considered
Township and Rural	<i>Rail – Objectives and Policies</i>	To be updated with consideration of KiwiRail and SDC staff recommendations.	Yes	
	<i>Rail - Diagrams E13.3 and E10.E – Sight distance at railway lines</i>	To be replaced with the diagrams as per KiwiRail advice detailed in Section 3.	Yes	
	<i>Road Hierarchy - Appendix E7 and E9</i>	Update the schedule of classified roads as per Section 4.	Yes	
	<i>Road Hierarchy - all chapters</i>	Replace reference to Strategic Roads to State Highway.	Yes	

Volume	Rule/ Figure	Recommendation	Amendment required	Options to be considered
	<i>Parking - Diagram E13.1 and Table E13.1 and Diagram E10.F and Table E10.1</i>	Update the diagrams and tables as per the recommendation in Section 11 (Rural) and Section 14 (Townships).	Yes	
Township	<i>Appendix E13.2.2 and associated Table E13.5 (distance of vehicle crossings from road intersections)</i>	Status Quo with amendments (remove SHs and make clear which is the frontage road). See Section 8.	Yes	
	<i>Appendix E13 Table E13.7 (distance between vehicle crossings on same side of the road)</i>	Status Quo and introduce an assessment matter. See Section 9. Introduce a diagram to show how is measured (see Section 7).	Yes	
	<i>Appendix E13 Table E13.9 (minimum distance between intersections for new roads)</i>	Status Quo or consider removing the minimum requirement for intersections on roads with a speed limit of 50km/h or less and introduce an assessment matter. See Section 11.		Yes
	<i>Townships Appendix E13.2.5</i>	Add notes directing to Engineering Code of Practice.	Yes	
	<i>E13.4 Accessways</i>	Revise the minimum formed width requirements in the co-ordination with Residential Topic area. See Section 11 and consideration fire fighting requirement note and Business Zone path requirement related to number of visitor car parks provided. Introduce a diagram to show the various dimensions (see Section 7).	Yes	
Rural	<i>Rule 4.6.1</i>	Remove reference to cycle parking and include a matter of discretion regarding future car parking demand. See Section 12.	Yes	
	<i>Rule 4.4.1.1</i>	Remove any reference to horizontal gradient as this is a design issue covered by the Engineering Code of Practice. See Section 12.	Yes	
	<i>E10.A2 – Access Separation from Intersections</i>	Amend the method used to measure distance to be consistent between the two volumes. See Section 12.	Yes	
	<i>E10.B1 and B2 – State Highways - Access Standards</i>	Either retain these and update as a Plan Change when the PPM is reissued or remove from the Plan and add note that access from State Highways is subject to NZTA approvals		Yes
	<i>E10.C1 and C2 – Access diagrams</i>	Remove the word 'Residential' from the title.	Yes	
	<i>E10.D – Vehicle Crossing – Commercial and heavy vehicle access standard for all roads</i>	Include note in regard to calculations. See Section 12.	Yes	

Appendix A – KiwiRail Feedback

A1 – Letter of 25 September 2018

A2 – Letter of 17 October 2018

A1 – Letter of 25 September 2018

A1 – Letter of 25 September 2018



25 September 2018

Selwyn District Council

Selwyn District Plan Review Team

By email: Craig.Friedel@selwyn.govt.nz

KiwiRail feedback on transport Options

Dear Craig

- 1 KiwiRail appreciates the opportunity to comment on the draft Selwyn District Plan Options Reports and is keen to fully participate in the Plan development process.
- 2 KiwiRail has provided feedback based on the 22 August Options report and taken the opportunity to provide information about its latest technical standards at this time.

Background

3. KiwiRail Holdings Limited (KiwiRail) is the State-Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and passenger services within New Zealand. KiwiRail Holdings Limited is also the Requiring Authority for land designated "Railway Purposes" (or similar) in District Plans throughout New Zealand.
4. The key controls KiwiRail will seek to be included the Proposed Plan include;
 - setbacks from the railway corridor boundary for amenity and safety reasons – 5metres(m) for all buildings in all zones, 10m for forestry replanting within 5 years (not covered by NES Forestry)
 - level crossing safety sight line protection through a standard diagram (at stop and give way crossings), vehicle access way setbacks to 30m at level crossings;
 - noise and vibration performance standard for noise sensitive activities in all zones within 100m of operational railway corridors
 - provision for railway corridor operations to continue and to allow it to be maintained and upgraded usually through supportive 'Network Utility' provisions
 - continued designation protection and an underlying zoning or transport zone for railway corridors which provides for rail activities and which allows for permitted activities from the zoning of adjacent sites to also be undertaken

Transport

5. KiwiRail manage two railway corridors through the district, the Main South line and the Midland line. There are 53 level crossings where the rail network interfaces with the road network in Selwyn District. The Rolleston Industrial Zone has two "Inland ports" with road and rail freight transport and distribution connectivity that includes rail sidings into some key activities in the industrial area.

Managing activities in the road reserve

- 6 KiwiRail is a requiring authority and a network utility operator under Section 176 of the Resource Management Act 1991. The 22 August Transport Options report notes that the Utilities chapter will be enhanced to include roading activities. KiwiRail is keen to ensure that activities permitted within road corridors which can equally apply to railways are treated similarly in the Plan. Examples of activities commonly found in both corridors include:
- roads, tracks and access ways
 - footpaths, footways and footbridges, bridges for rail, tunnels, retaining walls for rail both above and below the road
 - cycle facilities
 - traffic operation and safety signs, direction signs, site name signs
 - ancillary equipment and structures associated with public transport systems including seats, shelters, real time information systems and ticketing facilities, bicycle storage and cabinets and lighting
 - traffic control devices including traffic signals and support structures, cabinets and ancillary equipment associated with traffic signals
 - devices associated with intelligent transport systems including vehicle detection systems CCTV cameras, emergency telephones, cables and ducting etc
- 7 As you are aware, KiwiRail is actively involved in the Utilities Working Group which is developing draft Network Utility national standards. KiwiRail agrees that the new Transport and Infrastructure sections will need to be carefully coordinated to provide for the district's utilities logically, and without duplication.

Special Transport or Underlying zone

- 8 Section 6.1 discusses the options of an underlying zoning or a Special zoning for road reserves, selecting the former. KiwiRail have had experience of different types of zoning given to the railway corridor including both that of the adjacent zone (to the centreline), or a Special Transport Zone.
- 9 KiwiRail considers that a Transport zone provides a more efficient means of achieving national consistency and certainty for the community and KiwiRail. A Transport Zone would allow for a suite of land transport standards to be developed, a permitted baseline of effects to be established and can allow for permitted activities from the zoning of adjacent sites to be undertaken.
- 10 In KiwiRail's experience the adoption of an adjoining zoning, with zoning changes along its length, can cause confusion and make it inefficient at times to try and establish a permitted baseline for effects. However, in the absence of the recently notified draft National Planning Standard providing such a zone option, adopting proposed Option 2 does provide for the interim use of land held or not immediately required for the railway, and for the development of the corridor as a network utility. KiwiRail's main requirement for Plans on this issue is a consistent approach throughout the district.

- 11 It should be noted that issues can arise if there's no distinction made in Utilities provisions or in objectives/policies between state highways(SH's) , railways and 'local roads', as some standards or setbacks should only apply to SH's and railways.

Integrated Transport Assessments

- 12 Given the number of level crossings in the District, it would be prudent for the Plan to address the effects that new development has on crossing safety and the requirement that they may need to be upgraded (including the extent to which funds may be required from the developer towards upgrades). Level crossing grant arrangements with KiwiRail currently require contributions from the Council towards upgrades.
- 13 To quantify these assessments KiwiRail has developed a Level Crossing Risk Assessment Guideline (LCSIA). A key component of the process is the Level Crossing Safety Score (LCSS). Together with the traditional ALCAM level crossing risk model score, the LCSIA also looks at three additional data sources associated with crash risk: historical crash and incident data, safety observations made by locomotive engineers and road controlling authority engineers, and a more detailed site assessment of the impact of the existing level crossing layout on traffic/cyclists/pedestrians and their interaction with it and the surrounding transport network. A copy of the LCSIA Guidance document is enclosed. NZTA's Safer Roads project also uses LCSIA to identify what measures should be deployed at level crossings on/near State Highways to make them safer. As the Council is partly responsible for upgrades at public crossings there needs to be consideration of where and how these costs may be recovered and the LCSIA process provides a technical process to assess changes in risk levels and from there, to apportion upgrade costs.
- 14 KiwiRail is keen to ensure that ITA criteria address effects on level crossings and contain trigger levels - which we will further consider and provide in the next round.

Appendix 2: items where no change is recommended

- 15 On page 229 of the Options report the 3rd item notes that the '*protection of the Strategic Transport Network will be dealt with in the Noise and Vibration topic*'. This is acceptable for reverse sensitivity issues however the protection of the strategic transport network is an overarching Plan issue and certain technical standards may not logically 'fit' within the Noise and Vibration section. For example, the 5m setback sought below is a safety and amenity control – it is not connected with acoustic protection. KiwiRail concur that Plan staff should work closely together on to ensure that these distinctions and interrelationships find the right Plan location; so rules are easy to find and fully supported by overarching objectives and policies.

KiwiRail transport related standards

- 16 KiwiRail like to take the opportunity to provide the Council with its revised Level Crossing sightline diagrams as there are currently two dated versions in the Operative Plan;
- Level crossing sightline diagram Rule 4.7.1 referring to Rural Diagram Appendix 10 Diagram E10.E

- Level crossing sightline diagram labelled Road/rail level crossings Urban Rule 5.4 Appendix 13 Diagram E13.3
- 17 The Plan review should take the opportunity to rationalise these diagrams and replace them with the following. It is noted that non-compliance with either rule is a non-complying activity. KiwiRail will support this approach however we generally seek Restricted Discretionary Activity (RDA) status for non-compliance with this standard.

Level crossing sightline controls

- 18 Revised level crossing sightline controls and RDA criteria are provided below. The sightline standard avoids the poor location of land uses which can obstruct sight lines for uncontrolled railway level crossings. One of the key factors in maintaining safety is to ensure road vehicle drivers are presented with sufficient visibility along the rail tracks and obstructions do not block the visibility of level crossing signs or alarms to approaching drivers. The larger 'approach' sightline controls apply at Give Way level crossings only, whereas the longer, but shorter 'restart' sightlines apply at both Stop and Give way controlled intersections.

Approach sight triangles at level crossings with Give Way signs

On sites adjacent to rail level crossings controlled by Give Way Signs, no building, structure or planting shall be located within the shaded areas shown in Figure 1. These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.

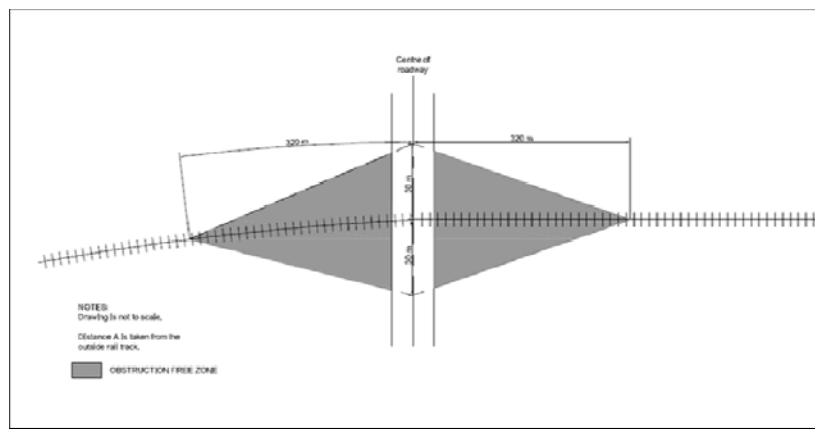


Figure 1: Approach Sight Triangles for Level Crossings with Give Way Signs

Advice Note:

The approach sight triangles ensure that clear visibility is achieved around rail level crossings with Give Way signs so that a driver approaching a rail level can either:

- *See a train and stop before the crossing; or*
- *Continue at the approach speed and cross the level crossing safely*

Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.

Restart sight triangles

On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building, structure or planting shall be located within the shaded areas. These are defined by a sight triangle taken 5 metres from the outside rail and 677 metres along the railway track.

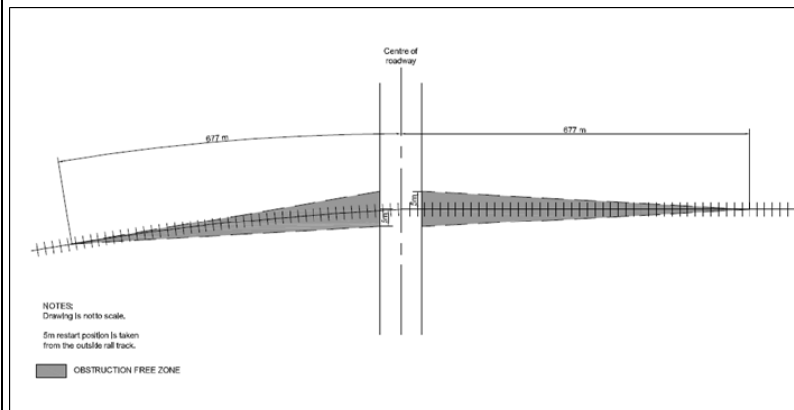


Figure 2: Restart Sight Triangles for Level Crossings

Table 1: Required Restart Sight Distances for Figure 2

Required approach visibility along tracks A (m)

Signs only	Alarms only
677 m	677 m

Advice Note:

The restart sight line triangles ensure that a road vehicle driver stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train. Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions.

Notes:

1. Figures 1 and 2 show a single set of rail tracks only. For each additional set of tracks add 25 m to the along-track distance in Figure 1, and 50 m to the along-track distance in Figure 2.

2. All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings. The formulae in this document are performance based; however, the rule contains fixed parameters to enable easy application of the standard. Approach and restart distances are derived from a:

- train speed of 110 km/h

- *vehicle approach speed of 20 km/h*
- *fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing*
- *25 m design truck length*
- *90° angle between road and rail*

19 As previously noted, KiwiRail generally seeks that rule non-compliances be considered as RDA's. Matters of discretion can include;

- The extent to which the safety and efficiency of rail and road operations will be adversely affected
- The outcome of any consultation with KiwiRail
- Any characteristics of the proposed use that will make compliance unnecessary

Application for resource consent under this rule can be decided without public notification. KiwiRail is likely to be the only affected person determined in accordance with section 95B of the Resource Management Act 1991.

Vehicle access way setbacks

20 KiwiRail supports the retention of the Operative Plan rule E13.2.2.3 30metre access way setback from level crossings;

'No part of any vehicle crossing shall be located closer than 30 metres to the intersection of any railway line as measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.'

21 This ensures that the potential conflicts between new vehicle access ways and level crossings are avoided. Level crossing accidents, whilst rare, are severe. The 30metre distance enables sufficient stacking distance between the level crossing and the adjacent access way and minimises the risk of traffic being stopped across the railway line. It allows space for vehicles to wait/stop at level crossings (including longer trucks and rural vehicles), without frustrating someone trying to get in or out of an adjacent site.

22 KiwiRail generally seeks that rule non-compliances be considered as RDA's.

Matters of discretion should be restricted to:

- The extent to which the safety and efficiency of rail and road operations will be adversely affected
- The outcome of any consultation with KiwiRail
- Any characteristics of the proposed use that will make compliance unnecessary

Application for resource consent under this rule will be decided without public notification. KiwiRail is likely to be the only affected person determined in accordance with section 95B of the Resource Management Act 1991.

5m building setback

- 23 KiwiRail seeks that a new 5m setback rule be added to the Plan applying to all new building development adjacent to operational railway corridor boundaries. The construction and alteration of a building meeting a setback of 5m from an operational railway corridor boundary would be a permitted activity.

Matters of discretion as a RDA where the 5m setback could not be met would be;

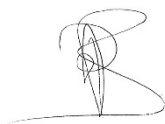
- Building location, design and use as it relates to the rail corridor
 - Effects on the safety and efficiency of the rail network
 - Building construction and maintenance as it relates to the rail corridor (whether a reduced setback from the rail corridor will enable buildings to be maintained without requiring access above, over, or on the rail corridor).
- 24 The new Plan will enable future development in towns, villages and other growth areas. Intensification will increase the numbers of people near operational rail corridors and therefore subject to greater safety risks and adverse amenity effects. Unrestricted public access to the rail network is not available. The rail corridor is not like roads where the public can gain access at many points. Trespass is a therefore common problem for KiwiRail in managing the rail corridor, and accidents and near misses can often result.
- 25 Ensuring structures are setback from the rail network allows access and maintenance to occur without the landowner or occupier needing to gain access to the rail corridor- potentially compromising their own safety. For these safety reasons setting back buildings from the rail corridor boundary is a means of ensuring people's health and wellbeing through good design. The construction of buildings near the rail corridor has significant safety risk if not managed in accordance the standard.
- 26 The 5m setback allows for vehicular access to the backs of buildings (e.g. a cherry picker) and would also allow scaffolding to be erected safely. This in turn fosters visual amenity as lineside properties can then be regularly (and easily) maintained. A setback is the most efficient method of ensuring development does not result in additional safety issues for activities adjacent to the rail corridor, whilst not restricting the ongoing operation and growth of activity within the rail corridor.

Conclusion

- 27 Thank you for the opportunity to comment on the Options report. Would you please add KiwiRail as a key stakeholder requiring engagement and information as the preferred options are developed and for the next stages of the Plan?

I'm happy to clarify any comments.

Kind regards

A handwritten signature in black ink, appearing to be 'Pam Butler', with a stylized, cursive script.

Pam Butler

Senior RMA Advisor

KiwiRail

A2 – Letter of 17 October 2018

17 October 2018

Selwyn District Council

Selwyn District Plan Review Team

By email: Craig.Friedel@selwyn.govt.nz

Dear Craig

KiwiRail feedback on Transport Options: 08 October 2018 Additional Matters Report

KiwiRail's feedback, based on the issues raised in the 08 October 2018 'Additional Matters' Report (the Report), is set out below.

KiwiRail transport related standards

a. 30m access way setback

KiwiRail provided initial feedback on the two main technical standards sought to be provided in the Transport section. The first is the retention of the Operative Plan rule E13.2.2.3 which requires a 30 metre access way setback from level crossings;

'No part of any vehicle crossing shall be located closer than 30 metres to the intersection of any railway line as measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.'

This control needs appropriate RDA criteria as submitted in our first letter. This is adequately supported by the Objectives and Policies both existing and as proposed to be amended in the next section.

b. Level crossing sightlines

The second control is KiwiRail's level crossing sightlines. KiwiRail considers that the Operative Plan definition of 'building' can be used to limit most structures in the sightline area and this can be easily managed at the building consent stage. While some of the definition's excluded items could impact on sightlines (i.e. caravans) the problem is then one of enforcement (as these activities are generally permitted without District Plan formality).

Some planting starts small, but ends up growing much higher. Excluding any 'tree' as defined in the Plan would be a useful restriction. Shrubs and other planting not defined as 'trees' and which grow above 1metre in height could obscure the sightlines – but enforcing this rule may be difficult.

KiwiRail support the application of its level crossing sightline controls to all signs and billboards.



Objectives and Policies

I've provided comments on the Transport Objectives and Policy section and have noted some updates needed to the existing Plan text (if it's to be retained) below.

a. General/terminology updates

Consider using the term 'land transport networks' or 'land transport systems' to cover both road and rail, cycleways, footpaths, local roads in new Plan.

b. Operative District Plan Section B2.1 Railway Lines

*There are two railway lines running through the District: the Midland line which runs east-west, and the South Island Main Trunk railway line which runs north-south. These are owned and managed by ~~ONTRACK (a division of NZ Railways Corporation).~~ **KiwiRail Holdings Limited (KiwiRail)***

c. Railway Lines

*Road users moving across railway lines can also create potential safety hazards. The two main trunk railways lines in the Selwyn District cross many roads. Not all railway crossings in the District have bells or barrier arms, so visibility at railway ~~line~~ **level** crossings is very important for both train drivers and road users. ~~Railway crossings need to be appropriately designed for the number and type of vehicles using them.~~ **Managing risks to both rail and road traffic at level crossings in the Plan is done by controlling development near these intersections.** *Where activities increase the number of people or vehicles **using a level** crossing ~~the railway line~~, any effects on the safety of the crossing need to be **avoided or** mitigated.**

d. Objectives

The Report asks a question about whether the Objectives, Policies and Rules in relation to rail (new lines/sidings, crossings, sight lines etc) are appropriate? The existing Transport Objectives and Policies can be altered to boost support for the subject KiwiRail standards and also the reverse sensitivity measures sought in the new Plan. Various changes are proposed to the Objectives and Policies below. KiwiRail may, however, suggest further changes once we view the entire range of Plan Objectives and Policies, including those for Utilities and Reverse Sensitivity.

Objective B2.1.1	KiwiRail comment
An integrated approach to land use and transport planning to ensure the safe and efficient operation of the District's roads, pathways, railway lines and airfields (or, transport networks/systems) is not compromised by adverse effects from activities on surrounding land or by residential growth.	KiwiRail agrees that Objective B2.1.1 is broadly acceptable as is. A possible change is proposed to include all forms of transport and acknowledge their interrelationship(s).

Objective B2.1.2	KiwiRail comment
<p><i>An integrated approach to land use and transport planning is taken to manage and minimise adverse effects of transport networks on adjoining land uses, and to avoid “reverse sensitivity” effects on the operation of transport networks.</i></p> <p><u>By managing the development of incompatible structures and activities avoid adverse effects, including reverse sensitivity effects, of subdivision, use and development on the operation, safety, maintenance, upgrade and development of transport networks/systems</u></p>	<p>KiwiRail agrees that this Objective supports it's standards but that given there is a range of proposed reverse sensitivity controls to cover; i.e. noise and vibration controls, setbacks, level crossing controls and e.g. road intersection design standards all falling under this umbrella, that it should be split into two parts with an additional Objective created to address the management of activities at any transport network/system interface.</p>
Objective B2.1.3	KiwiRail comment
<p><i>Future road networks and transport corridors are designed, located and protected, to promote transport choice and provide for a range of sustainable transport modes; and alternatives to road movement of freight such as rail.</i></p>	<p>This Objective supports providing multi model transport options however the last phrase could be deleted as it is implicit in the first part. It does link to Policy B2.1.17, so could be retained.</p>
Objective B2.1.4	KiwiRail comment
<p><i>Adverse effects of land transport networks on natural or physical resources or amenity values, are avoided, remedied or mitigated, including adverse effects on the environment from construction, operation and maintenance.</i></p>	<p>KiwiRail supports this Objective.</p>

e. Policies

Policy B2.1.17	KiwiRail comment
<p><i>Encourage viable alternatives to road transport such as the movement of freight via rail.</i></p> <p><u>Encourage multi modal approach to transport provision;</u> or</p> <p><u>Provide good access to facilities and services by a range of transport modes through the provision of integrated networks of roads, rail, public transport, cycle, and pedestrian routes</u> (taken from the Waikato Proposed District Plan).</p>	<p>KiwiRail supports this Policy and suggests some options which are equally acceptable.</p>

Policy B2.1.18	KiwiRail comment
<p>Ensure structures and plantings do not impair the visibility <u>within sightlines</u> of railway lines and at road/rail level crossings. for motorists, pedestrians or train drivers.</p>	<p>KiwiRail agrees that this Policy supports its standards but changes are suggested for clarity.</p>

Policy B2.1.19	KiwiRail comment
<p><i>Avoid any property having <u>direct</u> access to a formed, legal road over a railway line.</i></p>	<p>KiwiRail supports this Policy but it needs to be targeted to prevent direct access to the railway corridor, rather than potentially capture any property owner who might use one of the 46 public level crossings in the District (12 Main South Line and 34 on the Midland line) There are a number of existing properties with private level crossings subject to a grant of right from KiwiRail. KiwiRail is most interested in preventing the subdivision and development of new lots using private level crossings as this adds to rail and road risk.</p>

Policy B2.1.20	KiwiRail comment
Ensure any new development is designed and located to minimise the need for pedestrians, cyclists or motorists to cross railway lines.	This Policy acts to prevent new development, including urban development from requiring new crossings. This policy supports safety by acting to prevent new crossings being established. This is supported. It would also seem to cover much of the intent of Policies B2.1.22 and B2.1.23 below.

Policies B2.1.22 and B2.1.23	KiwiRail comment
<p><i>Policy B2.1.22</i></p> <p><i>Confine residential or business development in a township to one side of any State Highway or railway line where the township is already wholly or largely located on one side of the State Highway or railway line, unless that area is not suitable for further township expansion.</i></p> <p><i>Policy B2.1.23</i></p> <p><i>Where a township is already largely developed on both sides of a State Highway or railway line:</i></p> <p><i>–Discourage new residential or business development from extending the township further along the State Highway or railway line if there are alternative, suitable sites; or, if not,</i></p> <p><i>–Restrict new residential or business areas to extending further along one side of the State Highway or railway line only.</i></p>	<p>The technical standards KiwiRail seeks aren't really affected by this Policy which addresses wider urban development and design issues. KiwiRail obviously support development which avoids new level crossings and avoids ribbon development alongside transport networks.</p>

TRANSPORT NETWORKS — ANTICIPATED ENVIRONMENTAL RESULTS	KiwiRail comment
<p><i>Railways</i></p> <p><i>–The safe operation of the District's railway lines is not reduced or impeded by land use activities.</i></p> <p><i>–Properties do not have <u>direct</u> access directly over railway lines.</i></p> <p><i>–Visibility along railway lines and at road/rail crossings is maintained</i></p> <p><i>–Opportunities for movement of freight via rail are encouraged</i></p>	<p>KiwiRail notes that this outcome is broadly acceptable but has suggested changes for greater clarity.</p>


3 Conclusion

While KiwiRail is working with other network utilities on the on the development draft national planning standards the process is at an early stage and it should not be assumed that the sightline and other controls KiwiRail seeks will be addressed in that process. KiwiRail will support the new Plan providing a consistent strategy which includes a full suite of Objectives, Policies and Plan standards for both managing and protecting the rail network in Selwyn.

Thank you for the opportunity to comment on the Abley Report.

I'm happy to clarify any comments.

Kind regards

A handwritten signature in black ink, appearing to be 'Pam Butler', with a horizontal line extending from the bottom left of the signature.

Pam Butler

Senior RMA Advisor

KiwiRail

APPENDIX 2: Supplementary Baseline Report - Targeted questions

1. Rail

- Are the objectives, policies and rules in relation to rail (new lines/sidings, crossings and sight lines) appropriate?

2. Road hierarchy

- Do any roads need a different hierarchy (Township Appendix E7 and Rural Appendix E9) (higher or lower) applied to them?
- Are there roads that have been upgraded or constructed to collector or arterial road standards since the hierarchy list was last reviewed and need to be included in the list, so that associated land uses can be appropriately managed?
- Where new collector/arterial-function roads are constructed, what planning process should be used to include them in the roading hierarchy (a deeming provision? Plan change? Something else?), and at what point should this happen?

3. Corner splays

- Are the provisions in relation to corner splays (sizes, matters for discretion where not complying) appropriate?

4. Vehicle crossings and access

- Are the rural vehicle crossing provisions adequate and appropriate?
- What is the difference between a standard and a heavy-duty crossing (Townships Appendix E13.2.5)? Should this difference be retained?
- Should the vehicle crossing standards be the same or different between townships and rural areas?
- Is Rural Rule 3.9 Buildings and access and parking adequate and appropriate?
- Are the provisions in Townships Appendix E13.2.2 and associated Table E13.5 (distance of vehicle crossings from road intersections) adequate and appropriate?
- Are the provisions in Townships Appendix E13 Table E13.7 (distance between vehicle crossings on same side of the road) adequate and appropriate?
- Are the provisions in Townships Appendix E13 Table E13.9 (minimum distance between intersections for new roads) adequate and appropriate?

5. Amenity strips in vehicle accessways

- Should amenity strips within private accessways be better enabled and if so determine how this is best achieved (i.e. increasing the minimum legal width of accessways, limiting the length of accessways)?

6. Rural

- In relation to Rural Rule C4 Roads and Transport, Rural Appendix E10 Transport and Rural Appendix E11 Traffic Sight Lines, are the existing provisions adequate and appropriate?

7. Design Diagrams

- Are the existing diagrams in Rural Appendices E10 Transport & E11 Traffic Sight Lines adequate and appropriate?
- Are the existing diagrams in Townships Appendix E13 adequate and appropriate?

APPENDIX 3: Road Classification Schedules

Road classification updates

Road	From	To	New Classification
New Arterial Road Classifications			
Dunns Crossing Road	Lowes Road	Selwyn Road	Arterial
Selwyn Road	Lincoln Rolleston Road	Dunns Crossing Road	Arterial
New Collector Road Classifications			
Barton Fields Drive	Birchs Road	Faulks Drive	Collector
Beaumont Drive	Levi Road	Kendon Drive	Collector
Berketts Road	Main South Road	Larcombs Road	Collector
Branthwaite Drive	Lincoln Rolleston Road	TBC	Collector
Brinsworth Avenue	Weedons Ross Road	Rotherham Drive	Collector
Broadlands Drive	Springston Rolleston Road	Lowes Road	Collector
Carnaveron Drive	Faulks Drive	TBC	Collector
Carnbrae Drive	Springs Road	Blakes Road	Collector
Central Avenue	Tosswill Road	Stationmasters Way	Collector
Courtenay Road	West Coast Road	150m south of Adelaide Street	Collector
Craig Thompson Drive	Birchs Road	O'Reilly Road	Collector
Curraghs Road	Main South Road	Maddisons Road	Collector
Dynes Road	Springston Rolleston Road	Goulds Road	Collector
East Belt	James Street	Edward Street	Collector
East Maddisons Road	Oak Tree Lane	Selwyn Road	Collector
Eastfield Drive	O'Reilly Road	Edward Street	Collector
Farringdon Boulevard	Dynes Road	Ledbury Drive	Collector
Faulks Drive	Barton Fields Drive	Carnaveron Drive	Collector
Goulds Road	Broadlands Drive	Leeston Road	Collector
Granite Drive	Brookside Road	Dunns Crossing Road	Collector
Greendale Road	Cardale Street	250m south of Snowdon Place	Collector
Iris Taylor Avenue	Preston Avenue	West Coast Road	Collector
Jones Road	Weedon Ross Road	Trents Road	Collector
Kendon Drive	Beaumont Drive	Strauss Drive	Collector
Kidman Street	Tennyson Street	Rolleston Drive	Collector
Kimberley Road	Kowhai Drive	Old West Coast Road	Collector
Larcombs Road	Waterholes Road	Berketts Road	Collector
Link Drive	Hoskyns Road	Izone Drive	Collector

Road	From	To	New Classification
Maddisons Road	Hoskyns Road	Dawsons Road	Collector
Mclaughlins Road	Cressy Place	Stott Drive	Collector
Minchins Road	Old West Coast Road	Waimakariri Gorge Road	Collector
Norman Kirk Drive	Rolleston Drive	Kidman Street	Collector
O'Reilly Road	Eastfield Drive	Craig Thompson Drive	Collector
Preston Avenue	Weedons Ross Road	Iris Taylor Avenue	Collector
Robinsons Road	Main South Road	Waterholes Road	Collector
Russell Lilley Drive	East Maddisons Road	TBC	Collector
Shillingford Boulevard	East Maddisons Road	TBC	Collector
Stationmasters Way	Springs Road	Central Avenue	Collector
Stonebrook Drive	Brookside Road	Granite Drive	Collector
Strauss Drive	Kendon Drive	Levi Road	Collector
Tancreds Road	Ellesmere Road	Springs Road	Collector
Tauhinu Avenue	Vernon Drive	Southfield Drive	Collector
Tiny Hill Drive	Lowes Road	Brookside Road	Collector
Trents Road	Main South Road	Birchs Road	Collector
Trices Road	Ellesmere Road	Birchs Road	Collector
Vernon Drive	Gerald Street	Southfield Drive	Collector
Wards Road	Two Chain Road	Bealey Road	Collector
Waterholes Road	Selwyn Road	Hamptons Road	Collector

Possible future road classifications

Road	From	To	New Classification
Branthwaite Drive Extension	Branthwaite Drive	TBC	Collector
Broadlands Drive Extension	Springston Rolleston Road	TBC	Collector
Carnaveron Drive Extension	Birchs Road	Faulks Drive	Collector
Iport Drive	Jones Road	Hoskyns Road	Collector
Link Drive	Hoskyns Road	Iport Drive	Collector
Northmoor Boulevard	East Maddisons Road	TBC	Collector
Southfield Drive	Southfield Drive	Springs Road	Collector

APPENDIX 4: Summary of recommended changes

Issue	Recommendation	Discussion
Rail provisions	<ul style="list-style-type: none"> Consider KiwiRail's suggested changes to the objectives and policies that apply to the rail network and reference to the need to encourage and facilitate rail to support public transport. Retain Rule E13.2.2.3 that requires a 30m accessway setback from level crossings with appropriate restricted discretionary matters of assessment. Review the definition of 'building' and 'tree' to ensure it covers all activities that require sightlines to maintain the safe and efficient operation of the rail network, including billboards and signs. Insert the KiwiRail level crossing sight lines diagram in permitted activity Rule 4.7.1 and Appendix 10 - Diagram E10E to detail the Rural design standards. Insert the KiwiRail level crossing sight lines diagram in permitted activity Rule 5.4 and Appendix 13 - Diagram E13.3 to detail the Townships design standards. 	<ul style="list-style-type: none"> The suggested changes to the objectives include using the term 'land transport network' to cover road and rail, cycleways, footpath and local roads, referencing KiwiRail Holdings Limited and to better manage incompatible land uses to reduce the risk that they may compromise the efficient and safe operation of the rail network. The suggested changes to the policies seek to encourage multi-modal networks, reference sight line requirements and minor wording changes to improve clarity. The suggested changes to the rules seek to clarify sight lines, assessment matters and the definitions to capture structures that may undermine visibility.
Road classification updates	<ul style="list-style-type: none"> Refer to the updated schedule in Appendix 3. Consider the preparation of a map to illustrate the network road classifications and referencing an intermediary status to reference future anticipated classifications. 	<ul style="list-style-type: none"> The suggested changes seek to ensure the Proposed Plan includes the most up to date road classifications. The inclusion of a map is consistent with best practice.
Corner splays	<ul style="list-style-type: none"> Retain the existing corner splay design requirements. 	<ul style="list-style-type: none"> The current corner splay design provisions require a 3m radius in Living Zones and a 6m radius in Business Zones, which are working effectively. The subdivision assessment matters relate to the effects on the efficient functioning and safety of the road and amenity.
Vehicle crossings	<ul style="list-style-type: none"> Consider inserting a rule or explanatory note making reference to the heavy-duty vehicle crossing design requirements contained in the ECoP. Replace any references to 'Strategic Road' to 'State Highway' to ensure consistency with the operative road classifications to be consistent with Rule C4.5. 	<ul style="list-style-type: none"> The suggestion to include a reference to the ECoP design requirements and to consider illustrating these in a diagram reflects best practice. The suggested changes to replace 'Strategic Road' with 'State Highway' is a tidy up from PC12.

Issue	Recommendation	Discussion
	<ul style="list-style-type: none"> Consider cross referencing the land use matters of discretion (Rural Volume 3.9.2.2 (b) and Township Volume 5.3.5.2) and illustrating the vehicle crossing design requirements in the diagrams contained in the Appendices. 	<ul style="list-style-type: none"> The design and location of the vehicle crossing matters of discretion should be listed in the design requirements and accompanying diagrams.
Vehicle crossing and intersection distances	<ul style="list-style-type: none"> Consider the inclusion of explanatory text in Tables E10.3 and E13.5 to: <ul style="list-style-type: none"> (a) Remove the State Highway minimum distances and to make a reference to NZTA requirements (which may change through the review of the PPM) (b) Replace the words “<i>Vehicle crossing adjoins to</i>” with “Frontage Road” to improve clarity Recommend that the method for measuring the vehicle crossing and intersection distances for both urban and rural environments is referenced in a new diagram to provide certainty. 	<ul style="list-style-type: none"> It is recommended that any direct references to the State Highway minimum requirements are removed and for Plan users to be directed to NZTA to confirm what design standards they require. This also provides flexibility to update the PPM to ensure ongoing consistency between the Proposed Plan and NZTA requirements. The suggestion to illustrate the measurement distances in a diagram similar to Figure 8.1 of the Supplementary Baseline Report reflects best practice and provides greater certainty to Plan users.
Vehicle crossing separation distances	<ul style="list-style-type: none"> Consider the retention of the vehicle crossing separation distance design requirements and consider these in conjunction with the consideration of the Local Minor and Local Intermediate Road classification design requirements. Amend Rule E13.2.4.8 to incorporate the new speed management approach that excludes the use of 70km/hour as follows: <i>“Notwithstanding E13.2.4.5 above, for vehicle crossings onto a State Highway or Arterial Road with a posted speed limit of 60 70km/h or greater the distances between crossings shall be taken from Diagram E13.4”</i> 	<ul style="list-style-type: none"> The existing vehicle crossing separation distances are 7m to a shared accessway or less than 1m or greater than 7m for Living Zones and less than 1m or greater than 7m for Business Zones. The appropriateness of retaining these design standards need to be evaluated alongside the function of Local Minor and Local Intermediate Roads. The suggested changes to Rule E13.2.4.8 will align the Proposed Plan to NZTA’s updated speed management approach and best practice.
Intersection separation distances	<ul style="list-style-type: none"> Remove the minimum separation distance requirement for Local Roads that operate at a 50km/h speed limit and include it as a subdivision assessment matter. Consider referencing NZTA’s guidance to determine the minimum intersection separation distances on State Highways and establish whether this is referenced in the ECoP. 	<ul style="list-style-type: none"> Rule E13.3.2.1 requires the intersection spacing to comply with Table E13.9. Replacing this rule with a subdivision assessment matter aligns with best practice, will improve the efficiency of the Proposed Plan and continues to enable road safety to be considered where the minimum intersection separation distance requirement is not met.

Issue	Recommendation	Discussion
Accessway design	<ul style="list-style-type: none"> • The Living Zone design requirements should include 1 to 3 sites so that the design requirements apply to access legs serving rear single properties and making it clear that this does not apply to sites with direct road frontage. • Retain the minimum formation widths, while noting that the maximum formed width is not required as the maximum vehicle crossing width applies. • Consider how passing within private accessways could be facilitated, including whether design requirements are provided in the ECoP and/or Subdivision Design Guide. • Increase the Business Zone minimum formed accessway width to 5.5m to support two-way traffic flow and consider the inclusion for a path to facilitate pedestrian movements where a certain number of onsite parking spaces are required. • Evaluate the need for a subdivision assessment matter to consider the design of turning areas rather than a rule. • Introduce a rule or explanatory note outlining the minimum Fire and Emergency New Zealand design requirements. 	<ul style="list-style-type: none"> • The suggested changes include integrating the single rear accessway design requirements into a single table rather than a standalone rule. It is intended to retain the current 3.5m minimum vehicle crossing widths for these single rear accessways. • Efficiencies are able to be gained by only referencing the minimum accessway widths, with the maximum width being managed covered by the maximum vehicle crossing design widths listed in Table E13.7 – Vehicle Crossing Requirements for Living and Business Zones and Rule E10.2.4 – Vehicle Crossings – Design and Siting for Rural Zones. • Consideration needs to be given to how: (a) Pedestrians using private accessways are catered for; (b) Two-way traffic flows and turning areas are provided for; and (c) Accessway design requirements in Councils ECoP and Design Guides and Fire and Emergency New Zealand minimum design requirements are referenced in the Proposed Plan.
Rural transport rules	<ul style="list-style-type: none"> • Remove references to the horizontal (cross fall) gradient in the permitted and restricted discretionary activity rules for the Road and Engineering Standards. • Include a matter of discretion (to Rule 4.6.1.3) to avoid any adverse effects relating to parking overspill into the berm of rural roads. • Amend the land use matter of discretion under Rule 4.6.6.1 to clarify that further consideration of the design for mobility impaired parking is needed only when the demand is lower than the number required in Rule 4.6.3 Parking Requirements. • Restructure the Table E10.1 – Minimum Car Park Dimensions of Appendix E10.1 to align the table with the design diagrams, ensure consistency with engineering best practice and provide clarity to improve the administration of the Plan. • Delete the reference to Table E10.2 in E10.2.1.2 of Appendix E10.1 as all shared private vehicle accessways require turning areas and to insert wording to reference the ECoP correctly. 	<ul style="list-style-type: none"> • The suggested changes are recommended to simplify the Proposed Plan, align with current best practice and provide certainty to Plan users.

Issue	Recommendation	Discussion
Transport design requirements and diagrams	<ul style="list-style-type: none"> Remove Diagram E10.A1 – Sight Distances Measurements and State Highway/Arterial Sight Distance Values, insert a reference to NZTA’s PPM design requirements and consider preparing a diagram to illustrate the design requirements (Rural Volume). Simplify diagram E10.A2 – Access Separation from Intersections to ensure a consistent approach is applied across the rural and urban environments and consider including an explanatory note stating that the rule only applies to vehicle crossings on the same side of the road as the intersection (Rural Volume). Remove diagram E10.B1 – State Highways – Low Use Access Standard (up to 30 ecm/day) in the Rural Volume to accord with NZTA PPM Table App5B/4 – Accessway Types and insert a reference to NZTA’s PPM design requirements (Rural Volume). Remove diagram E10.B2 – State Highways – Moderate Use Access Standard (31-100ecm/day) to accord with NZTA PPM and insert a reference to NZTA’s PPM design requirements (Rural Volume). Remove the reference to “Residential” from diagram E10.C1 – Vehicle Crossing – Residential Access Standard for Local Roads to ensure consistency with the ECoP and ensure that access to other building types or activities is clear (Rural Volume). Remove the reference to “Residential” from diagram E10.C2 – Vehicle Crossing – Residential Access Standard for Arterial and Collector Roads to ensure consistency with the ECoP and ensure that access to other building types or activities is clear (Rural Volume). Include instructions on how to calculate the measurements under the ‘Varies’ category in diagram 10.D – Vehicle Crossing – Commercial and Heavy Access Standards for all Roads (Rural Volume). Update E10.E – Sight Distance at Railway Lines to incorporate KiwiRail’s design requirements (Rural Volume). Replace the 5.4m stall depth to 6.1m as it applies to all users in diagram E10.F Car Parking and insert a reference to NZS4121:2001 Design for Access and Mobility in the advice notes (Rural Volume). 	<ul style="list-style-type: none"> The suggested changes are recommended to simplify the Proposed Plan, provide flexibility to update the PPM to ensure ongoing consistency between the Proposed Plan and NZTA requirements, align with current best practice and provide certainty to Plan users.

Issue	Recommendation	Discussion
	<ul style="list-style-type: none">• Remove the reference to 'Collector Road' in the heading of Table E10.4 – Minimum Sight Distances as the rules only apply to State Highways and Arterial Roads (Rural Volume).• Replace the 5.4m stall depth to 6.1m as it applies to all users in diagram E13.1 Car Parking and insert a reference to NZS4121:2001 Design for Access and Mobility in the advice notes (Township Volume).• Simplify diagram E13.5 – Access Separation from Intersections (as per diagram E10A2 above) to ensure a consistent approach is applied across the rural and urban environments and consider including either a rule or diagram explanatory note stating that the rule only applies to vehicle crossings on the same side of the road as the intersection (Township Volume).	

Supplementary transport – communications and engagement summary plan

Key messages

(as of 12 November 2018)

Background

- As part of the Selwyn District Plan Review the Council has also been reviewing how transport is managed across the district.
- Earlier this year the Council’s District Plan Committee endorsed a preferred option report on a number of priority transport-related changes to be considered for inclusion in the Proposed District Plan. Those changes were also part of the initial public consultation which took place in August-September.
- This supplementary preferred option report outlines draft changes for the remaining transport-related rules and policies that weren’t covered by the initial investigation. The exception is the car parking-related rules as they depend on the Car Parking Strategy which is currently out for public consultation.

Current status

Transport-related rules and policies

- The majority of the objectives, policies and rules relating to the rail network, road, vehicle crossing and accessway formation standards, rural transport provisions and the transport related design requirements are working effectively.

Road classification update

- The road classifications in the Plan influence the amenity of streets and their function within the wider network hierarchy. They cover the full range of road types provided across the district, from State Highways through to Local Minor Roads. The classification determines what design requirements are applied to achieve the desired levels of service for each road type, through matters such as legal road and carriageway widths, traffic and parking lanes and provision for cycle and footpaths.
- Some of the road classifications are out of date as a result of changes to the road network and require updating, which are inevitable in a fast-growing district like Selwyn.

Corner splay provisions

- The investigations have identified that the corner splay policies, rules, assessment matters and design requirements are working well and do not require substantial change.

About preferred option

Transport related policies and rules

- A number of drafting changes to the relevant transport provisions are recommended to improve the effectiveness and efficiency of the Proposed Plan in managing the rail and rural transport networks, vehicle crossing, intersection and accessway design and the related diagrams.

Road classification update

- The road classification lists require updating to reflect their current status within the network and to develop maps illustrating the network road classification to provide greater certainty and ease of administration

Corner splay related policies and rules

- The preferred options recommend rolling over the current provisions that manage the design of corner splays.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	KiwiRail	N/A	Selwyn ratepayers
	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	NZ Transport Agency		News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)			Wider public

Legend	High level of interest/ High level of influence (“Manage closely”)	High level of interest/ Low level of influence (“Keep informed”)	Low level of interest/ high level of influence (“Keep satisfied”)	Low level of interest/ Low level of influence (“Watch only”)

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6)

² Key stakeholders are “the organisations requiring engagement and information as the preferred options for the Draft District Plan are being prepared.” (District Plan Review Community Engagement Implementation Plan; p.6))Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement during review phases

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Baseline assessments						
Preferred option development						
Preferred option consultation						

2018/2019 communications and engagement key tasks/milestones per month

(more detailed action plans to be developed for each major milestone or as required)

Audiences	Pre-November	November	December 2018 – March 2019
ECan			Preferred option report is shared and feedback sought
Rūnanga			Preferred option report is shared and feedback sought
Key stakeholders			Preferred option report is shared and feedback sought
Landowners/occupiers			Preferred option report is shared and feedback sought
General public			PO report is published on Your Say Selwyn website
DPC		Preferred option report goes to DPC for endorsement	

8. Post Engagement Report and updated Communications and Engagement Summary Plan for Transport

Author:	Craig Friedel, Consultant Planner
Contact:	(03) 347 2827

Purpose

To brief the Committee on the 'Transport' post engagement report, which summarises and analyses the feedback received and recommends any change to the Preferred Option(s).

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

"That the Committee notes the report."

"That the Preferred Options previously endorsed by DPC progress to the 'Drafting and Section 32 Evaluation Phase'

"That the Committee notes the updated summary plan."

Attachments

'Post Engagement Report for Transport'

'Transport - communications and engagement summary plan (post engagement report)'

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE:	DPC meeting – 5 December 2018
TOPIC NAME:	Transport
SCOPE DESCRIPTION:	Post Engagement Preferred Option Update Report
TOPIC LEAD:	Craig Friedel
PREPARED BY:	Craig Friedel

EXECUTIVE SUMMARY

Summary of Preferred Options Endorsed by DPC for Further Engagement:

1. Integrated Transport Assessments

Land use and transport integration – Option 6: Require Integrated Transport Assessments based on the scale of activities and for these requirements to be reflected in objectives and policies to achieve integrated land use and transport outcomes.

2. Local Road design

Street Design – Option 2: Increase the minimum widths for the Local Minor and Local Intermediate Road categories and develop assessment matters to evaluate applications seeking narrower widths.

Cul de sac design – Option 3: Retain the maximum 150m length and no cul de sac at the end of a cul de sac and require a line of sight to the adjoining street (where topographical constraints and existing networks allow).

3. Walking, cycling and public transport

Footpaths – Option 2: Require two-sided footpaths on all Local Roads (where provided for within the legal road width) and develop assessment matters to evaluate the appropriateness of single-sided footpaths.

Walkable blocks – Option 2: Include subdivision performance standards requiring blocks with an 800m maximum perimeter.



	<p><i>Cycle parking rates - Option 2: Develop activity-based cycle parking rates using floor area and to cater for both long and short-term needs.</i></p> <p><i>Cycle parking design and location – Option 2: Develop rules to establish the location and design of cycle parking facilities, including the incorporation of some Engineering Code of Practice requirements.</i></p> <p><i>Public transport - Option 2: Include objectives and policies that support public transport outcomes and signal the need for Council to consider specific public transport facilities.</i></p> <p>4. Miscellaneous comments related to the Transport Topic</p> <ul style="list-style-type: none"> a) Objectives and policies to support high quality, safe and efficient transport links; b) Rural accessways and vehicle crossings; and c) Car parking.
Summary of Feedback Received:	<p><i>Integrated Transport Assessments</i></p> <ul style="list-style-type: none"> • The majority of respondents confirmed the need to continue to evaluate the appropriateness of requiring Integrated Transport Assessments, while listing a number of matters to consider during the s32 drafting phase. <p><i>Local Road design</i></p> <ul style="list-style-type: none"> • General support for the Preferred Options is provided, along with comments that will contribute to the wider analysis of the function of Local Roads and their importance to the social and economic well-being of the district. <p><i>Walking, cycling and public transport</i></p> <ul style="list-style-type: none"> • The respondents confirmed the need to continue to evaluate the appropriateness of reviewing the existing provisions in line with the Preferred Options, while listing a number of options and reference points to consider during the s32 drafting phase. <p><i>Miscellaneous comments relating to the Transport Topic</i></p> <ul style="list-style-type: none"> • The miscellaneous comments fall within one of the Preferred Options endorsed by the Committee and provide useful prompts for further consideration as part of the s32 drafting phase.
Recommended Option Post Engagement:	<p><i>That the Preferred Options previously endorsed by DPC progress to the 'Drafting and Section 32 Evaluation Phase'</i></p>
DPC Decision:	

1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

Integrated Transport Assessments

Summary of the Integrated Transport Assessment Issue

An Integrated Transport Assessment (ITA) is a method for considering the scope of any mitigation measures, funding arrangements or conditions of consent associated with high traffic generating developments.

Preferred Option

The Committee endorsed Option 6, which is to require ITAs to supplement consent applications based on the scale of activity and for these requirements to be reflected in objectives and policies.

Local Road design

Summary of Street Design and Cul de sac Design Issues

There are examples where Local Minor and Local Intermediate Roads are being vested in Council but are not meeting the intent of the localised 'shared space' environment anticipated by the Plan and the Subdivision Design Guide. The current cul de sac design requirements need be reviewed to avoid the identified poor outcomes and to support walking, cycling and wider connectivity.

Preferred Options

The Committee endorsed Option 2 for the Street Design Issue, which is to evaluate the appropriateness of increasing the minimum widths of the Local Minor and Local Intermediate Road categories and develop assessment matters to evaluate narrower widths. Option 3 for the Cul De Sac Design Issue was endorsed, which is to evaluate the appropriateness of retaining the existing subdivision rule requiring a maximum 150m length and to require a line of sight to the adjoining street.

Walking, cycling and public transport

Summary of the walking, cycling and public transport Issues

The Transport Baseline and Preferred Option Reports covered walking, cycling and public transport through the following interconnected Issues, which included: (a) Footpaths - There are examples where the provision of single-sided footpaths in certain locations within the Local Road network is contributing to poor outcomes; (b) Walkable Blocks – The Plan fails to provide a network that encourages people to use active modes of travel to access destinations to meet their everyday needs; (c) Cycle Parking Design, Local and Rates – There is an identified need for activity-based cycle parking rates and ensuring that cycle parking spaces are appropriately located and suitably designed; and (d) Public Transport - Policies are required to promote access to public transport and to encourage the use of active modes of travel.

Preferred Options

The Committee endorsed the Preferred Options listed in the Executive Summary of this Report to address these various Issues. These include considering design standards for Local Roads, subdivision assessment matters to promote walkable blocks and evaluate non-complying footpath designs, rules to encourage active modes of travel and objectives and policies to promote public transport and active modes of travel.

2.0 Summary of Feedback Received

2.1 Statutory Partner Feedback

Environment Canterbury (ECan) emailed comments during the consultation period, which are summarised below:

Integrated transport Assessments

ECan support the use of ITAs.

Local Road design

ECan support the integration of land use and transport (through appropriate Local Road design requirements).

Walking, cycling and public transport

ECan support provisions that will encourage active travel modes.

2.2 Stakeholder Feedback

Seven Stakeholders emailed comments during the consultation period relating to the three primary Issues of Integrated Transport Assessments, Local Roads and walking, cycling and public transport. These are summarised in the following section under each Issues heading.

Integrated Transport Assessments

Six stakeholders emailed comments on the Integrated Transport Assessment Issue.

Metroport

Metroport advised that the I-Zone business park has been designed to cater for heavy vehicles and high volume movements. The s32 evaluations need to consider the design and capacity of these existing transport networks before requiring site-specific ITAs for every activity.

Rolleston Industrial Holdings Ltd (RIHL) and Rolleston Industrial Developments Ltd (RIDL)

RIHL and RIDL oppose the need for ITAs where developments are anticipated by the zoning¹. This is because the effects should have already been accounted for in the Plan and the Long Term Plan funding for capital works. Their view is that the consenting process should be targeted to on-site access and other related transport arrangements.

Canterbury District Health Board (CDHB)

The CDHB support the proposed requirement for ITAs and for these to be based on the scale of the development.

Horticulture New Zealand

Horticulture New Zealand accepts that there are situations where an ITA will be appropriate, but identify that the triggers need to consider the zones where activities are taking place. They believe the

¹ Through permitted, controlled and restricted discretionary activity status

thresholds for requiring an ITA for activities in rural areas should vary from urban or industrial areas where the intensity of development is different.

Oil and Gas Industry

The Oil and Gas industry support the requirement for ITAs, but seek to ensure these provisions are effects-based and appropriate to the nature of any new traffic generating activity. This includes targeting high trip generating activities to primary destinations, such as primary schools or supermarkets, rather than locations that serve a secondary purpose such as service stations.

Spokes Canterbury

Spokes Canterbury support the requirement for ITAs to encourage alternative transport options, while recommending that an incentives based approach is also considered.

Local Road design

Two stakeholders emailed comments on the Local Road Issue.

CDHB

The CDHB support the width of roads being based on their function within the network. They also believe that consideration should be given to the 'healthy streets' approach² to ensure that the widening of residential roads do not inadvertently give rise to poor health outcomes and that indicators are included in the Engineering Code of Practice.

Spokes Canterbury

Spokes Canterbury oppose the widening of Local Minor and Intermediate Roads, which is seen as a car-centric response to the Issue. They support narrow road formations to reduce speeds and increase safety, which contributes to social cohesion and encourages walking and cycling. They consider that cul de sac connections to adjoining streets are needed to promote connectivity and that roads should prioritise the movement of people rather than storing parked vehicles.

Walking, cycling and public transport

Four stakeholders' emailed comments on the walking, cycling and public transport Issues.

CDHB

The CDHB support the proposed rules that encourage walking, cycling and better access to public transport, including the provision of footpaths on both sides of the road and cycle parking. A range of information sources are included that outline the benefits of active travel modes for improving health and well-being and support is provided for rules that protect potential future public transport corridors.

RIHL and RIDL

RIHL and RIDL support provisions that encourage walking and cycling and better access to public transport. However, they oppose a regulatory approach that imposes impractical, excessive or overly prescriptive requirements in favour of an incentive-based approach.

² <https://healthystreets.com>

Christchurch International Airport

Christchurch International Airport support the identification of objectives and policies that encourage the use of public transport.

Spokes Canterbury

Spokes Canterbury identify that walking, cycling and the use of public transport outcomes need to be clearly measurable within the Proposed Plan and that it needs to promote a sustainable transport network that contributes towards healthier residents and environments as an alternative to building roads.

Miscellaneous

Six stakeholders emailed comments on the following miscellaneous matters: (a) Objectives and policies to support transport links; (b) Rural accessway and vehicle crossing design; and (c) Car parking.

Christchurch International Airport

Christchurch International Airport support the inclusion of objectives and policies to deliver high quality, safe and efficient transport links between rail, road, port and airport facilities for freight, employees and visitors.

CDHB

The CDHB recommend including an accessway rule to reduce dust nuisance in rural areas, especially at entry and exit points that service significant volumes of vehicle movements.

Oil and Gas Industry

The Oil and Gas Industry agree that the current requirement to have five stacked parking spaces per car wash facility is excessive³ and support these being reduced where they apply to service stations. They believe that it is inappropriate to apply more than one car parking rate to service stations and that the requirements should be limited to the retail component of the operation.

Selwyn District Council, Monitoring and Enforcement Team

Consideration needs to be given to what vehicle crossing design standards apply to secondary access points⁴ onto Arterial Roads as the Plan only includes standards for the principle accessway serving the primary dwelling.

Lincoln Community Group Representatives⁵

Parking overflow has been identified as an issue in Lincoln, where tenants in student flats are parking on the street frontage.

Foster Commercial Limited (FCL)

FCL request that the parking provision in Business/Commercial Zones is reassessed and simplified to include broader categories of use to avoid further consents where uses or tenancies change once a commercial centre is established.

³ Selwyn District Plan: Township Volume – Section D Definitions

⁴ For example, to yards, paddocks or other locations within rural properties

⁵ These comments were an emailed summary of a meeting that was attended by representatives of the Lincoln Township Committee, concerned residence, Lincoln University and New Zealand Police

2.3 Public Feedback

Engagement HQ

During the public consultation period, 105 people visited the Transport web page. Of these visits, 46 visitors either downloaded a document or viewed the FAQ page and 16 visitors completed the survey.

Most respondents (15 out of 16) supported the requirement for major new developments to provide an ITA as part of their application. Of the 16 responses received on the Local Road Issue, 11 agree that the current design standards are not wide enough to support the function of cul de sacs and streets serving more intensive housing areas. Support for the walking, cycling and public transport related Preferred Options was also confirmed through the Engagement HQ portal, with ten responses in support, one in opposition and five not minding either way.

Two members of the public emailed comments during the consultation period. These respondents generally support the preferred options for the ITAs, Local Roads and walking, cycling and public transport, while providing additional comments for consideration that they believe will assist in achieving the desired outcomes.

3.0 Analysis of Feedback Received

3.1 Integrated Transport Assessments:

A total of 25 respondents provided comments on this Issue. 15 out of 16 of the Engagement HQ portal responses to this Issue supported the Preferred Options. Eight of the emailed responses either supported or confirmed a general acceptance that ITAs are appropriate under certain circumstances. Two stakeholders supported the requirement as a matter of course, with a suggestion that incentive based approaches should be considered. A single respondent opposed the requirement for ITAs on the grounds that consenting should be limited to the consideration of on-site transport arrangements where they are anticipated by the Plan.

Analysis

The Preferred Option relating to this Issue was to require ITAs based on the scale of activity and for these requirements to be reflected in objectives and policies to achieve integrated land use and transport outcomes.

Most of the respondents confirmed the need to continue to evaluate the appropriateness of requiring ITAs under certain circumstances. This endorsement is on the proviso that the drafting phase takes into account the: (a) Existing zoning and levels of service provided within development areas e.g. established industrial parks that already cater for heavy vehicles and high volume movements; (b) Need to establish when ITAs are required in certain zones e.g. rural areas; (c) Need to target high trip generators that are a destination in their own right rather than secondary locations, such as service stations; and (d) Consider incentive-based approaches where wider transport network upgrades are supported by reduced development contributions.

The single response that opposes the need for ITAs if it captures activities that are anticipated by the District Plan. This places an emphasis on ensuring that the supporting objectives are appropriate to promote the purpose of the RMA and the triggers for requiring ITAs do not give rise to onerous, costly or unnecessary consenting processes.

3.2 Local Road Design:

The majority of the 21 responses to this Issue through the Engagement HQ portal support the preferred option (11 out of 16 responses). Four respondents emailed comments on this Issue, which included detailed feedback that contributes to the wider consideration of the function of Local Roads and their importance to the social and economic well-being of the district. One response supported the need for the width of roads to be based on their function within the network, while the other opposed the widening of roads as it was seen as a car-centric approach to addressing the identified Issue.

Analysis

The Preferred Options relating to this Issue was to review the minimum widths of Local Minor and Local Intermediate Roads and the design of cul de sacs.

The responses outline the need to ensure Local Minor and Local Intermediate Roads serve a wider function than the movement of vehicles from one point to the next. This includes through the consideration of the 'healthy streets' and 'quiet streets' concepts and developing approaches that promote social interaction and the use of active modes of travel through appropriate design standards and speed thresholds. These outcomes are consistent with the context around why the widths of Local Minor and Local Intermediate Roads are being reviewed, which is to ensure there is sufficient space for footpaths and through connections to support walking, cycling and accessibility.

A single respondent opposes increasing the widths of these road classifications where it supports on-site parking or streetscape amenity on the basis that it is a car-centric response. These are matters that can be evaluated further as the wider package of provisions are refined.

3.3 Walking, cycling and public transport:

A total of 23 respondents provided comments on this Issue. A mix of responses were received on these Issues through the Engagement HQ portal, with ten supporting the Preferred Options, one opposing and five not minding either way. All of the seven emailed responses confirmed a general acceptance that the Preferred Options to promote walking, cycling and access to public transport were appropriate for further consideration. The emailed responses contained detailed comments that contribute to the wider analysis of the importance of active transport modes to the social and economic well-being of the district.

One response related specifically to capital works upgrades within the Lincoln Wetland to facilitate accessibility, which is a matter that sits outside the District Plan and has been forwarded onto the Assets Department for their consideration.

Analysis

The Preferred Options relating to these Issues extended across a range of response relating to footpath provision, walkable blocks, cycle parking rates, design and location requirements and the inclusion of

objectives and policies that support public transport. The respondents confirmed the need to continue to evaluate the appropriateness of reviewing the existing provisions in line with the Preferred Options.

A number of the responses contain useful reference points and options to consider as part of the s32 drafting, which include: (a) Providing an evidence base to support active modes of travel; (b) Considering provisions to protect potential future public transport corridors; (c) Avoiding regulatory approaches that impose impractical, excessive or overly prescriptive requirements; (d) Promoting incentive-based approaches; (e) Identifying objectives and policies to support public transport; (f) Requiring Travel Demand Management Plans to accompany all development proposals; (g) Developing clear and measurable indicators to track progress towards achieving outcomes; and (h) Investigating alternatives to road building to achieve sustainable outcomes and contribute to healthier residents and environments.

3.4 Miscellaneous:

Six respondents emailed comments on the miscellaneous Issues of objectives and policies to support integrated transport links, rural accessways and vehicle crossings and car parking.

Analysis

The majority of the miscellaneous comments fall within one of the Preferred Options endorsed by the Committee and generally support the approaches being taken to develop the provisions. They provide useful prompts for further consideration as part of the s32 evaluations and drafting.

The three responses relating to car parking overflow in Lincoln and what rates apply to commercial centre's and service station operations are matters being evaluated as part of the Transport Topic (Car Parking Issue), as well as the draft Parking Strategy. The need to consider design requirements for secondary rural vehicle crossings and controls to mitigate dust at rural accessways are being considered as part of the Transport Topic (Vehicle accessway and Vehicle Crossing Design Requirements Issues). The consideration of changes to the existing objectives and policies that support safe, efficient and transport links will be undertaken as part of the wider s32 evaluation.

Conclusion

Overall, there was sufficient support to proceed with the Preferred Option in the responses received. The feedback provides a useful resource for the s32 drafting phase of the District Plan Review and provides the opportunity for ongoing engagement with Key Stakeholders.

4.0 Recommended Option Post Engagement

The Project Team recommends that:

- That the Preferred Options previously endorsed by DPC progress to the 'Drafting and Section 32 Evaluation Phase'.

DW209 Transport – communications and engagement summary plan (post engagement report)

Key messages

(as of 12 November 2018)

Background

- As part of the Selwyn District Plan Review objectives, policies and rules managing transport are being reviewed.
- Transport is a district-wide topic that is of relevance to all the land use zones and environments managed under the current District Plan.
- Plan Change 12 (Integrated Transport Management) involved a comprehensive review of the District Plan’s transport provisions, with a focus on best practice and incorporating methods to integrate land use and transport planning. It included changes to promote a safe and efficient transport network, options to protect future networks, and introduced road categories that reflect the levels of service and function of roads within a network hierarchy.
- A Supplementary Transport Baseline Report (DW024) and Supplementary Transport Preferred Options Report (PW017) are being considered at the November Committee meeting. These reports evaluate the continued effectiveness of a number of detailed transport related provisions in the Plan that were not already covered by the initial Transport Baseline Review (DW009) and the Transport Preferred Options Report (DW209).
- Further analysis on the approaches for managing car parking are required to incorporate actions contained in the Parking Strategy and to align the transport-related design requirements with the outcomes of the Engineering Code of Practice Review. The car parking and Integrated Transport Assessment thresholds also need to be determined once the definitions and activity lists are finalised. Additional work includes integrating the baseline evaluations with other DPR topics and coordinating discussions with Council’s Assets Department (including actions relating to the Parking Strategy and Engineering Code of Practice) and Waimakariri District Council as part of the s32 phase of the process.
- Following the Council’s District Plan Committee’s endorsement of the Transport Preferred Options Report, the Council consulted on the draft changes related to transport as part of the initial public consultation between August and October 2018.
- The detailed proposed provisions will be found in the Infrastructure and Energy Chapter - Transport.

Transport in the current District Plan

- Key issues include:
 - Appropriate methods for managing activities in the road reserve need to be determined (for example, by way of utilities-related rules and adjacent zoning or a Specific Transport Zone);
 - There are no provisions requiring Integrated Transport Assessments (ITAs);
 - Transport networks need to better recognise local character and amenity values through road widths, vehicle crossing widths and footpaths;
 - Modal shift needs to be more actively promoted, ie including walking, cycling and access to public transport.

About endorsed preferred option

- Key draft changes include:
 - Roads continue to be a ‘utility’ and subject to adjoining zoning to the centerline of the road, but the utility rules are amended so they more clearly provide for roading;
 - That ITAs are required for certain land developments based on thresholds relating to the scale of the activity; this will give the Council confidence that the impacts of high trip generating activities on the wider network are being identified.
 - That the minimum widths of ‘Local Minor’ and ‘Local Intermediate’ roads be further reviewed with the intention to increase the permitted width, but subject to wider Council input; the vehicle crossing widths associated with medium density housing be reduced from 6m maximum (to, say, 3.5m maximum);
 - Require two-sided footpaths on all Local Roads, ie Council-owned roads where this is possible within the legal road width, and the appropriateness of single-sided footpaths can be evaluated through the resource consent process;
 - Include subdivision performance standards requiring walkable blocks with an 800m maximum perimeter;
 - Retain the subdivision rule requiring a maximum 150m length and not allowing one cul de sac to connect to another cul de sac;
 - Develop rules which require cycle parks for certain land use activities and add rules about where such parking should be located and how it is designed;
 - Include objectives and policies to support public transport outcomes and reference the need for Council to consider specific facilities to support public transport services.

Recommended changes following consultation on endorsed preferred option

- No changes to the endorsed Preferred Options for this topic.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	NZTA	N/A	Selwyn ratepayers
Council’s Assets team	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	KiwiRail		News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)			Wider public

Legend	<i>High level of interest/ High level of influence (“Manage closely”)</i>	<i>High level of interest/ Low level of influence (“Keep informed”)</i>	<i>Low level of interest/ high level of influence (“Keep satisfied”)</i>	<i>Low level of interest/ Low level of influence (“Watch only”)</i>

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [*Significance and Engagement Policy: Adopted 26 November 2014; p.6*]

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (*DPR Engagement Framework*)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (*District Plan Review Community Engagement Implementation Plan; p.6*)

Engagement until early 2020
(from the time initial public consultation period finishes and Proposed District Plan gets notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation						
Post engagement report update						
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report’s endorsement by DPC and until initial public consultation period finishes)	Oct-Dec 2018 & Feb-March 2019 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Part of initial public consultation	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Landowners/occupiers	Part of initial public consultation			
General public	Part of initial public consultation	Post engagement report published on Your Say Selwyn		
DPC		Supplementary Transport Preferred Options Report	DPC workshop	

9. Post Engagement Report and updated Communications and Engagement Summary Plan for Heritage Items and Protected Trees

Author:	Andrew Mactier, Strategy & Policy Planner
Contact:	(03) 347 2802

Purpose

To brief the Committee on the post engagement report for the 'Heritage Items and Protected Trees' Topic, which summarises and analyses the feedback received and recommends any change to the Preferred Option(s).

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

“That the Committee notes the report.”

“That the Committee confirms that the Preferred Option(s), with minor changes, for the Heritage Items and Protected Trees topics progress to the ‘Drafting and Section 32 Evaluation Phase.’

“That the Committee notes the updated summary plan.”

Attachments

'Post Engagement Report for Heritage Items and Protected Trees'

'Heritage Items and Protected Trees – communications and engagement summary plan (post engagement report)'

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE: 5 December 2018

PURPOSE: Post Engagement Update on Preferred Options for:
Natural Environment Topic: Heritage Items and Protected Trees

TOPIC LEAD: Andrew Mactier

PREPARED BY: Boffa Miskell Ltd (Stephanie Styles)

EXECUTIVE SUMMARY

<i>Purpose</i>	To seek confirmation from the Committee that the Preferred Option(s) for the Heritage Items and Protected Trees topics be endorsed for further development, based on the limited feedback received and the few modifications proposed.
<i>Summary of Feedback Received:</i>	Feedback on this topic was received from the general public, affected landowners and key stakeholders (including Heritage New Zealand Pouhere Taonga, Canterbury District Health Board and Environment Canterbury). Feedback was generally positive, although some landowners have queried the rationale for listing heritage buildings on their properties.
<i>Recommendation</i>	That the Committee confirms that the Preferred Option(s), with minor changes, for the Heritage Items and Protected Trees topics progress to the 'Drafting and Section 32 Evaluation Phase.
<i>DPC Decision:</i>	



1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

Heritage Items

The preferred option endorsed by DPC for heritage items was to:

- Amend the criteria for assessment of heritage items to align with those applied to the Christchurch Plan.
- Identify and assess heritage items in accordance with the amended criteria, including consideration of the setting of the heritage item.
- Have one schedule in the District Plan and one set of rules that apply to all listed items.
- Amend the plan objectives, policies and rules to ensure that they reflect best practice.
- Include a general policy on archaeological sites but do not identify or address this matter at a rule level.
- Review of the definitions that apply to heritage to ensure they align with statutory direction and are clear on the extent of an activity.
- Amend the schedule to align with the advice to be provided by Dr McEwan following her technical assessments of heritage items.

Protected Trees

The preferred option endorsed by DPC for protected trees was to:

- Assess trees using the STEM criteria.
- Apply the same regime to trees on public and private land.
- Amend the objectives and policies to ensure that they provide sufficient direction and clarity (in the absence of explanatory material) and align with the RMA and CRPS intentions regarding amenity.
- Amend the content of all rules to ensure that they align with best practice wording, are simplified to remove the two categories in the current provisions, and apply appropriate activity status for activities.
- Continue to include consideration of relevant values for any subdivision consents involving land that contains a protected tree.
- The rules approach to Harts Arboretum be tailored specifically to the unique values and circumstances of the arboretum.
- Amend the schedule of protected trees in accordance with the technical assessment undertaken by Treotech.
- Ensure that protected trees are correctly located in the Council's GIS and on the planning maps.

2.0 Summary of Feedback Received

2.1 Landowner Feedback

Feedback was received from a number of owners of heritage items or protected trees, generally wanting to understand the process, but in some cases opposing the listing.

Nineteen landowners raised concerns about why the building/item on their property was recommended to be listed in the Plan. Three of these buildings are currently listed in the operative District Plan and the others are new nominations. All nineteen of these buildings/items will be subject to a technical peer review, the results of which will be reported on to District Plan Committee at their Workshop on 13 March 2019.

2.2 Stakeholder Feedback

Heritage New Zealand Pouhere Taonga, Canterbury District Health Board and Environment Canterbury have provided feedback that they support the Council in updating the heritage provisions.

2.3 Public Feedback

There were multiple nominations for the inclusion of additional heritage buildings and protected trees from members of the public. All of these nominations have now been assessed and the affected landowners notified of the outcomes of those assessments. The schedule of heritage buildings recommended to be listed in the district plan has been updated, although is subject to final confirmation subsequent to the technical peer review (outlined above) and decisions of the District Plan Committee at their Workshop on 13 March 2019.

3.0 Analysis of Feedback Received

3.1 Analysis of heritage items:

There have been a range of queries over the way in which assessment is undertaken (criteria, process, reporting) and particularly where a landowner opposes listing. This has been addressed through discussions directly with the people involved to explain the process. Also, where there have been queries over the analysis for heritage items a peer review will be carried out. The results of the peer review, and the final schedules of Heritage Items and Protected trees recommended to be listed in the District Plan will be discussed in more detail at the Heritage Items and Protected Trees workshop scheduled for 13 March 2019.

3.2 Listing of heritage items and protected trees on designated land:

A particular query has been received from the Ministry of Education regarding the listing of heritage items and trees on designated school land. They point out that while these can be listed in the district plan, the effect of s176 of the Act is that the terms of an education designation will prevail over the district plan heritage and tree controls, provided the Minister is undertaking the

relevant project or work in accordance with the education designation. Their preference is for these items to not be listed.

The Southbridge school building and the Macrocarpa at Rolleston College¹ have both been assessed by experts as meeting the criteria for listing in the district plan. It is not uncommon for heritage items and trees to be listed in a district plan on land that is designated for specific purposes. The listing identifies the importance of the item/tree in future decisions to be made around the site. This is seen by the Ministry as an impediment to development but it provides information to the public around the valued resources of the district. In this case, it is recommended that the listings be included in the Plan, albeit with the recognition that works in accordance with the designation would override such a listing.

3.3 Analysis of trees at Waihora Domain:

There was a request to reassess the trees located at Waihora Domain and this was carried out by Treotech which determined that none of the trees in their own right meet the threshold for listing in the Plan. It is again recommended that the protection of the trees as a group be progressed through a reserve management plan.

4.0 Recommended Option Post Engagement

The Project Team recommends that:

- The Preferred Options previously endorsed by DPC progress to the 'Drafting and Section 32 Evaluation Phase' in relation to objectives, policies, rules and definitions, and that the schedules be amended to reflect the additional technical work undertaken.

¹ Initially the recommendation to Council was to not list the tree given the designation but since that time the tree has been assessed against the criteria and determined to meet the threshold for listing.

NE001 Heritage items and protected trees – communications and engagement summary plan (post engagement report)

Key messages

(as of 15 November 2018)

Background

- As part of the Selwyn District Plan Review, the Council has been reviewing currently listed built heritage items and whether they should remain listed; whether any other items should be added and also whether current policies and rules protecting heritage items need to be updated. A similar exercise has been done for protected trees.
- Following the Council’s District Plan Committee’s endorsement of the preferred option report, the Council consulted on this topic as part of the initial public consultation between August and October 2018.
- The detailed provisions will be found in the Proposed Plan’s District Wide chapter – Community Values section (Heritage Items and Protected Trees sub sections).

Current District Plan

- The current District Plan includes a list of built heritage items which have been recognised as having heritage value to the people of Selwyn, and are therefore protected to ensure their heritage values are maintained. There are currently 156 protected built heritage items which range from residential, community and commercial buildings, memorials and bridges to military items as well as the Otira tunnel.
- Key current rules can be summarised as:
 - maintenance work of any listed heritage building, structure or site is permitted without the need for a resource consent.
 - any work not covered by maintenance has a restricted discretionary activity status.
 - discretionary activity status for removal or demolition of any listed heritage building or structure except where it has a “Category I” listing with Heritage New Zealand Pouhere Taonga (NZPT).
 - non-complying activity status for removal or demolition of any listed heritage building or structure that has a “Category I” listing with Heritage NZPT.
- Key issues with the current District Plan in relation to heritage items:
 - Current criteria for heritage items are no longer best practice and there is insufficient research to support the current assessment.
 - Current rules aren’t fully effective at protecting heritage items from inappropriate subdivision, use and development.
 - The current Plan simply lists the item (building, structure etc) but doesn’t clearly identify the setting in which the item is located.
 - The current Plan doesn’t provide for archaeological sites, historic heritage landscapes and the interiors of built heritage item.
- Key issue with the current District Plan in relation to protected trees is that the assessment methodology used to identify and list trees for protection doesn’t reflect best practice.

About endorsed preferred option

Heritage items:

- Update the assessment criteria for heritage items, which includes consideration of the heritage item’s setting.
- Have one schedule in the District Plan and one set of rules that apply to all listed items.
- Amend the schedule of listed heritage items by removing 10 currently listed items (mainly due to the fact that they have been demolished) and adding new items. The total of proposed listed heritage items is 209.

Protected trees:

- Have new criteria for assessment of protected trees.
- Amend the schedule of protected trees by removing some existing ones (mainly due to the fact that have been damaged or destroyed by storms) and adding new ones. The total of proposed protected trees is 100 (excluding groups of more than one tree). This proposed schedule is aligned with the technical assessment undertaken by a qualified arboriculturist from Treetech Ltd.

Recommended changes following consultation on endorsed preferred option

- Peer review assessments of 19 heritage items whose owners have opposed their listing in the Proposed Plan.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Heritage New Zealand Pouhere Taonga	Owners/occupiers of proposed to be listed heritage items and trees (includes SDC and MoE)	Selwyn ratepayers
	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)			News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)			Wider public

Legend	High level of interest/ High level of influence (“Manage closely”)	High level of interest/ Low level of influence (“Keep informed”)	Low level of interest/ high level of influence (“Keep satisfied”)	Low level of interest/ Low level of influence (“Watch only”)

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement until early 2020
(from the time initial public consultation period finishes and Proposed District Plan is notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation						
Post engagement report update					<i>[only the ones who opposed the listing of their heritage item in the Proposed Plan]</i>	
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report’s endorsement by DPC and until initial public consultation period finishes)	December 2018 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Direct contact via email/letter	Direct contact via email/letter	Direct contact via email/letter	
Landowners/occupiers	Direct contact via email/letter	Direct contact via email/letter <i>[only landowners of heritage items subject to peer review]</i>	Direct contact via email/letter <i>[informing them of the outcomes of the peer review and final schedule of heritage items to be listed in the Proposed District Plan]</i>	
General public	Part of initial public consultation	Post engagement report published on Your Say Selwyn		
DPC			DPC workshop	

10. Post Engagement Report and updated Communications and Engagement Summary Plan for Outstanding Natural Landscapes

Author:	Andrew Mactier, Strategy & Policy Planner
Contact:	(03) 347 2802

Purpose

To brief the Committee on the post engagement report for the 'Outstanding Natural Landscapes Topic', which summarises and analyses the feedback received and recommends any change to the Preferred Option(s).

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

“That the Committee notes the report.”

“That the Committee confirms that the Preferred Options, with minor changes, for the Landscapes topic progress to the ‘Drafting and Section 32 Evaluation Phase.’

“That the Committee notes the updated summary plan.”

Attachments

‘Post Engagement Report for Outstanding Natural Landscapes’

‘Outstanding Natural Features and Landscapes – communications and engagement summary plan (post engagement report)’

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE:	28 November 2018
TOPIC NAME:	Natural Environment Topic: Landscapes
SCOPE DESCRIPTION:	Post Engagement Update on Preferred Options
TOPIC LEAD:	Andrew Mactier
PREPARED BY:	Boffa Miskell Ltd (Stephanie Styles and James Bentley)

EXECUTIVE SUMMARY

<i>Summary of Preferred Option Endorsed by DPC for Further Engagement:</i>	To seek confirmation from the Committee that the Preferred Options for the Landscapes topic be endorsed for further development, based on the feedback received and the few modifications proposed.
<i>Summary of Feedback Received:</i>	Feedback on this topic was received from the general public, affected landowners and key stakeholders (including Environment Canterbury, the Canterbury District Health Board, Waihora Ellesmere Trust and the Whitecliffs Township Committee). Feedback was generally positive, although some landowners are concerned about the rules constraining the use of private land.
<i>Recommended Option Post Engagement:</i>	That the Committee confirms that the Preferred Options, with minor changes, for the Landscapes topic progress to the 'Drafting and Section 32 Evaluation Phase.
<i>DPC Decision:</i>	



1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

The changes recommended as the preferred option would include drafting revised provisions that consider:

- Objectives and policies based on the existing provisions, to protect the Outstanding Natural Landscape (ONL) values from inappropriate subdivision, use and development and maintain and enhance the Visual Amenity Landscape (VAL) values, but which provide greater direction and clarity;
- Rules based on the existing provisions, to manage the adverse effects on the identified values of ONL's and VAL's, including:
 - Permit small scale earthworks within ONL and VAL areas e.g. maintenance and repair of existing roads, and control larger scale earthworks.
 - Control quarrying and mining in all ONL and VAL, subject to further to discussion over the level of control relating to the differing scales of such activity.
 - Permit farming generally but manage significant farming change and intensification in areas where such activity would be inappropriate, and it would be difficult to enable the change in a way that would adequately protect identified landscape values. Such consideration should be subject to further to discussion over the level of control necessary for such activity.
 - Generally, control all planting including shelterbelts and woodlots, except amenity planting.
 - Provide for plantation forestry as per the National Environmental Standards for Plantation Forestry (NES-PF) with specific rules within ONL.
 - Require all buildings in Te Waihora / Lake Ellesmere, Rakaia River and Waimakariri River ONLs to obtain resource consent.
 - Permit small scale buildings subject to controls on location, colour and reflectance values in the other ONL and within the VAL and require larger scale buildings to obtain consent. However, consideration should be given to including different provisions for buildings necessary for farming purposes.
 - Restrict the overall scale and height of signs in ONL to ensure adequate protection of visual amenity values.
 - All subdivision within an ONL or VAL to be managed to ensure that subdivision does not adversely impact on landscape values (through visual change or change in expectations of activity levels).
- Include new definitions in relation to all new rules.

2.0 Summary of Feedback Received

2.1 Landowner Feedback

Many landowners attended the 5 drop-in sessions that were held around the district or contacted Council or consultant staff directly to discuss the reason for the review, the process / methodology, the values and the potential provisions. There were numerous requests for site visits to enable ground truthing of both values and boundaries of landscape areas, primarily from landowners in the High Country and Port Hills areas of the District.

The project team subsequently conducted 21 site visits (along with approximately 6 meetings off site with affected landowners and stakeholders) to properties in the Port Hills, the margins of Te Waihora/Lake Ellesmere, the Rakaia and Waimakariri Rivers and the High Country. These site visits enabled a thorough understanding of the nature and values of the sites visited and allowed extensive conversation with landowners. There were mixed views from landowners in relation to this topic and a particular interest in the nature and extent of rules that will apply.

2.2 Partner/Stakeholder Feedback

Support has been received from a number of stakeholder groups such as Environment Canterbury, the Canterbury District Health Board, Waihora Ellesmere Trust and the Whitecliffs Township Committee.

Feedback has also been received from Federated Farmers raising concern over the impact of rules on the operations of farms and the need to ensure that rules are necessary and robust.

2.3 Public Feedback

The feedback received from the general public has been predominantly supportive of the need to identify and protect outstanding natural landscapes and landscape values generally.

3.0 Analysis of Feedback Received

3.1 Boundaries of landscape areas

The process of ground truthing and discussions with landowners has led to a better understanding of some areas in terms of the values and the appropriate location of boundaries.

The Landscape Study is in the process of being updated to include additional information gathered during the site visits and will include a description of the changes made to landscape boundaries. The changes arising from the site visits will be set out in the revised Landscape Study October 2018 and mapped to show where changes have occurred. That updated Study will be presented to the DPC in March 2019.

3.2 Approach to rules

The feedback from and discussions with landowners and stakeholders has assisted in understanding how land use activities operate currently and in understanding aspirations for future use of land and development potential. This has provided more information to better frame rules that ensure protection of landscape values without unnecessary constraint on land use. It has also provided greater focus on what activities are of particular concern to the community which will assist to draft appropriate rules.

3.3 Integration with biodiversity

There has been a lot of discussion with landowners over the need for integration between the landscape and biodiversity topics. The biodiversity topic is being advanced through the use of a Working Group (to report to DPC in February) and the landscape topic has attempted to avoid addressing biodiversity issues to avoid duplication or confusion. However, it is clear that there is considerable interest in biodiversity matters in the management of landscape areas and in the values that biodiversity provides to landscapes. This has been noted and will be managed through the integration of topics as part of the drafting phase.

4.0 Recommended Option Post Engagement

The Project Team recommends that:

- The Preferred Options previously endorsed by DPC progress to the 'Drafting and Section 32 Evaluation Phase' in relation to objectives, policies, and definitions.
- That the rules be refined through drafting to ensure that they are appropriate to protection of landscape values, without unnecessary constraint on appropriate land uses, and that there is integration with the Vegetation and Ecosystems topic.
- The mapping be altered to reflect the revised boundaries in the Landscape Study October 2018 following endorsement by the DPC in March 2019.

NE004: Outstanding Natural Features and Landscapes – communications and engagement summary plan (post engagement report)

Key messages

(as of 12 November 2018)

Background

- As part of the Selwyn District Plan Review, the Council has been reviewing whether the district’s outstanding landscapes are properly identified and protected, and whether the associated policies and rules are clear and up to date with any relevant changes that have happened since the last District Plan was notified.
- Following the Council’s District Plan Committee’s endorsement of the preferred option report, the Council consulted on the draft changes initially with affected landowners and later also as part of the public consultation between August and October 2018.
- The detailed provisions will be found in Proposed Plan’s District Wide chapter – Natural Environment/Outstanding Natural Landscapes and Features section.

Current District Plan

- In the current District Plan, areas and features with outstanding landscape value that merit protection are referred to as Outstanding Natural Features (ONF), Outstanding Natural Landscapes (ONL), Visual Amenity Landscapes (VAL) and Forestry Exclusion Areas. All are different in their location and extent.
- The following areas are currently protected:
 - Four ONL areas within the Port Hills, Inner Plains, Malvern Hills, and High Country;
 - One VAL area on the Port Hills (overlapping with part of the ONL area);
 - One ONF area encompassing Te Waihora/Lake Ellesmere; and
 - Forestry Exclusion areas within the Malvern Hills.

About endorsed preferred option

- All protected areas with high landscape value are assessed on a district-wide basis and meet relevant regional criteria.
- The number of ONL areas increases from four to eight, and the number of VAL areas increases from one to four. Partially this is due to Forestry Exclusion Areas becoming part of ONL or VAL, and one ONF becoming ONL.
- Resource consents may be required for a wider range of activities to better protect landscape values from adverse effects. For example, resource consents required for all buildings in Te Waihora/Lake Ellesmere, Rakaia River and Waimakariri River ONLs, and intensification of pastoral farming in High Country also being subject to resource consent.

Recommended changes following consultation on endorsed preferred option

- Some minor changes to the endorsed preferred option as a result of consultation and site visits of affected properties, including:
 - some changes to boundaries of landscape areas
 - rules to be refined by ensuring appropriate protection of landscape values without unnecessary constraint on appropriate land use, and by integrating with the rules coming out of the vegetation and ecosystem topic. For example, consider rules that allow higher levels of built development in the area where the property’s homestead is based than in other parts of the property.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Federated Farmers	Owners/occupiers of currently identified and proposed landscape areas and features (includes SDC, ECan, DOC, LINZ (on behalf of the Crown Commissioner for Land) and University of Canterbury)	Selwyn ratepayers
	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Department of Conservation		News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)	Ellesmere Sustainable Agriculture		Wider public
		Waihora Ellesmere Trust		
		Forest and Bird		
		Fish and Game		

Legend	High level of interest/ High level of influence (“Manage closely”)	High level of interest/ Low level of influence (“Keep informed”)	Low level of interest/ high level of influence (“Keep satisfied”)	Low level of interest/ Low level of influence (“Watch only”)

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement until early 2020
(from the time initial public consultation period finishes and Proposed District Plan is notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation						
Post engagement report update					<i>[only those who had a site visit or a meeting was held]</i>	
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report’s endorsement by DPC and until initial public consultation period finishes)	Oct-Dec 2018 & Feb-March 2019 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Direct contact via email, phone and face to face meetings	Direct contact via email/letter/phone	Direct contact via email/letter/phone	
Landowners/occupiers	Part of initial public consultation and with those interested also direct contact via email, phone and face to face meetings	Direct contact via letter/email <i>[only those who had a site visit or a meeting was held]</i>		
General public	Part of initial public consultation	Post engagement report published on Your Say Selwyn		
DPC			DPC workshop	

11. Post Engagement Report and updated Communications and Engagement Summary Plan for Rural Density, Character and Amenity

Author:	Robert Love, Strategy & Policy Planner
Contact:	(03) 347 1821

Purpose

To brief the Committee on the post engagement report for the 'Rural Density, Character and Amenity' Topic, which summarises and analyses the feedback received and recommends any change to the Preferred Option(s).

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

“That the Committee notes the report.”

“That the Preferred Option previously endorsed by DPC progresses to the ‘Drafting and Section 32 Evaluation Phase.’

“That the Committee notes the updated summary plan.”

Attachments

'Post Engagement Report for Rural Density, Character and Amenity'

'Rural density, amenity and character – communications and engagement summary plan (post engagement report)'

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE: 28 November 2018

TOPIC NAME: Rural

SCOPE DESCRIPTION: Rural Density, Character, and Amenity

TOPIC LEAD: Robert Love

PREPARED BY: Robert Love

EXECUTIVE SUMMARY

Summary of Preferred Option Endorsed by DPC for Further Engagement:

The following approach was endorsed by DPC:

Port Hills Area:

- Realign the boundary between the Port Hills and the Inner Plains to follow the lowest landscape line reflecting the ONL / VAL boundary;
- Remove reference to the upper and lower slopes and retain the base minimum allotment areas in the operative Plan in relation to the VAL/ONL areas. This would mean that the VAL area would have a density of 1 dwelling per 40ha, and the ONL area would have a density of 1 dwelling per 100ha; and
- Apply the grandfather clause.

Inner Plains Area:

- Retain a minimum 4ha density; and
- Change the boundary between the Inner Plains and Outer Plains Areas to incorporate the more developed land where rural character has been compromised in the Outer Plains as a result of recent developments.



	<p>Outer Plains Area:</p> <ul style="list-style-type: none"> - Split the Outer Plains Area into two parts: an upper (western) part and lower (eastern) part. The lower area would retain the current density of 20ha and the upper area would have a density of 40ha to reflect the more open rural character (highly productive landscape) of the upper area; - Apply the grandfather clause in the Upper Outer Plains; and - Apply the Open Space Covenants / Balance Lots and Clustering in the Upper Outer Plains. <p>Malvern Hills Area:</p> <ul style="list-style-type: none"> - Increase the minimum density from 20 to 40ha; - Apply the grandfather clause; and - Apply the Open Space Covenants / Balance Lots and Clustering in the Malvern Hills areas. <p>High Country Area:</p> <p>Retain operative provisions.</p>
<i>Summary of Feedback Received:</i>	Feedback received was both for and against the preferred options, with parties seeking a reduction and increase in densities throughout the Rural Zone.
<i>Recommended Option Post Engagement:</i>	The Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'.
<i>DPC Decision:</i>	

1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

Port Hills Area:

- Realign the boundary between the Port Hills and the Inner Plains to follow the lowest landscape line reflecting the ONL / VAL boundary;
- Remove reference to the upper and lower slopes and retain the base minimum allotment areas in the operative Plan in relation to the VAL/ONL areas. This would mean that the VAL area would have a density of 1 dwelling per 40ha, and the ONL area would have a density of 1 dwelling per 100ha; and
- Apply the grandfather clause.

Inner Plains Area:

- Retain a minimum 4ha density; and

- Change the boundary between the Inner Plains and Outer Plains Areas to incorporate the more developed land where rural character has been compromised in the Outer Plains as a result of recent developments.

Outer Plains Area:

- Split the Outer Plains Area into two parts: an upper (western) part and lower (eastern) part. The lower area would retain the current density of 20ha and the upper area would have a density of 40ha to reflect the more open rural character (highly productive landscape) of the upper area;
- Apply the grandfather clause in the Upper Outer Plains; and
- Apply the Open Space Covenants / Balance Lots and Clustering in the Upper Outer Plains.

Malvern Hills Area:

- Increase the minimum density from 20 to 40ha;
- Apply the grandfather clause; and
- Apply the Open Space Covenants / Balance Lots and Clustering in the Malvern Hills areas.

High Country Area:

- Retain operative provisions.

2.0 Summary of Feedback Received

2.1 Landowner/ Public Feedback

In summary, the following feedback was received:

- Development and density provisions should be tied to the quality of the underlying soils;
- Provide adequate provision for rural residential lots (less than 1:4 ha), to avoid further fragmentation into 4 ha lots, and subsequently wasted land;
- Apply open space, balance lots, and clusters throughout the district to minimise farm fragmentation to enable the release of funds for further development;
- Enable a system to allow for the transfer of development rights from undeveloped areas further away from existing townships, to developed areas near townships. This would reduce the fragmentation of agricultural land by preventing the spread of subdivisions, while still providing additional development potentially in already compromised areas;
- To retain all of the Outer Plains area near Darfield at a density of 1:20 ha;
- To have a 1 km area around existing townships with a density of 1:4 ha, with a density of 1:20 ha around this, to reflect that the land immediately around a township is rural lifestyle rather than productive farming lots;
- Retain a 1:20 ha density for sites which are not irrigated or not part of an irrigation scheme;
- Include a grandfather clause to allow development on titles that existed at the date of notification;
- Remove the 1:120 ha density for the High Country Area, and allow for dwellings to be erected within a node on a farm as a controlled activity, with the matters of control being design, location, and access;

- Farm buildings should be permitted everywhere in the High Country Area, with only large scale buildings needing consent as a controlled activity, with the matters of control being limited to the location and colour;
- Opposed to the proposed density changes of the Port Hills Area, especially where the ONL is proposed to come down to the toe of the hill;
- Changes in the Port Hills Area need to consider the proximity to Christchurch, and the densities of the neighbouring zones to ensure alignment and consistency;
- Development in the Port Hills Area should be able to occur if the surrounding neighbouring properties have already developed to a 1:4 ha density;
- Any densities should provide a clear delineation between town and country, with a strong theme arising out of the consultation being the want to reduce sprawl into the rural area and to safeguard this land for primary production;
- Support for the Port Hills Area options;
- Would prefer to see the Inner Plains density reduce from 1:4 ha to 1:2 ha on existing 4 ha sites, to preserve productive land from further subdivision, and to better utilise already developed land which has little agricultural productivity value;
- Support for and against the realignment of the Inner Plains/Outer Plains Area boundary.
- Support for and against any spilt in the Outer Plains Area;
- As already noted, a theme that was commented on frequently was the need to protect the Rural Zone for primary production, and any residential encroachment needs to be restricted;
- Request for the Outer Plains Area to increase to 1:50 ha density, don't allow a grandfather clause, and to ensure that a no complaints covenant towards agricultural production exists on new titles;
- Rural character is lost when many houses, on small lots, are built close together;
- Allow for land near Christchurch to be developed at a density of 1:2 ha;
- To make all of the Outer Plains Area have a density of 1:40 ha;
- That the planning areas within the Port Hills be formed along contour lines;

In regard to the proposed realignment of the Inner Plains and Outer Plains the following requests were made:

- Area bounded by Gilmours Road, MacArthneys Road, Greenpark Road, and the Halswell River:
 - o The submitter's property is approximately 20 ha, and is an uneconomic farming unit, and wished to develop it for residential use.
 - o Believes the proposed change, and use of a river as an area boundary is a better planning outcome.
- Property located at 431 Kerrs Road:
 - o This property already has two boundaries with the Inner Plains Area and is a short distance from Rolleston and IZone. Considered a logical area of growth given its close proximity to amenities and the neighbouring Inner Plains Area.
- All of the area surrounding West Melton.
- In all areas within 5 km of where a township is expected to grow within the next 10 years.

2.2 Partner/Stakeholder Feedback

Canterbury Regional Council:

This Partner had no further comments in addition to the feedback already received through the baseline and preferred options report, other than showing support for protecting the existing character of the rural environment by managing density.

Mahaanui Kurataiao Limited:

No comment was received from this Partner.

Christchurch International Airport Limited:

This Stakeholder stated that they support the retention of at least a 1:4 ha density within the Inner Plains area, and would oppose any intensification of sensitive activities within the existing noise contour lines.

Canterbury District Health Board:

This Stakeholder supports the draft changes seeking to protect the existing character of the Rural Zone, and to maintain it for primary production. Furthermore, they support reducing densities in areas that are less developed.

Ellesmere Sustainable Agriculture Incorporated

This Stakeholder stated that they would not like to see any part of the Outer Plains Area east of State High 1 having a density lower than 1:20 ha, as this would be detrimental to the social, economic, and physical character of the Ellesmere area. Additionally, they do not support any part of a potential Outer Plains boundary line being east of State Highway 1, and if a line is required then it should follow the state highway between the Selwyn River and the Rakaia River.

Horticulture New Zealand

This Stakeholder stated that they would like to see highly productive land be kept in primary production, and consider the current plan provisions do not achieve this desired outcome. The plan should clearly articulate the character of each area within the Rural Zone, so the benchmark for each area is clearly known.

3.0 Analysis of Feedback Received

3.1 Protecting Primary Production:

Analysis

There was overwhelming support across the board to protect the Rural Zone's primary production capability, which was suggested to be achieved through the raising of minimum lot densities, and tying development potential with the underlying soil quality.

This sentiment is supported by the Canterbury Regional Policy Statement which states through its objectives and policies that rural production should be protected within the Rural Zone. As pointed out through the feedback received, one of the easiest ways of achieving this objective is to raise the minimum density of an area to reduce the residential/ subdivision development of an area. This helps to achieve the

objective in two ways, firstly it reduces residential encroachment and subsequently lowers the risk of reverse sensitivity, and secondly it attempts to prevent the fragmentation of rural land into units which are uneconomic to produce from, with them becoming underutilised as a result.

An additional strategy raised within the feedback to reduce the use of productive land for residential purposes, was to allow for existing 4 ha lots to be subdivided further, this being the land usually in close proximity to townships, in order to take the development pressure off the undeveloped land being used for primary production. While this may reduce the overall demand for residential properties within the Rural Zone, it would substantially alter the character and amenity of the area where increased development is authorised. Additionally, it may not actually protect land being used for primary production, as in the case where the land is located in the Inner Plains Area subdivision is still provided for at a 1:4 ha density.

Conclusion

The desire to protect rural land for primary production has been taken into account in the preferred option, with the proposed option seeking to increase minimum lot densities in the Outer Plains Area that have yet to be developed to a 1:20 ha density. This option would see an increase from a 1:20 ha density, to a 1:40 ha density. No change to the density for residential development in the Inner Plains is recommended as it is not considered that the intensification of specific areas would achieve the desired outcome.

3.2 Preventing residential sprawl/increase residential densities near townships:

Analysis

Numerous respondents made the request that residential sprawl into the Rural Zone should be prevented. Competing with this approach, some parties requested that a ring of land around existing townships should be zoned to allow higher residential densities, effectively creating a staged progression from high density townships to low density rural areas. One of the key issues identified throughout the baseline and preferred option assessments is the need to maintain the character and amenity of the Rural Zone. By allowing rings of higher density development over land currently zoned as low density simply because the land is next to a township would significantly alter the landscape of the Selwyn District, and would allow small contained townships to lose their coherent form. Additionally, this sprawl would potentially increase the area needed to be served by infrastructure, increasing the uncertainty of costs to Council.

The overarching strategic direction of the District Plan Review, which in turn gives effect to the Canterbury Regional Policy Statement, is that residential growth should be focused to within existing townships, and the rural zone should be protected from reverse sensitivity to enable primary production. The best way of achieving this is to further restrict densities in undeveloped areas, and maintain them in areas which are already developed.

Conclusion

That the area densities contained within the preferred option continue to be developed and used when drafting the section 32 report and plan provisions.

3.3 Realignment requests:

Analysis

The purpose behind the potential realignment of the Outer Plains/ Inner Plains Area boundary is to recognise that limited parts of the Outer Plains has historically been developed at a density of 1:4 ha, which is more closely aligned to the character and amenity of the Inner Plains. The purpose was not to allow for additional development potential, which would further compromise the rural zone through residential development spread.

On review of all of the requests for boundary realignments, they would all result in a significant amount of new residential/ subdivision development potential. This would significantly change the areas proposed from having an open space character, with residential development at a low level, and reasonably economic blocks, to a fragmented 1:4 ha density, which would see a proliferation of lifestyle blocks, and the underutilisation of potentially productive land.

Conclusion

It is not recommended that any of the realignment requests be further developed as part of the section 32 report or plan provisions.

3.4 Outer Plains Spilt:

Analysis

The actual location of this spilt has yet to have been developed at this stage, but will be subject to further consideration as part of the next phase.

There was a mixed reaction to the potential of an Outer Plains Area split, loosely northwest & west being one part and the southeast & east the other. The eastern part which has already been largely developed to a 1:20 ha density would maintain the existing density, and the western part would see an increase in density to 1:40 ha to reflect the low levels of residential development, and the prescribed minimum economic unit of 40 ha within this area.

Some respondents sought either the maintenance or the lowering of these minimum allotment sizes within the western area to protect their subdivision potential, while others sought to increase them to protect the area for primary production.

Conclusion

In order to maintain the existing character and amenity of the Outer Plains Area, and to protect it for primary production it is recommended that the preferred option be progressed through to the drafting of the section 32 report and plan provisions.

3.5 Port Hills realignment:

Analysis

The current preferred option would see a change in how the Port Hills areas are defined, by moving from being contour based to landscape value based. This will mean that in some areas of high landscape value there will be a reduction in development potential as a result of lower densities.

A number of landowners who would potentially be affected by the change lodged feedback in opposition to this approach. They do not wish to see a change in the density as they believe it will compromise their ability to farm, the economics of their property, and prevent family from residing on the family property.

While it is recognised that the removal of existing development rights will occur in some places, this is as a result of an area of land being defined as an outstanding natural landscape (ONL) or visual amenity landscape (VAL), with the former being protected under section 6 of the Resource Management Act 1991 (RMA). It is relevant to note that the boundaries of the ONL and VAL are still in draft form, and are currently being refined. As such, the feedback from these landowners will be taken into account as part of the ONL workstream.

A move from basing residential density on contour lines to landscape values is seen as moving from an arbitrary boundary to one defined by the actual values seeking to be protected. This is consistent with the effects based approach promoted in the RMA. However, it is acknowledged that some development rights will be restricted. Although in some instances a grandfather clause will still enable development on vacant lots of the required size at the point of plan notification. Therefore, the actual amount of affected parties as a result of this action are few.

Conclusion

It is recommended that the preferred option be progressed through to the drafting of section 32 report and plan provisions, including (in particular) integration with the ONL Chapter workstream.

4.0 Recommended Option Post Engagement

The Project Team recommends that:

- The Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'.

RU201 Rural density, amenity, and character – communications and engagement summary plan (post engagement report)

Key messages

(as of 15 November 2018)

Background

- As part of the Selwyn District Plan Review, provisions for managing housing density and the size of properties within the Rural Zone are being reviewed.
- Housing density and the size of properties within the Rural Zone have a fundamental impact on rural character, rural production, and reverse sensitivity. Reverse sensitivity is the vulnerability of an established land use (for example, farming) to complaints from a newly established, more sensitive land use (for example, new houses and other noise or odour-sensitive activities). In practice such complaints can compromise the established land use by restricting when or how it can operate.
- Following the Council’s District Plan Committee’s endorsement of the preferred option report, the Council consulted on the draft changes related to rural density as part of the initial public consultation between August and October 2018.
- The detailed provisions will be found in Proposed Plan’s District Wide chapter – Subdivision and Specific Area Matters chapter – Rural.

Current District Plan

- The current District Plan requires certain densities of housing or minimum lot sizes, ie land parcels within the Rural Zone, to maintain the rural character of the area. The current rules for density or minimum lot sizes in the Rural Zone (ie the smallest permitted land parcel in the Rural Zone that you can build a house on without a resource consent) are:
 - one dwelling per 4 hectares (ha) within the Inner Plains area (this also follows the requirement under the Canterbury Regional Policy Statement that residential density within rural zones cannot be less than one dwelling per 4 ha),
 - one dwelling per 20 ha in the Outer Plains and Malvern Hills,
 - one dwelling per 40 ha in the lower slopes of the Port Hills,
 - one dwelling per 100 ha in the upper slopes of the Port Hills, and
 - one dwelling per 120 ha within the High Country area.
- There are, however, exceptions to minimum lot sizes across all areas of the district. The ‘grandfather’ clause enables a house to be built on any rural site that doesn’t meet the minimum lot requirement, if the site is at least 4 ha and existed prior to or between 12 September 1991 and 12 September 2001. The other exceptions – open space covenant, balance lots and clustering – enable smaller lots while ensuring that overall density is maintained as the covenanted land is required to make up the balance of the minimum area required.

About endorsed preferred option

- When considering rules and policies for rural density, a key factor is that primary production needs to be given a higher priority in the rural areas and ensure that it’s not compromised by inappropriate housing development. As a result the draft changes aim to protect the existing character of the rural environment and primary production by either:
 - keeping the density for an area the same, or
 - changing the density, where the current density is too high for an area which isn’t as developed, and ensuring that new housing developments are spread out and the rural character is maintained.
- For more detail on draft changes see factsheet *Selwyn District Plan Review: Rural density* which can be found on Your Say Selwyn website at www.selwyn.govt.nz/dpr/ruraldensity.

Recommended changes following consultation on endorsed preferred option

- Feedback received during the initial public consultation was for and against the proposed changes, with parties seeking a reduction and increase in densities throughout the Rural Zone.
- No change to the endorsed preferred option.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Christchurch International Airport	Affected landowners (Port Hills, Inner Plains, Outer Plains and Malvern Hills)	Selwyn ratepayers
SDC resource consent team	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Ellesmere Sustainable Agriculture		News media
		Horticulture NZ		Wider public
		Canterbury District Health Board		
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)	Federated Farmers		

Legend	High level of interest/ High level of influence ("Manage closely")	High level of interest/ Low level of influence ("Keep informed")	Low level of interest/ high level of influence ("Keep satisfied")	Low level of interest/ Low level of influence ("Watch only")

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement until early 2020
(from the time initial public consultation period finishes and Proposed District Plan is notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation						
Post engagement report update						
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report’s endorsement by DPC and until initial public consultation period finishes)	Oct-Dec 2018 & Feb-March 2019 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Part of initial public consultation	Direct contact via email/letter		
Landowners/occupiers	Part of initial public consultation			
General public	Part of initial public consultation	Post engagement report published on Your Say Selwyn		
DPC			DPC workshop	

12. Post Engagement Report and updated Communications and Engagement Summary Plan for Rural Business, Character and Amenity

Author:	Robert Love, Strategy & Policy Planner
Contact:	(03) 347 1821

Purpose

To brief the Committee on the post engagement report for the 'Rural Business, Character and Amenity' Topic, which summarises and analyses the feedback received and recommends changes to the Preferred Approach.

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

“That the Committee notes the report.”

“That the Preferred Option previously endorsed by DPC progresses to the ‘Drafting and Section 32 Evaluation Phase.’

“That the Committee notes the updated summary plan.”

Attachments

'Post Engagement Report for Rural Business, Character and Amenity'

'Business in the Rural Zone – communications and engagement summary plan (post engagement report)'

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE: 28 November 2018

TOPIC NAME: Rural

SCOPE DESCRIPTION: Rural Business, Character, and Amenity

TOPIC LEAD: Robert Love

PREPARED BY: Robert Love

EXECUTIVE SUMMARY

<i>Summary of Preferred Option Endorsed by DPC for Further Engagement:</i>	The overall approach of this preferred option is to refine the current district plan provisions to better reflect the expectations of the Regional Policy Statement and more strongly support protection of rural character and productivity as the priority for rural areas.
<i>Summary of Feedback Received:</i>	The feedback received was generally supportive of the preferred option, with a common theme being that the Rural Zone should be protected for primary production and those rural service businesses that have a need to be there.
<i>Recommended Option Post Engagement:</i>	The Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'
<i>DPC Decision:</i>	



1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

The preferred option includes:

- Refinement of the existing rural objectives and policies to:
 - o provide greater strength and clarity around the intent for the Rural Zone,
 - o be explicit and clearly state what non-rural activities are acceptable in rural areas,
 - o be directed towards constraining business activity and provide clarity around the balance between the need for some activities and the effects of the activities on rural land use.
- Rural Selling Places:
 - o new provisions for small scale activities (road side stalls that retail products from a farm),
 - o restricted to appropriate areas (Inner and Outer Plains).
- Rural Business Activity:
 - o redefine as “rural business” rather than “rural industrial”,
 - o continue the current provision for small scale activities in appropriate zones (e.g. up to 200m²),
 - o apply a stepped approach to activity status for larger scale activities (e.g. 200-500m² as restricted discretionary and discretionary beyond this),
 - o take a strict approach to businesses in more vulnerable areas (Port Hills and High Country).
- Business activity:
 - o continue the strict restriction on all other business activities that are not related to rural activity.

2.0 Summary of Feedback Received

2.1 Landowner/ Public Feedback

These parties had the following comments (multiple responses on the same point have not be repeated):

- Would prefer to keep any permitted area limit at 100 m², rather than increase it to 200 m².
- Would like to see an increase to the permitted employee limit of 2 FTE, while others would like to see a small increase in FTEs depending on the size of the business;
- Against allowing construction, industrial, and trucking companies to set up in the Inner Plains Area.
- Large support for bigger area sizes for rural businesses that have a need to be there.
- A few responses were received both wanting and not wanting any small business to set up within the Rural Zone.
- Matters of control and discretionary should cover:
 - o Noise;
 - o Lighting and glare;
 - o Traffic movements
 - o Structure size;
 - o Visual effect from the road and neighbouring properties;

- The effect on scenic landscapes;
 - Discharge to air;
 - Benefit to the community;
 - Hours of operation.
- The public considered the following activities as 'rural based industrial activities':
 - Tractor repairs;
 - Panel beating;
 - Irrigation supplies and repairs;
 - Electrical supplies and repairs;
 - Stock feed suppliers;
 - Seed hardware;
 - Barn based poultry, pig, and dairy farms;
 - Processing and packaging of animal produce;
 - Quarrying;
 - Bulk storage and distribution.
- The public considered the following activities as 'rural service business activities':
 - Transport companies;
 - Rural contracting such as harvesting and spraying;
 - Plumbers.
- The public considered the following non-rural businesses should be able to located within the Rural Zone:
 - Fire Service;
 - St Johns Ambulance;
 - Hospitals;
 - Retirement homes;
 - Schools;
 - Child care;
 - Kindergarten;
 - Shops;
 - Restaurants and takeaways.
- There was consensus that no leniency should be granted for any type of business locating within the Outer Plain Area.
- Overall there was a common theme that business that do not have a genuine need and association with the Rural Zone and rural production should locate within business/industrial areas. If a non-rural business does seek to establish within the Rural Zone, then consent should be required, with clear direction provided through the objectives and policies as to the expected outcomes for the Rural Zone.
- There was support for requiring all large businesses to locate within industrial zones, such as large scale dairy processing, quarries, rural industrial activities, and large offices for rural business.

2.2 Partner/Stakeholder Feedback

Canterbury Regional Council

This Partner had no further comment above what has already been submitted through the development of the baseline and preferred options reports, other than they support the restriction of business activities to those that have a genuine need to be located in the Rural Zone, and the protection of rural character and primary production as the priority for rural areas.

Mahaanui Kurataiao Limited

No response was received from this Partner.

Horticulture New Zealand

This Stakeholder had the following comments:

- Introduce a term such as ‘rural services’ and list the types of activities anticipated within the district plan;
- This party considered ‘rural services’ to mean an activity undertaken within a rural area where the activity is directly related to rural production activities and could potentially include:
 - o Facilities for processing, packing, and storing primary products;
 - o Activities which service rural production;
 - o Rural contractor depots;
 - o Post-harvest facilities;
 - o Research facilities.
- Overall this party supports the preferred option, this being, to provide a clear policy framework with a focus on ensuring the rural area is retained for primary production activities, and protected from adverse effects resulting from other activities locating in the rural area particularly from reverse sensitivity effects.
- Supports the issue raised in the preferred options report that to effectively carry out any restriction on businesses within the Rural Zone, adequate business/industrial land needs to be provided.

3.0 Analysis of Feedback Received

Overall the theme gained from the majority of the feedback received was consistent with the approach of the preferred option reports, this being the protection of the Rural Zone for primary production, with allowances made for rural service business activities which have a need to locate within this Zone. Specific feedback received on the detail of provisions will be taken into account as part of the next phase of the District Plan Review.

4.0 Recommended Option Post Engagement

The Project Team recommends that:

- The Preferred Option previously endorsed by DPC progresses to the ‘Drafting and Section 32 Evaluation Phase’

RU201 Business in the Rural Zone – communications and engagement summary plan (post engagement report)

Key messages

(as of 15 November 2018)

Background

- As part of the Selwyn District Plan Review policies and rules which influence the character and amenity of the district’s rural areas are being reviewed. This includes the appropriateness of particular types of businesses within the Rural Zone.
- Following the Council’s District Plan Committee’s endorsement of the preferred option reports, the Council consulted on the draft changes related to business in the Rural Zone as part of the initial public consultation between August and October 2018.
- The detailed provisions will be found in the Proposed Plan’s Rural chapter.

Current District Plan

- Any business, regardless of whether or not it supports a rural activity, can currently be set up in the Rural Zone without a resource consent as long as it covers less than 100m² and has no more than two full time equivalent employees. If these two standards are breached then the activity becomes a discretionary activity.
- A rural activity is an activity that uses land or building(s) for the purpose of growing or rearing crops or livestock, including forestry, viticulture, horticulture and intensive livestock production. Note that businesses supporting rural activities are subject to different standards than the two standards mentioned above.
- Rural-based industrial activities under 100m² in area, and which have no more than two full time equivalent employees, are a permitted activity within the Rural Zone. If these two standards are breached and if the activity takes place within the Outer Plains area of the district then the activity will become a discretionary activity, otherwise it will be a non-complying activity. An example of a rural-based industrial activity is a saw mill.

About endorsed preferred option

- Key draft changes ensure only those businesses which are servicing rural activities and have a genuine need to be located within the Rural Zone, are allowed to locate there, and that rural character and primary production are protected as the priority for rural areas.
- Key draft changes include:
 - Clarifying definitions for rural-associated businesses, such as rural business, rural produce seller, and rural-based industrial activity.
 - Setting up a small rural business would not require a resource consent, ie would continue to be a permitted activity as long as certain permitted development standards were met. For example, such standards could be maximum area size (increased from current 100m² to 200m²) and maximum staff number (keep the current rule for up to two staff).
 - A medium rural business between 200 and 500m² in size would become a restricted discretionary activity.
 - A rural business larger than 500m² would have discretionary status, whereas other non-rural businesses would continue to have non-complying activity status.
 - Consider policy support for businesses with discretionary status to enable them to set up in the Rural Zone if there is a need for them to be close to certain rural activities and/or are inappropriate for any other zone.

Recommended changes following consultation on endorsed preferred option

- No changes to the endorsed preferred option.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Horticulture NZ	N/A	Selwyn ratepayers
SDC resource consent team	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Federated Farmers		News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)			Wider public

Legend	High level of interest/ High level of influence (“Manage closely”)	High level of interest/ Low level of influence (“Keep informed”)	Low level of interest/ high level of influence (“Keep satisfied”)	Low level of interest/ Low level of influence (“Watch only”)

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement until early 2020
(from the time initial public consultation period finishes and Proposed District Plan gets notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation						
Post engagement report update						
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report’s endorsement by DPC and until initial public consultation period finishes)	Oct-Dec 2018 & Feb-March 2019 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Direct contact via letter/email and face to face meetings	Direct contact via email/letter	Direct contact via email/letter	
Landowners/occupiers	Part of initial public consultation			
General public	Part of initial public consultation	Post engagement report published on Your Say Selwyn		
DPC			DPC workshop	

13. Post Engagement Report and updated Communications and Engagement Summary Plan for Intensive Farming, Mushroom Farming and Composting

Author:	Robert Love, Strategy & Policy Planner
Contact:	(03) 347 1821

Purpose

To brief the Committee on the post engagement report for the 'Intensive Farming, Mushroom Growing, Compost Manufacture' Topic, which summarises and analyses the feedback received and recommends any change to the Preferred Option(s).

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

“That the Committee notes the report.”

“That the preferred option previously endorsed by DPC be amended as follows:

- ***Create a spilt approach in managing the effects of dust and odour discharge by retaining provisions where an intensive farming activity occurs in close proximity to a sensitive activity;***
- ***Introduce a setback between intensive farming and sensitive activities and retain a reverse sensitivity buffer;***
- ***Use the definitions provided by the draft National Planning Standards, unless new definitions are required to fill any gaps;***
- ***That intensive farming should be a permitted activity, unless a standard is breached, then it should be a restricted discretionary activity; and***
- ***That commercial compost manufacture and mushroom growing should be a discretionary activity.”***

“That the updated preferred option described above be progressed to the Drafting and Section 32 Evaluation Phase.”

“That the Committee notes the updated summary plan.”

Attachments

'Post Engagement Report for Intensive Farming, Mushroom Growing, Compost Manufacture'

'Intensive farming, mushroom farming and commercial composting – communications and engagement summary plan (post engagement report)'

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE: 28 November 2018

TOPIC NAME: Rural

SCOPE DESCRIPTION: Intensive Farming, Mushroom Growing, Compost Manufacture

TOPIC LEAD: Robert Love

PREPARED BY: Robert Love

EXECUTIVE SUMMARY

<p><i>Summary of Preferred Option Endorsed by DPC for Further Engagement:</i></p>	<p>Intensive Farming: Option 2 - Amend provisions and remove duplication with the Canterbury Regional Air Plan in relation to dust and odour effects.</p> <p>Mushroom Growing and Compost Manufacture: Option 3 – Amend existing provisions, create provisions where gaps exist, and remove overlap with the Canterbury Regional Air Plan in relation to dust and odour effects.</p>
<p><i>Summary of Feedback Received:</i></p>	<p>There was widespread feedback across many aspects of these activity types, including definitions, jurisdictional control over odour and dust emissions, rule structures, and setbacks. This feedback was both supportive and against the preferred options.</p>



<i>Recommended Option Post Engagement:</i>	<ul style="list-style-type: none"> - Create a spilt approach in managing the effects of dust and odour discharge by retaining provisions where an intensive farming activity occurs in close proximity to a sensitive activity; - Introduce a setback between intensive farming and sensitive activities and retain a reverse sensitivity buffer; - Use the definitions provided by the draft National Planning Standards, unless new definitions are required to fill any gaps; - That intensive farming should be a permitted activity, unless a standard is breached, then it should be a restricted discretionary activity; and - That commercial compost manufacture and mushroom growing should be a discretionary activity.
<i>DPC Decision:</i>	

1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

The preferred option endorsed by DPC for further consultation for intensive farming was:

- Option 2 - Amend provisions and remove duplication with the Canterbury Regional Air Plan in relation to dust and odour effects.

The preferred option endorsed by DPC for further consultation for mushroom growing and commercial compost manufacture was:

- Option 3 – Amend existing provisions, create provisions where gaps exist, and remove overlap with the Canterbury Regional Air Plan in relation to dust and odour effects.

2.0 Summary of Feedback Received

2.1 Landowner/ Public Feedback

Mixed reaction from the public as to whether Selwyn District Council (SDC) should maintain the ability to assess odour and dust effects, or if the Canterbury Regional Council (CRC) should adopt full control over these aspects.

Mixed reaction from the public regarding the use of setbacks, with some wanting to see the setback distance increase, while others wanted to see it stay the same, and others wanted to see a removal of the setbacks to enable residential development. Additionally, comments were received that indicated a wish to see intensive farms fully internalise any effect within their own property.

Mixed reaction was received from the public regarding the use of a groundcover mechanism as the key trigger to determine if an activity is intensive or not. Some parties believe it was too vague, and that it

should include all land that is irrigated, or that some sort of stock density number should be incorporated into the definition.

2.2 Partner/Stakeholder Feedback

Mahaanui Kurataiao Limited

This partner indicated that the Taumutu Runanga is supportive of the preferred option, but Tuahuriri Runanga was not. No further details were provided.

Canterbury Regional Council

This partner indicated the following:

- That SDC should retain controls to assess odour and dust where there may be an effect on the amenity values of a sensitive activity. This is not seen as an overlap with the regional planning framework as CRC does not make any assessment on the effect on amenity values.
- Maintaining controls within the District Plan would provide an indication to CRC as to the appropriate location for these discharges within the Rural Zone, and allow for greater effectiveness of the relevant Canterbury Air Regional Plan (CARP) policies.
- The use of setbacks between intensive farms and sensitive activities indicates to CRC the expected land uses and the desired amenity value of an area. This approach would enable the CRC to give an activity more scrutiny if located within a setback because the CARP takes its steer from the District Plan as to where activities should be located.
- CRC would expect the District Plan to contain some form of reverse sensitivity setback in order to give effect to the policies of the Canterbury Regional Policy Statement (RPS).
- If an intensive farming activity has a permitted activity status, then it is suggested that the permitted standards be very robust to ensure activities do not fall through any gaps.
- That SDC should be wary of relying on the CARP's catch-all rules as a back stop, as the CRC's interpretation of the situation and site context may differ from that expected from SDC.
- Overall, it would be beneficial for the district plan to control the location of activities when they are in close proximity to sensitive activities.

Canterbury District Health Board

This stakeholder had the following comments:

- Supports having a setback between sensitive receptors and intensive farming.
- Supports having at least 300 metres between sensitive receptors and intensive farming.
- Supports delegating functions to the CRC.

Tegel

This stakeholder had the following comments:

- Would prefer to see poultry have its own definition and rule set rather than a general one for all stock.
- Would prefer for the CRC to control all dust and odour components of intensive farming.

- Supportive of the 300 metre reverse sensitivity buffer remaining, and believes that a setback the other way for new intensive farm is fair, as long as it only applies to sensitive activities. Would like to see clear guidance on where setbacks are measured from.
- Supportive of the indicative rule format and intensive farming becoming a permitted activity.
- Supportive of the new proposed definitions that rely on ground cover as the primary determiner, as long as they are clear. Supports the PIANZ response regarding the definitions.

Poultry Industry Association New Zealand (PIANZ)

This stakeholder had the following comments:

- Supportive of the approach to remove duplication between the regional and district councils.
- Generally supportive of the indicative definitions, but provided examples on how they could be improved, as set out below.

Extensive Farming

Means the use of land for keeping, breeding or rearing of livestock and poultry for commercial purposes, on pasture at a stocking density that ~~sustains the maintenance of pasture or maintains adequate and suitable ground cover~~. This includes ~~including~~ free range poultry farming ~~where the birds have access to open air runs~~ but excludes intensive farming.

Intensive farming

Means the use of land ~~and/or buildings or both~~ for the keeping, breeding or rearing livestock and poultry for commercial purposes that are ~~production of animals, where the predominantly productive processes are carried out within buildings, or closely fenced outdoor runs where the~~ and which have a stocking density, or nature of the activity, or scale and intensity that ~~precludes the maintenance of pasture or does not maintain adequate and suitable ground cover~~. ~~It~~ This definition excludes pig production for domestic self-subsistence home use which involves no more than 25 weaned pigs or six sows.

Free range poultry farming

Is the use of land or buildings or both for the keeping, breeding or rearing of poultry for commercial purposes where the birds have access to open air runs.

- Definitions should be framed in a way that 'farming' is only the use of land, and intensive farming is the use of land and buildings.
- By including a separate definition for free range poultry, it will allow for a better alignment with the CARP and increase the clarity of the planning framework as a whole.
- Make sure any definitions use the common terms 'keeping, breeding, and rearing of livestock and poultry', 'scale and intensity', and 'maintain adequate and suitable ground cover'.
- Ensure that the restricted discretionary and permitted rules are linked, so a breach of the permitted standard will only result in an assessment on that standard through the restricted discretionary rule.
- Improve the clarity of the 300 metre reverse sensitivity rule, so it does not refer to the whole 'site' to avoid perverse situations.

Federated Farmers

This stakeholder had the following comments:

- Supportive of removing duplication by allowing the regional council to adopt key functions.
- Would prefer to see an amendment to the indicative definition to something similar to the Ashburton or Hurunui District Plans.

General Pork Industry

These stakeholders had the following comments:

- Endorses a decision for the CRC to manage odour and dust where possible.
- Would like to see further measures to prevent residential encroachment near existing activities, and into potential areas where the pork industry could develop.
- Supports the keeping of a 300 metre reverse sensitivity setback.
- Industry stated that they would prefer an option which sees a removal of controls at a district plan level. However, if that is not possible then a setback option is the next best.
- A stock density number should not be used to define an activity, as it does not reflect the actual effects.
- It was suggested that the district plan definition, and its use of the term 'ground cover' be somehow linked to Pork NZ's management guidelines.
- There were some concerns around the use of the ground cover term, as piggeries can cut up the ground quite easily in poor weather events.
- Consistency between councils is desirable.

General Poultry Industry

These stakeholders had the following comments:

- Would prefer to see only one council manage and control the air discharge components.
- Supports the maintenance of a 300 metre reverse sensitivity setback, but are generally accepting that with modern management practices and shed technology, this setback could be reduced.
- Concerned that if the setback was applied both ways that it would pressure farms to be on large lots, so they can fully internalise the effects of their activity.
- Would prefer to see separate provisions for poultry rather than a general definition and rule.
- Request for recognition that all intensive farms are different, in both their effects and the environment they operate within, many within a peri-urban receiving environment, and operate without complaint.
- It was made clear that broiler chickens do not have any issues maintaining ground cover, whereas layer chickens do.
- The industry would like to see a reverse sensitivity layer be maintained for free range poultry units, even if it is considered permitted under the district and regional plans.

Horticulture New Zealand

This stakeholder had the following comments:

- This party supports the use of the definition provided in the National Planning Standards for 'intensive primary production'.
- Would prefer that 'primary production' rather than extensive farming be used as it is more inclusive and encompassing of all of the potential rural productive land uses. Extensive farming could be seen to be excluding horticulture.
- This group did not consider the growing of horticultural crops within greenhouses as an intensive farming activity.

Selwyn District Council – Waste Management Team

This team had the following comment:

- The services of an air quality expert who was carrying out a separate piece of work for the council reviewed the potential option in regard to the composting facility at the Pines Resource Recovery Park and stated that the preferred option bundles all forms of composting into one category, which doesn't allow for the differences in feedstock or compost management technique. For example two composting operations that deal with the same quantities and composting technique, but with one including the composting of chicken manure, would have very different odour profiles.

Ellesmere Sustainable Agriculture Incorporated

This stakeholder had the following comments:

- Supportive of making intensive farming more permissive, and to reduce duplication between councils.
- This group did not see a need for an extensive farming definition.

New Zealand Pork

This stakeholder had the following comments:

- Supportive of any approach that would enable a rural activity, and the removal of duplication between councils through a reliance on the CARP.
- Supportive of the maintenance of a reverse sensitivity setback, and supportive of an amendment to this rule to allow for a dwelling on the same property as the farm.
- Supportive of classifying intensive farming as a permitted activity, and the subsequent requirement for a farm to supply the plan and location of the intensive farming unit to council prior to operation.
- Supportive of the use of a ground cover term to be the key determiner between defining what an intensive and extensive farm is, and for this to be assessed on a common sense basis. The current definitions are considered to be ambiguous and not conducive to good planning outcomes. Moreover, this stakeholder would not like to see a stock density figure used as it doesn't relate to the actual effects of the activity, and does not allow for flexibility within the planning framework.
- Supportive of a restricted discretionary activity status for any activity that breached the permitted activity rule. They supported an approach where it would be inappropriate for the district plan to have a stricter activity classification than a regional plan.
- There is a desire to have a clear delineation between what is considered intensive and extensive. They considered extensive to be farming at low stock rates, maintenance of grass cover, low amounts of dust and odour, whereas intensive farming is generally considered to be high stock densities, and mainly occurring indoors.
- They consider the current controlled activity rule for expanding piggeries is very complex and onerous.
- This group provided some potential objectives and policies:

Objectives

1. *Rural resources are managed to enable capability, flexibility and accessibility for rural production activities.*
2. *Intensive farming continues to make a significant contribution to the wider economic productivity and food supply of the region/district.*
3. *Indoor and outdoor pig farming is enabled in rural environments and protected from inappropriate subdivision, use and development and reverse sensitivity effects.*

Policies

1. *Enable a diverse range of activities while avoiding significant adverse effects on rural areas.*
 2. *Recognise that the effects of rural production activities are an element of rural character and amenity.*
 3. *Require activities that do not depend on rural resources to locate outside areas of rural production.*
 4. *Enable intensive farming activities to function efficiently and effectively through the management of potential adverse effects.*
 5. *Avoid the potential for reverse sensitivity effects by:*
 - a. *Preventing sensitive activities from establishing in areas where rural production activities could be adversely affected; or*
 - b. *Requiring sensitive activities to adopt onsite methods to avoid reverse sensitivity effects on rural production activities; and*
 - c. *Avoiding subdivision and development that would result in incompatible uses or sensitive activities being introduced into areas of rural production.*
- Would prefer to see permitted development standards allow for the nature of intensive farming, which is a 24 hour working environment and any standards dealing with traffic movements, noise, lighting, and hours of operation should reflect this. Additionally, their unique site coverage requirements should be taken into consideration.

3.0 Analysis of Feedback Received

3.1 Cross council jurisdiction (CRC/SDC) and the use of setbacks:

Analysis

Between the responses received from the public, stakeholders, and partners there was no clear theme as to who should control the odour and dust discharge components. The regional council was clear in that they would prefer that SDC retains control of these activities where they may have an effect on the amenity values of a sensitive activity, and this was not seen to be a duplication. It was also warned that the CARP's catch-all rules should not be used as a back stop as they may not cover all of an activity's effects on amenity values.

If controls were maintained in proximity to sensitive activities, a setback would need to be introduced into the plan. This setback would mean that SDC would control odour and dust where a setback breach

occurs, and to allow the regional council to manage odour and dust outside of these setbacks. This approach acts a half-way option between the two competing viewpoints.

This option would indicate to the CRC the appropriate location for these discharges within the Rural Zone, and allow for greater effectiveness of the relevant CARP policies.

While control is not wholly transferred to the CRC as per the desires of the industry to attempt to reduce cost, time spent, and confusion, it would allow for a reduction in planning restrictions as currently exists if the intensive farm establishes outside of a setback. Additionally, the concerns of the public as to the potential odour and dust effects on residential properties is also addressed by retaining control when activities occur in close proximity to them. While the industry would still see this as a restriction on potential development some members did see the fairness in this approach, and that it would be the preferred approach if a 'no-rules' approach was not able to be implemented.

There was generally agreement across the consultees about the need for the retention of a reverse sensitivity buffer in order to prevent residential encroachment on existing intensive farming activities. This approach would also assist in meeting the district plans requirements under the RPS.

Additionally, the poultry industry has made a request that if free range poultry farming is a permitted activity, that they be able to retain a reverse sensitivity setback for this activity type. However, the purpose of the reverse sensitivity setback is to stop sensitive activities establishing near existing activities that have an odour and/or dust discharge component that may result in complaint from the new sensitive activity. The CRC has signaled to the SDC through the provisions of the CARP that free range poultry farming has little to no odour or dust effects on the surrounding land uses, and has classified the activity as permitted. This stance has led to an approach by the SDC to classify this activity type (subject to conditions) as permitted as well. Given this interpretation on the degree of effects from free range poultry farming, a reverse sensitivity buffer is not required and would only be placing undue planning restrictions on the surrounding land uses. Conversely, if a free range poultry farming activity were to cause odour and or dust effects to the degree where they warrant a reverse sensitivity setback, then their permitted activity classification would be difficult to justify.

Conclusion

That setbacks be introduced into the district plan which act as a trigger for resource consent requirements for when an intensive farming activity seeks to establish within close proximity to a lawfully established sensitivity activity. This would reduce some controls within the district plan by allowing the CRC to solely deal with the air discharge outside of the prescribed setback, but allow SDC to retain control within it.

3.2 Definitions:

Analysis

The Draft National Planning Standards issued by Central Government include a range of definitions relevant to this scope:

- Primary production – meaning any agricultural, pastoral, horticultural, forestry, or aquaculture activities for the purposes of commercial gain or exchange, including any land and auxiliary

buildings used for the production of the products that result from the listed activities, but does not include the processing of those products.

- Intensive primary production – meaning primary production activities that involve the production of fungi, livestock or poultry that principally occur within buildings.

Given the compulsory nature of these definitions, the Council may be required to use the above relevant definitions, rather than develop new ones. However, as the definitions do not address situations such as free range pork and poultry farming specifically, and additionally those activities that preclude the maintenance of ground cover, there may be scope to create definitions to cover these types of activities.

There was a mixed reaction across the public, stakeholders, and partners as to the suitability of introducing the use of a ground cover mechanism to act as the key determiner of whether an activity is intensive or not.

Some parties believed it was too vague, or that other mechanisms should be used such as if the land is irrigated, or that a stock density number should be adopted.

The poultry industry wished to see a separate definition used for different stock types to increase the provisions' effectiveness. Like the pork industry they were supportive of the use of a ground cover mechanism as the determiner of activity definition as it was tied to an effect rather than an arbitrary number. Providing a free range poultry definition would allow for better alignment with the CARP, and increase the clarity of the planning framework as a whole.

These industry members have also provided draft provisions which will be taken into account as part of the provision drafting processes. This includes using common planning terms such as 'keeping, breeding, and rearing of livestock and poultry', 'scale and intensity', and 'maintain adequate and suitable ground cover'.

Conclusion

That the definitions drafted through the National Planning Standards be tentatively adopted until they have been confirmed in early 2019. It is also recommended that definitions are developed for free range poultry, and intensive farming activities that may not necessarily occur within a building, both with the key mechanism being the maintenance of ground cover.

3.3 Provision Structure:

Analysis

Most parties were generally supportive of the indicative rule format of intensive farming becoming a permitted activity, subject to appropriate permitted development standards and followed by a restricted discretionary activity status if a development standard is breached. This appears to be the most effective way forward, especially when combined with the inclusion of setbacks into the rules seeking to control activities in close proximity to sensitive activities. This format allows those activities with little to no effect to occur as a permitted activity, while requiring resource consent for those activities which breach a permitted standard. Additionally, if a consent is required the assessment matters will be restricted to the matter breached in the permitted development standards.

While the industry acknowledged that this approach would place some additional location restrictions on intensive farming, they did see the reasoning behind such an approach and considered it fair when comparing it to the reverse sensitivity setback.

In relation to composting, it is key to note the input from the air quality expert who was undertaking work for SDC through the Asset's Waste Team. Effectively this commentary stated that allowances need to be made for the vast difference in the potential odour profile of various composting manufacturing activities. These can vary widely depending on feedstock and management techniques. This statement is particularly relevant given the ongoing work on the appropriate setback distances for various activities with an air discharge component. This research has also highlighted the complexity of estimating an odour profile for composting activities, and has recommended that composting be dealt with on a case by case basis, rather than by using a minimum setback distance requirement.

Some of the key considerations to be made through the plan provisions drafting process will need to take into consideration the nature of these activity types, and the fact that they are not typical farming operations. This would be relevant to aspects such as traffic movements, noise, site coverage, lighting, and hours of operation.

Conclusion

It is recommended that the plan provisions be drafted along the principle of having the base status for intensive farming as permitted, unless a permitted development standard is breached (which includes a setback as previously discussed), then an escalation to a restricted discretionary activity status occurs, with matters of discretion being limited to the standard breached.

In regards to activities which involve compost manufacture, given the varying nature of this activity and the inability to specify a single accurate setback figure, it is recommended that this activity be considered a discretionary activity at the outset. It may also be relevant to include mushroom growing into this category given its reliance on compost, however this may be further complicated by the potential inclusion of fungi growing under the National Planning Standard's definition for intensive primary production.

4.0 Recommended Option Post Engagement

The Project Team recommends that:

- The Preferred Option previously endorsed by DPC is amended as follows:
 - Create a spilt approach in managing the effects of dust and odour discharge by retaining provisions where an intensive farming activity occurs in close proximity to a sensitive activity;
 - Introduce a setback between intensive farming and sensitive activities;
 - Use the definitions provided by the draft National Planning Standards, unless new definitions are required to fill any gaps;
 - That intensive farming should be a permitted activity, unless a standard is breached, then it should be a restricted discretionary activity; and

- That commercial compost manufacture and mushroom growing should be a discretionary activity.
- The updated Preferred Option described above progresses to the 'Drafting and Section 32 Evaluation Phase'.

Intensive farming, and mushroom farming and commercial composting – communications and engagement summary plan (post engagement report)

Key messages

(as of 15 November 2018)

Background

- As part of the Selwyn District Plan Review, policies and rules which manage intensive farming in the district are being reviewed.
- Selwyn is home to a wide range of farming activities where livestock is commercially reared. Intensive farming in our district typically involves pork or poultry production, and in recent times some dairy barns have also been established.
- Our district has the highest number of pork producers in the country (although not the largest volume produced) as well as a significant number of poultry farms. There is a trend towards free-range pig and poultry farming.
- Selwyn is home to a number of mushroom farming activities, with their own composting operations in Greendale (Greendale Mushrooms and Meadow Mushrooms, Rolleston and Prebbleton). Additionally, there are some horticulture retailers that compost on site.
- Following the Council’s District Plan Committee’s endorsement of the preferred option report, the Council consulted on the draft changes related to intensive farming as part of the initial public consultation between August and October 2018. Targeted consultation on draft changes affecting mushroom farming and composting was undertaken with key stakeholders and affected landowners.
- The detailed provisions will be found in Proposed District Plan’s Rural chapter.

Current District Plan

Intensive farming

- Farming in the current Plan is usually considered intensive if:
 - the activity is for the commercial rearing of livestock; and
 - it isn’t dependent on the fertility of the soil.
- At present, when someone wants to establish or expand an intensive farm they are required to obtain a resource consent from both Environment Canterbury and Selwyn District Council.

Mushroom farming and commercial composting

- Presently mushroom farming as an activity is not directly dealt with in the District Plan but is captured by the general rules and through its classification as a ‘rural based industrial activity’. Composting is expressly dealt with when organic materials are brought from off-site to compost.
- Composting is not defined within the plan, nor does it have a clear rule structure.
- Currently operators who want to operate a mushroom farm and/or composting activity in the district have to apply for consent from both the district and regional councils.

About endorsed preferred option

Intensive farming

- Key draft changes include:
 - introducing an amended definition for intensive farming so that it’s defined as a commercial activity which predominantly occurs indoors, or where the stock density or nature of the activity doesn’t maintain ground cover. Ground cover will be assessed on a common sense basis.
 - Intensive farming excludes small scale home production of pigs in rural areas, which involves no more than 25 weaned pigs or six sows.
 - Intensive farming becomes a permitted activity within the Proposed District Plan as long as the activity is within the Rural Zone and meets certain (yet to be established) permitted development standards. These standards could include building characteristics, supplying location details, noise, transport and lighting.
 - Intensive farming will still need an air discharge consent from Environment Canterbury to address any potential odour and dust effects, regardless of the activity becoming permitted under the Proposed District Plan.
 - Introduce a definition of extensive farming where the point of difference with intensive farming is that the stocking density is such that the ground cover is maintained.
 - Keep the 300-metre reverse sensitivity setback between a new residential development and an existing intensive farming activity except if the dwelling is located on the same site as the intensive farm.

Mushroom farming and commercial composting

- Key draft changes include:
 - Set up mushroom farming and composting as two separate activities within the District Plan.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	NZ Pork	Owners of existing intensive farms (includes Tegel and Brinks)	Selwyn ratepayers
SDC resource consent team	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Poultry Industry Association NZ	Current mushroom and composting businesses	News media
		Dairy NZ		Wider public

Legend	<i>High level of interest/ High level of influence ("Manage closely")</i>	<i>High level of interest/ Low level of influence ("Keep informed")</i>	<i>Low level of interest/ high level of influence ("Keep satisfied")</i>	<i>Low level of interest/ Low level of influence ("Watch only")</i>

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

- Retain revised controls for mushroom farming and commercial composting, but remove the ability to consider odour and dust discharges, which will now be solely addressed by Environment Canterbury.
- Introduce a definition for mushroom farming and composting, with any definition for mushroom farming being linked to the activity remaining a 'rural based industrial activity'.
- Setting up a new mushroom or composting activity in the Rural Zone will not require a resource consent from Selwyn District Council, subject to certain development standards (eg scale of activity, noise and traffic) being met, ie they're a permitted activity. In residential and commercial business zones they'll be a non-complying activity. However, the activity will continue to require a resource consent from Environment Canterbury for any air discharge.

Recommended changes following consultation on endorsed preferred option

- As a result of the feedback received during the initial public consultation and further assessment of these topics the following changes to the previously endorsed preferred options are recommended:

Intensive farming:

- Introduce a setback between intensive farming and sensitive activities, which will act as a trigger for resource consent requirements when an intensive farming activity seeks to establish or expand within close proximity to a sensitivity activity.
- Selwyn District Council retains control of air discharges, ie dust and odour when a setback is breached.
- Definitions for intensive farming and primary production used in the draft National Planning Standards be tentatively adopted until they have been confirmed in early 2019. Develop new definitions for free range poultry and pork, and intensive farming activities that may not necessarily occur within a building, both with the key mechanism being the maintenance of ground cover.

Mushroom farming and commercial composting:

- Commercial compost manufacturing and mushroom growing should be a discretionary activity, given the varying nature of this activity and complexity of estimating an odour profile making it really hard to specify a single setback figure.

Engagement until early 2020

(from the time initial public consultation period finishes and Proposed District Plan gets notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation						
Post engagement report update						
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report's endorsement by DPC and until initial public consultation period finishes)	Oct-Dec 2018 & Feb-March 2019 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Direct contact via letter/email and face to face meetings	Direct contact via letter/email	Direct contact via email/letter	
Landowners/occupiers	Direct contact via letter/email & part of initial public consultation			
General public	Part of initial public consultation [intensive farming only]	Post engagement report published on Your Say Selwyn		
DPC			DPC workshop	

14. Post Engagement Report and updated Communications and Engagement Summary Plan for Quarrying

Author:	Robert Love, Strategy & Policy Planner
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Purpose

To brief the Committee on the post engagement report for the 'Quarrying' Topic, which summarises and analyses the feedback received and recommends any change to the Preferred Option(s).

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

“That the Committee notes the report.”

“That the preferred option previously endorsed by DPC be amended as follows:

- ***Approach ‘2’: that setbacks be taken from the notional boundary of sensitive activities within rural zones, and residential zone boundaries. The setback will act as an activity status escalator which will enable a dust assessment. Outside of a setback margin the Selwyn District Council will not have the discretion to assess dust.***
- ***Approach ‘4’: remove this approach as it is superfluous to needs of the District Plan Review.***
- ***Approach ‘5’: to use the definitions provided by the draft National Planning Standards where possible.***
- ***Approach ‘7’: remove this approach as it is superfluous to the needs of the District Plan Review.***
- ***Approach ‘8’: to allow for a split approach in managing the effects of dust discharges, between the Selwyn District Council and the Canterbury Regional Council.***

“That the updated preferred option described above be progressed to the Drafting and Section 32 Evaluation Phase.”

“That the Committee notes the updated summary plan.”

Attachments

'Post Engagement Report for Quarrying'

'Quarrying – communications and engagement summary plan (post engagement report)'

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE: 28 November 2018

TOPIC NAME: Rural

SCOPE DESCRIPTION: Quarrying

TOPIC LEAD: Robert Love

PREPARED BY: Robert Love

EXECUTIVE SUMMARY

<p><i>Summary of Preferred Option Endorsed by DPC for Further Engagement:</i></p>	<p>The preferred option includes the following approaches:</p> <ol style="list-style-type: none"> 1. Provide for quarrying as a discretionary or restricted discretionary activity in the rural zone. 2. Include setback provisions. 3. Collate from previous resource consent decisions (such as the Road Metals decision for the Wards/Sandy Knolls/Kerrs Road site) a suite of relevant issues and conditions that could inform the development of appropriate standards or assessment matters. 4. Consider including a specific section in the Plan outlining minimum information requirements for assessing resource consent applications for quarry developments. 5. Amend the definition of quarrying and its associated activities in conjunction with reassessing the benefits/costs of a “rural-based industry” definition and “other industry” definition. It is considered that the definitions in the Christchurch District Plan and the Ashburton District Plan are the most helpful from a cross boundary consistency point of view. 6. Develop a robust objective and policy framework to manage quarrying in the rural zone, and which provides for quarrying to occur in appropriate locations while avoiding or mitigating adverse effects, particularly on sensitive receptors. 7. Consider a ‘high quality gravels overlay’ to protect key areas from more intensive rural residential development. 8. Investigate options for transferring powers associated with dust to Environment Canterbury.
<p><i>Summary of Feedback Received:</i></p>	<p>Feedback was received across all of the approaches contained within the preferred options report, with the main points of contention being around the approaches dealing with: setbacks, jurisdictional control over dust</p>

	discharges, definitions, use of a gravel overlay, and minimum information requirements for consent applications.
<i>Recommended Option Post Engagement:</i>	<ul style="list-style-type: none"> • The recommended amendments to the preferred option are as follows: <ul style="list-style-type: none"> - Approach '2': that setbacks be taken from the notional boundary of sensitive activities within rural zones, and residential zone boundaries. The setback will act as an activity status escalator which will enable a dust assessment. Outside of a setback margin the Selwyn District Council will not have the discretion to assess dust. - Approach '4': remove this approach as it is superfluous to needs of the District Plan Review. - Approach '5': to use the definitions provided by the draft National Planning Standards where possible. - Approach '7': remove this approach as it is superfluous to the needs of the District Plan Review. - Approach '8': to allow for a split approach in managing the effects of dust discharges, between the Selwyn District Council and the Canterbury Regional Council. • That the updated Preferred Option described above progresses to the 'Drafting and Section 32 Evaluation Phase'.
<i>DPC Decision:</i>	

1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

The preferred option endorsed by DPC includes the following approaches:

1. Provide for quarrying as a discretionary or restricted discretionary activity in the rural zone.
2. Include setback provisions.
3. Collate from previous resource consent decisions (such as the Road Metals decision for the Wards/Sandy Knolls/Kerrs Road site) a suite of relevant issues and conditions that could inform the development of appropriate standards or assessment matters.
4. Consider including a specific section in the Plan outlining minimum information requirements for assessing resource consent applications for quarry developments.
5. Amend the definition of quarrying and its associated activities in conjunction with reassessing the benefits/costs of a “rural-based industry” definition and “other industry” definition. It is considered that the definitions in the Christchurch District Plan and the Ashburton District Plan are the most helpful from a cross boundary consistency point of view.
6. Develop a robust objective and policy framework to manage quarrying in the rural zone, and which provides for quarrying to occur in appropriate locations while avoiding or mitigating adverse effects, particularly on sensitive receptors.
7. Consider a ‘high quality gravels overlay’ to protect key areas from more intensive rural residential development.
8. Investigate options for transferring powers associated with dust to Environment Canterbury.

2.0 Summary of Feedback Received

2.1 Landowner/ Public Feedback

There was overwhelming support from landowners and the public for the implementation of setbacks between quarrying activities and sensitive activities. There was a mix of thoughts on where a setback should originate with responses indicating the residential zone boundary, a sensitive activity’s notional boundary, but the majority wished to see the sensitive activity’s property boundary used.

Two thirds of respondents wished to see the Canterbury Regional Council take over full control in dust control matters, with the other third wanting to see the Selwyn District Council retain control over this matter.

Other common or key themes borne out of consultation were:

- Appropriate restrictions on hours of operation, traffic generation, and noise emissions be applied to quarry activities.

- Quarry operations should not impinge on the use and enjoyment of residential dwellings within the rural zone.
- That a high quality gravel overlay may be beneficial to indicate to the general public which areas a quarry may seek to establish. Conversely, it was stated that an overlay should not be created just for information purposes, as this may drive up land prices.
- A point of view was given about the use of setbacks as their accuracy and reliability for protecting the community is questionable, and if a setback is included then it should only act as a trigger for greater assessment rather than as a prohibitory mechanism.

2.2 Partner/Stakeholder Feedback

Canterbury Regional Council

This Partner supported the approach clarifying quarrying as a rural activity, and managing the effects of quarrying through a resource consent process. Additionally, they were supportive of the approach to include setbacks within the plan to signal appropriate and inappropriate locations for quarrying activities which will help support the regional council when assessing applications under the Canterbury Air Regional Plan, and also give effect to the reverse sensitivity policies of the Canterbury Regional Policy Statement.

Mahaanui Kurataiao Limited

This partner submitted in support of the preferred option.

Canterbury District Health Board

This stakeholder submitted in support of the preferred option, specifically supporting the use of setbacks to separate quarries and sensitive receptors. Additionally this party supports any delegation to the regional council, and would like to see hours of operation restrictions placed on activities near sensitive receptors.

Transpower

This stakeholder submitted on the preferred option, stating that dust and earthworks need to be carefully considered when quarries seek to establish near transmission assets.

The Aggregate and Quarry Association of New Zealand

This stakeholder submitted with the following concerns/statements:

- There is a need to protect existing quarry sites from inappropriate development encroaching near their activities to prevent reverse sensitivity.
- Quarries need to be located in close proximity to the source of demand to prevent the resource becoming cost prohibitive for the users.
- That any definition of 'quarrying' should include associated processing activities.
- Supports a discretionary activity status, as long as suitable policy support exists to enable those quarries with little effect.
- Would prefer that setbacks were not included in the plan, but instead have the effects of an activity assessed on a case by case basis.

- Supports minimum information requirements to assist consent application clarity, but a balance is needed to avoid undue restriction.
- Is supportive of a delegation of functions to the regional council.

Fulton Hogan

This stakeholder submitted with the following concerns/statements:

- Supports the classification of quarrying as a discretionary activity, but needs to have clear policy guidance which recognises the benefits of quarrying and the fact that it is a rural activity, where some effects are expected.
- Would prefer to see any definition for 'quarrying' to expand to the processing of materials as well. They would not like to see the processing of materials be defined as an industrial activity.
- An overlay would be useful to show the community where future quarries may be located and to protect the resource. However, if it is only for information purposes, it may alarm the community and drive up land prices.
- Minimum information requirements could be beneficial in helping with the uncertainty on information requirements for resource consent applications, but a balance needs to be made as they could be too prescriptive.
- Supportive of the regional council taking over monitoring and assessment functions.

3.0 Analysis of Feedback Received

3.1 Setbacks

Analysis

As to be expected there was widespread support from the community to introduce setbacks between sensitive activities and quarry operations, while the converse of this was supported by the industry. However, industry would not be wholly opposed to setbacks if policy support was present in the district plan to enable those activities that breach a setback but can effectively mitigate their effects.

It may be relevant to note that the public's support of setbacks may stem from a false understanding on their implementation. Based on the content of the comments received, it would appear that some believe that the presence of a setback creates a 'red line' that quarry operators cannot cross. However, the district plan is unable to adopt this approach as it would then be contrary to the Canterbury Regional Policy Statement, which defines mineral extraction as a rural activity. As such, the district plan cannot unduly restrict mineral extraction within a rural zone where rural activities are expected. The purpose of the setback is to trigger additional scrutiny of the activity by giving the district council the ability to assess the activity's effect on amenity values as a result of a dust discharge. It also provides an indication to regional council consent planners as to the appropriate location of these activities within the Rural Zone.

There were mixed views on where the origin of the setback should be from, either the residential zone boundary, the notional boundary of the sensitive activity, or the property boundary of the sensitive activity. The majority did indicate that they wished to see the setback be measured from the property boundary. However, it is considered that this origin point would be unreasonable, given that property

boundaries in the Rural Zone can extend well beyond the sensitive activity on that site. This would effectively render every activity as a discretionary activity, and therefore needing a dust assessment, defeating the purpose of a setback. To address this issue, the use of a notional boundary set 20 metres from the façade of the sensitive activity may be more appropriate, as this will encompass the actual sensitive activity, and the immediate surrounds. For example, it would include a dwelling and the surrounding amenity space used for personal enjoyment. This approach can be used in conjunction with a setback from residential zone boundaries. This approach is consistent with that contained within the CARP.

Conclusion

That setbacks should be included in the district plan, and should be measured from the notional boundary of sensitive activities within the rural zone, and from a residential zone boundary.

3.2 Canterbury Regional Council to control dust discharges

Analysis

As already stated two thirds of respondents supported the approach to allow the regional council to take control over the management of dust discharges, with the remaining third submitted in support of the Selwyn District Council to retain control.

If a setback approach is taken where the Selwyn District Council only controls dust discharges where a setback breach occurs, and to allow the regional council to manage dust outside of these setbacks, then this acts as a half-way option between the two competing viewpoints.

Selwyn District Council retains the ability to assess dust in close proximity to any sensitive activity to ensure that these effects are effectively mitigated, while also removing the Council's control in areas where no sensitive activity exists, reducing the potential confusion and cost for landowners by having to deal with two councils around consenting and monitoring the dust component of the activity.

Conclusion

That Selwyn District Council should retain the ability to assess the effects of dust discharges on amenity values only when in close proximity to sensitive activities and residential zones.

3.3 High Quality Gravel Overlay

Analysis

Few submissions were received on this component of the preferred option. Those that were received indicated that an overlay could be a useful tool in providing information to the community where quarrying may occur in the future. However, the downsides of this approach were also highlighted, these being that the overlay may not be necessary if it is only for 'information purposes', especially if it leads to an artificial increase in land prices.

As any overlay in the district plan would be effectively to indicate potential areas that quarrying may occur, rather than to act as support for any provision, the cost of creating this overlay may not warrant the value gained by including this in the plan.

Conclusion

Given the limited value gained by including an overlay in the district plan verses the cost of developing this overlay, it is recommended that no overlay is included in the district plan.

3.4 Definitions

Analysis

There was a reasonable level of debate included in the feedback as to what quarrying, and its associated processing activities should be defined as, either as rural activity, or as an industrial activity.

Understandably, the wider community wanted quarrying and its associated activities defined as an industrial activity, and the industry wished to see it defined as a rural activity, which is consistent with the Canterbury Regional Policy Statement's definition.

However, Central Government has released draft National Planning Standards, which includes definitions which are relevant to this scope of works. These are as follows:

'Mining' – which includes to take, win, or extract a mineral existing in a natural state in the land. This definition would encompass the physical act of extracting material from the ground, but not the processing of it.

'Quarry' – defined as an area of land where the excavation, with or without the processing of minerals occurs. However, this is a noun, and does not cover the activity of quarrying and its associated processes.

'Primary Production' – this definition does not include mining or the processing of minerals, which is relevant when considering the definition for 'rural industry'.

'Rural Industry' – defined as an industrial activity where the principle function supports primary production. As mining is not a primary production activity, its' associated processes cannot be considered a rural industry activity.

'Industrial Activity' – includes in its definition any activity which has a primary purpose of processing goods, which may cover the processing of minerals.

Given the compulsory nature of these definitions, the district council will be required to use the above relevant definitions, rather than developing new ones. However, as the processing of minerals from mining is not expressly covered other than the link to 'industrial activity' there may be scope to create a new definition for this aspect of the activity.

Conclusion

It is recommended that ongoing work adopt an approach where the draft National Planning Standards definitions are used, until these are further revised and confirmed in early 2019.

3.5 Minimum Information Requirements

Analysis

Several industry members have provided a comment on this aspect, stating that while it can be beneficial for the district plan to contain guidance as to the minimum information required for a resource consent application, they are wary that the requirements could become too onerous in certain situations.

Generally, when preparing an application for a resource consent, the level of information and detail is directly related to the scale and significance of the effect being assessed. Minimum information requirements can stifle this flexibility and result in high consenting costs. If an application is submitted absent particular information, there are functions under the Resource Management Act 1991 to deal with this situation.

Additionally, one of the core tenants of this district plan review is to reduce the size of the plan, and the review work programme in itself. This can be achieved through not including minimum information requirements in the district plan.

Conclusion

For the above reasons it is recommended that minimum information requirements are not included in the district plan.

4.0 Recommended Option Post Engagement

The Project Team recommends that:

- The Preferred Option previously endorsed by DPC is amended as follows:
 - Approach '2': that setbacks be taken from the notional boundary of sensitive activities within the Rural Zone, and from residential zones boundaries. The setback will act as an activity status escalator which will enable a dust assessment. Outside of a setback margin the Selwyn District Council will not have the discretion to assess dust.
 - Approach '4': remove this approach as it is superfluous to needs of the District Plan Review.
 - Approach '5': to use the definitions provided by the draft National Planning Standards where possible.
 - Approach '7': remove this approach as it is superfluous to the needs of the District Plan Review.
 - Approach '8': to allow for a split approach in managing the effects of dust discharges between the Selwyn District Council and the Canterbury Regional Council.
- The updated Preferred Option described above progresses to the 'Drafting and Section 32 Evaluation Phase'.

RU205 Quarrying – communications and engagement summary plan (post engagement report)

Key messages

(as of 12 November 2018)

Background

- As part of the Selwyn District Plan Review policies and rules managing quarrying and associated activities, such as screening and processing, in the district are being reviewed.
- Selwyn district contains over 200 existing quarries that extract materials either from land or river beds, and which range from small Council pits to large, commercially operated quarries.
- Following the Council’s District Plan Committee’s endorsement of the preferred option report, the Council consulted on the draft changes related to quarrying as part of the initial public consultation between August and October 2018.
- The detailed provisions will be found in Proposed Plan’s Rural chapter.

Quarrying in the current District Plan

- In the current District Plan quarrying is classified as a discretionary activity in the Rural Zone and a non-complying activity in residential and business zones.
- There is a suite of regional policies that manage quarrying activities and guide how the Council approaches quarrying. For example, the Canterbury Regional Policy Statement requires the District Plan to provide for quarrying in the rural environment as a rural activity.
- Historically, Council-owned and operated quarries are protected by way of designations in the District Plan, or are relying on existing use rights. New commercially-operated quarries have been established through the resource consent process, usually requiring a suite of resource consents from both Selwyn District Council and Environment Canterbury.
- Key issues include:
 - Lack of clear definition of quarrying and associated activities, such as screening and processing, and how quarrying fits into the rural environment.
 - Challenge of how best to provide for quarries within high quality gravel areas in close proximity to demand, while sufficiently mitigating adverse environmental effects associated with these activities.
 - Potential duplication around the assessment and monitoring of air quality, in particular the effects of dust, as a result of quarrying. New and expanding quarry applications usually require a consent from both Environment Canterbury and Selwyn District Council.

About endorsed preferred option

- Key draft changes included:
 - Clearly defining that the excavation of aggregate materials (quarrying) is a rural activity and how the associated industrial activities, such as screening and processing, fit in.
 - Developing a robust policy framework for quarrying which ensures that related factors, such as noise, earthworks, traffic and dust, are considered and a comprehensive set of rules is developed.
 - Outlining minimum information requirements for assessing resource consent applications for quarry developments.
 - Introducing setbacks between new quarries or existing quarries that are expanding, and sensitive activities, such as residential areas.
 - Quarrying within the Rural Zone, and if adopted, outside of a setback area, to be classified as a discretionary or restricted discretionary activity.
 - Exploring delegating to the regional council the Council’s function of assessing the adverse effect of dust discharge on amenity values.
 - Investigating where the starting point of a quarry setback should be from.

Recommended changes following consultation on endorsed preferred option

- The endorsed preferred option is updated to reflect the following changes as a result of feedback received during the initial public consultation:
 - Introduce a split approach for managing the effects of dust discharges between Selwyn District Council and the Canterbury Regional Council. This means Selwyn District Council will only control dust discharges where a setback breach occurs, while the regional council will manage dust discharges outside of these setbacks.
 - Setback of a quarry activity is to be taken from the notional boundary of sensitive activities within the Rural Zone, and from a residential zone boundary. The setback will act as an activity status escalator which will enable a dust assessment.
 - Use the definitions for quarrying and its associated processing activities that are provided by the draft National Planning Standards where possible.
 - Minimum information requirements for a resource consent in relation to quarrying are not to be included in the Proposed District Plan.
 - A high quality gravel overlay is not to be included in the Proposed District Plan.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Canterbury Aggregate Producers Group (CAPG)	N/A	Selwyn ratepayers
SDC resource consent team	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Weedons’ Residents Association		News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)	Templeton Residents’ Association		Wider public
		Transpower		
		Aggregate and Quarry Association		
		Canterbury District Health Board		

Legend	High level of interest/ High level of influence (“Manage closely”)	High level of interest/ Low level of influence (“Keep informed”)	Low level of interest/ high level of influence (“Keep satisfied”)	Low level of interest/ Low level of influence (“Watch only”)

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement until early 2020
(from the time initial public consultation period finishes and Proposed District Plan gets notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation						
Post engagement report update						
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report’s endorsement by DPC and until initial public consultation period finishes)	Oct-Dec 2018 & Feb-March 2019 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Direct contact via letter/email and face to face meetings	Direct contact via email/ phone	Direct contact via email/phone	
Landowners/occupiers	Part of initial public consultation			
General public	Part of initial public consultation	Post engagement report published on Your Say Selwyn		
DPC			DPC workshop	

15. Post Engagement Report and updated Communications and Engagement Summary Plan for Noise and Vibration

Author:	Vicki Barker, Consultant Planner
Contact:	021 354 366

Purpose

To brief the Committee on the post engagement report for the 'Noise and Vibration' Topic, which summarises and analyses the feedback received and recommends any change to the Preferred Option(s).

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

“That the Committee notes the report.”

“That the Preferred Option previously endorsed by DPC progresses to the ‘Drafting and Section 32 Evaluation Phase.’

“That the Committee notes the updated summary plan.”

Attachments

'Post Engagement Report for Noise and Vibration'

'Noise and vibration – communications and engagement summary plan (post engagement report)'

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE:	24 October 2018
TOPIC NAME:	Noise & Vibration
SCOPE DESCRIPTION:	Post Engagement Update on Preferred Option for Noise & Vibration
TOPIC LEAD:	Vicki Barker
PREPARED BY:	Vicki Barker

EXECUTIVE SUMMARY

<i>Summary of Preferred Option Endorsed by DPC for Further Engagement:</i>	<i>That noise and vibration is managed by amended provisions within the Proposed District Plan to enable improved and continued management of noise and vibration as set out in the recommendations in section 7.2 of this report, and that the CIAL related provisions be further considered and amended as required in consultation with CIAL.</i>
<i>Summary of Feedback Received:</i>	<p><i>Stakeholder/landowner feedback:</i></p> <ul style="list-style-type: none"> - Managing noise between zones and suggestions included: setbacks; noise standards; consistency about where noise is measured; and noise contours/buffers (i.e. in relation to strategic infrastructure). - General support to increase the night time noise limit in the Living Zone and decrease it in the Rural zone (so long as rural productive activities continue to be exempt), and for updating references to NZ Standards and the hours that noise rules apply; - Horticulture NZ and Federated Farmers provided feedback around rules for bird scaring devices and frost fans; - IPort do not agree with vibration limits as vibration can be dealt with as part of consents; - Support for noise limits not applying in road and rail corridors; - CIAL seek that SDC to continue to work with them on revised provisions. <p><i>Public feedback:</i></p> <ul style="list-style-type: none"> - Most do not agree with changes to noise limits as it's an issue now which is not well managed; - Most considered that specific noise levels for activities are only needed if close to residences and they not be to the detriment of existing activities; - Exemptions are supported for emergency services, special events, agriculture, and some also sought exemptions for noise-producing activities such as go-kart clubs and rifle ranges, and established motorsport facilities; - The majority considered there should be vibration limits for certain activities as vibration is intrusive.



<i>Recommended Option Post Engagement:</i>	<i>That the Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'.</i>
<i>DPC Decision:</i>	

1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

Option 2 is the endorsed preferred option, which is to update and amend the noise and vibration provisions to improve clarity and effectiveness. The key noise issues where amendment is required include:

- Reference to updated NZ Noise Standards and acoustic parameters and the addition of construction noise provisions
- Amended day time and night time hours when noise limits apply
- Changes to where the noise limits are applied
- Not applying limits to the road and rail corridor
- Increasing the restrictive Living Zone night time noise limit and the LAF_{max} limit
- Reducing the current high Rural Zone day time noise limit
- Amendments to noise rules for specific activities (Temporary Military Training Activities, powered watercraft, audible bird scaring devices) and consideration of new rules for rifle ranges, quarrying, frost fans and powered motorsport
- Better management of noise at the interface between zones
- Reconsidering the existing noise exemptions
- Providing limits for residential development in Business Zones
- Amendments to airport related provisions in consultation with Christchurch International Airport Limited (CIAL)
- Amendments to state highway related provisions in consultation with NZTA
- Amendments to policies and definitions
- Provisions to better address vibration effects

2.0 Summary of Feedback Received

2.1 Partner Feedback

Environment Canterbury

The only partner feedback received was from ECan who support the consideration of noise limits and rules to manage reverse sensitivity effects between activities and zones, in particular within the 50dBA Ldn airport noise contour for Christchurch International Airport.

2.2 Stakeholder/Landowner Feedback

Feedback was received from the following parties and is summarised by theme below:

- Oil Companies (Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd)
- Horticulture NZ
- CIAL
- IPort (IPort/Rolleston Industrial Holdings Ltd/Rolleston Industrial Development Ltd)
- New Zealand Defence Force (NZDF)¹
- Coolpak Coolstores Ltd (Coolpak)
- Metroport
- Canterbury District Health Board (CDHB)
- Federated Farmers

Proposal to increase the night time noise limit in Living Zones and decrease the day time noise limit in the Rural Zone

The Oil Companies support this proposed change given the existing noise limits are inconsistent with guideline levels and the latest version of NZS 6802. CDHB also agree with these changes provided that rural assessment locations are at notional and not site boundaries. CIAL supports the Living Zone night time limit change.

Horticulture NZ questions why the exiting 60dB limit is inappropriate and whether problems have arisen due to this limit, or if changes are proposed only based on achieving greater consistency with other areas (and the NZ Standard).

Coolpak opposes reducing the day time noise limit in the Rural zone as this zone anticipates a higher level of noise than the Living Zone, which would impact negatively on rural activities anticipated in the zone (farm machinery).

Whether specific noise rules are required for specific activities

Horticulture NZ have provided some principles that should be taken into account when drafting a revised bird scaring device rule. In short, they are seeking a permitted activity rule subject to conditions which recognise seasonal/intermittent use and that they are an important part of rural production. Horticulture NZ also provided examples of frost fan provisions for Council to consider if such a rule is proposed.

Federated Farmers advised that for bird scaring devices the members indicated they use gas-powered versions as they are efficient and economical (sound like a shot-gun), crop farmers use them to protect their produce and livelihood, they usually run them over the summer months only (November to March) and from sunrise to sunset (7am to 7pm), and set them at varying intervals (once every 5 minutes to a

¹ It is of note that the NZDF feedback aligns with that provided at the Preferred Options Report Stage and therefore has not been repeated in this report.

few times an hour). Federated Farmers advised no complaints have been made to them but they noted they could become an issue with encroaching lifestyle blocks in rural areas. They commented the Hurunui rule approach may work (setback and a noise limit at notional boundary of a dwelling).

Management of noise between zones

- ***Setbacks*** - Horticulture NZ consider there needs to be significant setbacks for dwellings between the rural and residential boundaries and also for dwellings in the rural area. A setback of 30m from the boundary should be a minimum as a permitted activity and potentially greater between zones.
- ***Noise performance standards (set at appropriate levels)*** - IPort consider standards to be the best means of managing noise between zones.
- ***Port zone and noise contours or buffer zones***² - Metroport is seeking a Port Zone and noise contours to limit the noise that can be produced and to restrict noise sensitive development within the contours. IPort also agree that consideration should be given to those parts of the District that are strategically important and require some flexibility in terms of noise generating and/or night time activity that may be incompatible with adjacent residential activity. For example, in relation to the two inland ports buffer zones within the adjacent rural areas could control residential development and limit potential reverse sensitivity effects (like airport noise contours). CDHB also supports rules such as buffer zones to manage noise effects between noisy and noise-sensitive zones and around infrastructure, as such rules can avoid adverse health effects occurring.
- ***Measurement at the notional boundary of the nearest dwelling and not the site boundary*** - Coolpak has experienced difficulty with the different application of noise limits as they currently stand - the Rural Zone noise is assessed at the notional boundary of a dwelling and the Business 2A zone requires assessment at any point within the boundary of any site in the Rural zone (which also differs to the other Business zones which assesses noise at the notional boundary). Coolpak seek noise in the Business 2A zone be assessed at the notional boundary of a dwelling consistent with the other zones and an effects based approach (i.e. a dwelling in the rural zone is the sensitive activity).

Application of and inconsistency of noise limits

The Oil Companies are concerned with the proposal to amend the rules so that the noise limits are determined by the zoning of the site receiving the noise and not the site generating the noise, as such a change might result in reverse sensitivity effects for existing activities in lower amenity zones (i.e. a service station in a business zone adjoining residential zoned land), or at least result in altered or unrealistic expectations around the level of noise that should be experienced by activities in an adjoining more sensitive zone. While the Oil Companies recognise that some existing activities can rely on existing use rights, in terms of noise, such reliance can be difficult to demonstrate. If the Council adopts this approach, it would need to carefully consider these issues and whether the land development pattern and existing zone layout within the Selwyn District lends itself to such an approach to noise limits.

² Note that LPC are also seeking noise contour boundaries (based on the consented Inland Port) as detailed in the Preferred Options Report.

Coolpak are concerned with inconsistencies between zone limits and note that the Rural zone permits noise emissions up to 45dBA L10 at night at the notional boundary and the Business 2A zone permits 40dBA L10 during the night measured at the site boundary, which is an anomaly. They are seeking consistency by raising the noise limit for the Business 2A zone to equal the Rural zone with measurement at the notional boundary.

Federated Farmers support an amendment to the rules so that the noise limits are determined by the zoning of the site receiving the noise and not the site generating the noise, but with further thought as to the implications of this change coupled by changes to the noise limits. Reverse sensitivity is a particular concern.

Exemptions

Horticulture NZ seeks to ensure that the exemption for primary production activities from noise standards in the Rural Zone is retained. An exemption is common in many district plans and is important in providing for primary production activities in the rural zone. CDHB supports a review of the list of exemptions from the noise limits.

Vibration

IPort do not agree with introducing vibration limits in relation to construction activities in particular as such activities that generate vibration typically require consent which can consider vibration effects (discretionary consent status or assessment criteria). Where activities are permitted and comply with noise standards, they consider vibration does not need to be regulated and vibration rules would add uncertainty, complexity and cost. Conversely, CDHB supports updating and including vibration limits for specific activities.

Updating references to NZ Standards and acoustic parameters

The Oil Companies, CIAL, CDHB and Federated Farmers support an update of references to the current NZ Noise and Vibration Standards and acoustic parameters consistent with industry best practice and the current New Zealand noise standards. CIAL and Federated Farmers also support reference to the NZ Construction Standard.

Hours

Horticulture NZ, Coolpak, CIAL, and Federated Farmers support amending the times for day and night to be more consistent with the NZ Standards and other plans.

The CDHB recommends that rather than just extending the daytime period from 0700h to 2200h, consideration should be given to the introduction of an evening period (1900h to 2200h) for residential amenity, applying to sound received in residential zones and at rural dwellings so that graduated noise limits can be used to maintain more protection in the evening than during the day. This evening transition period is an option in NZS 6802 and used in some other districts.

Road and Rail Corridors

The Oil Companies support not applying noise limits at the boundary between a site and the road corridor and do not consider it appropriate to take into account the noise levels at the boundary of a road

corridor when assessing an application. CDHB also supports the framing of noise limits so they do not apply in road corridors as they are not noise-sensitive and supports reviewing the rules for new sensitive activities around State Highways (and CIAL) to ensure that new sensitive activities are avoided or are adequately protected from adverse noise effects.

CIAL

Seek explicit objectives and policies that recognise and provide for strategic infrastructure and seek acoustic attenuation for permitted rural dwellings within the 55dBA contour. CIAL are also concerned about the use of notional boundaries in the Rural zone associated with the 50dBA Ldn noise contour, which they consider is inappropriate in terms of the measurement of airport noise.

2.3 Public Feedback

Overall there were 11 public respondents to the public consultation survey questions. Key responses are summarised below.

Proposal to increase the night time noise limit in Living Zones and decrease the day time noise limit in the Rural Zone

Ten of the eleven respondents do not agree with the proposed changes. The leading concern of respondents is that noise is an issue now in townships in particular which is not being effectively monitored and enforced, so increasing the night time noise level would offer less protection. Several respondents referred to the noise from student flats and events being disruptive to sleep and that management of noise is important for health reasons.

Whether specific noise rules are required for specific activities

The feedback was mixed. One respondent considered that specific motorsport noise levels are needed as such activity is currently subject to the Rural noise limits. Another commented that specific rules are only needed if activities are close to residences, and another replied yes, but not to the detriment of pre-existing activities ex. Waihora Gun Club, Motorsport Park.

Exemptions

Three respondents considered there should be no exemptions and two considered exemptions should only apply to emergency services. Other exemptions mentioned included special events (if they have a permit), stock production, dairying, boarding kennels, go-kart clubs, rifle ranges, animals, and motorsport (two established in Selwyn that operate for limited times and need provisions to control new development in relation to these existing motorsport activities).

Vibration

Ten of the eleven respondents consider there should be vibration limits for certain activities. The key piece of feedback was that vibration and base sounds are just as intrusive as loud music. Need to be able to measure this impact and manage it.

3.0 Analysis of Feedback Received

All of the feedback is considered consistent with the endorsed preferred options with respect to the matters addressed above which will be considered further in drafting, with the exception of the following dissenting views discussed below.

3.1 Changes to Noise Limits

In response to Horticulture NZ and Coolpak feedback, it is noted that the 60dB limit is inconsistent with neighbouring plans and as rural production activities are exempt from the limit and are proposed to continue to be, they will not be negatively impacted by any reduction in the Rural daytime limit. Most of the public respondents did not agree with the proposed changes; however most were concerned with better enforcement which is a matter outside of the District Plan. No change is considered necessary with respect to the endorsed preferred option which is to consider amended noise levels more consistent with the NZ Standards and other districts (and revised exemptions).

3.2 Application of and inconsistency of noise limits

The Oil Companies are concerned with the proposal to amend the rules so that the noise limits are determined by the zoning of the site receiving the noise and not the site generating the noise as such a change might result in reverse sensitivity effects for existing activities in lower amenity zones (i.e. a service station in a business zone adjoining residential zoned land). The implications of such a change will need to be considered further in consultation with Council's acoustic consultants and the revised zone limits, but no change to the endorsed preferred option is proposed.

3.3 Vibration

In terms of vibration provisions, IPort do not agree with introducing vibration limits in relation to construction activities in particular as such activities that generate vibration typically require consent which can consider vibration effects (discretionary consent status or assessment criteria). Conversely the public feedback considers that specific limits should be introduced. These differing viewpoints will be taken into account when drafting a package of provisions which is unlikely to include wide-ranging limits, but may include limits associated with specific activities not captured by other provisions (i.e. noise limits). Overall, the feedback is broadly aligned with the preferred option in that a package of provisions should be considered and no change is proposed to the preferred option.

3.4 CIAL

CIAL seek the imposition of acoustic attenuation for permitted rural dwellings within the 55dBA contour and retain concern about the use of notional boundaries in the Rural zone associated with the 50dBA Ldn noise contour, which they consider is inappropriate in terms of the measurement of airport noise.

There is an existing rule in the Plan which requires acoustic attenuation associated with dwellings which is proposed to be retained (Rule 3.8.1). Furthermore, the notional boundary rule in the Rural zone to

which CIAL have expressed concern does not relate to the airport contours so appears to be a misunderstanding³.

No change to the endorsed preferred option which includes ongoing liaison with CIAL to amend draft provisions is necessary. CIAL have undertaken to provide Council with draft amendments to the existing CIAL related provisions to improve their effectiveness.

3.5 Exemptions

Some public survey respondents considered there should be no exemptions and two considered exemptions should only apply to emergency services. Other exemptions mentioned included go-kart clubs and rifle ranges.

As identified in the Preferred Options Report, it is considered that there should continue to be exemptions as some activities are anticipated in the District and would be unduly constrained if noise was limited (such as emergency services and agriculture); however the list of such exemptions needs to be refined to ensure it is fit for purpose. Activities with a high potential to generate noise such as rifle ranges and go-kart clubs are not considered appropriate for exemptions. Overall, no change to the endorsed approach is recommended.

4.0 West Melton Rifle Range

Separate to the Baseline and Preferred Options Report and Public Engagement, the New Zealand Defence Force (NZDF) has advised Council they are considering advancing option(s) to protect the West Melton Rifle Range from reverse sensitivity effects from noise-sensitive development in the vicinity, given it is a noise-generating activity. The site is currently designated.

The Options being considered include: an objective and policy framework that recognises the strategic importance of the West Melton Rifle Range; a new extended 'buffer' designation over private land based on noise modelling; an overlay also over private land based on noise modelling which would restrict dwelling numbers and density; and no complaints covenants to restrain new activities from complaining about the adverse effects of an existing activity (i.e. condition of consent or a private agreement and can be registered on titles).

NZDF are currently working with Council to establish and justify a preferred approach, and have been requested to supply the necessary and appropriate information to support their preferred approach by mid-January 2019 should they wish to proceed.

The options have the potential to constrain development and affect private property owners and therefore should any of the options be advanced by NZDF, targeted landowner engagement will be required.

³ Clarification was sought from CIAL but a response was not received at the date this report was finalised.

5.0 Recommended Option Post Engagement

The Project Team recommends that:

- The Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'.

DW005&DW006 Noise and vibration – communications and engagement summary plan (post engagement report)

Key messages

(as of 15 November 2018)

Background

- As part of the Selwyn District Plan Review, objectives, policies and rules managing noise and vibration are being reviewed.

Current District Plan

Noise

- The current District Plan controls noise by specified noise limits in each zone, ie residential, business and rural. In the Rural Zone noise is assessed at the notional boundary of a dwelling and the Business 2A zone requires assessment at any point within the boundary of any site in the Rural Zone (which also differs to the other Business zones which assesses noise at the notional boundary).
- Different noise limits also apply during daytime and night-time (less noise is allowed during night time hours). Currently the period when the daytime noise limits apply across the whole district is from 7.30am to 8pm and the night-time period is from 8pm to 7.30am. If an activity complies with the limits within the specified timeframes, it is permitted, ie no resource consent is required.
- A number of activities also have specific noise limits rather than having to comply with the zone noise limits. These activities include: temporary military training, aircraft movements, audible bird scaring devices, blasting and powered watercraft.
- A number of activities are currently exempt from needing to comply with noise limits. In the residential zones these activities include residential, spiritual, education activities and warning devices associated with emergency service facilities. The Rural Zone also contains a number of exemptions such as activities of a limited duration required by primary production activities including agriculture, horticulture, aquaculture and forestry; warning devices for emergency services; and noise from any motor vehicle or any mobile machinery (including farm machinery and stationary equipment not fixed to the ground).
- There are also noise rules relating to the Christchurch International Airport and state highways which restrict new noise sensitive activities (eg residential houses, schools or tourist accommodation) within the airport noise contours and near state highways.

Vibration

- There are few rules within the current District Plan that manage vibration. In the Rural Zone there is a rule which manages vibration from blasting near sensitive activities, and a separate rule manages vibration from any other activity except blasting.

About endorsed preferred option

Noise

- Update references to outdated NZ Noise Standards.
- Amend the daytime and night-time hours associated with zone noise limits to 7am-10pm and 10pm-7am.
- Consider amending the rules so that the noise limits are determined by the zoning of the site receiving the noise and not the site generating the noise.
- Further consider changes so that noise limits don’t apply at the boundary between a site and the road corridor, and how noise outside of the rail corridor should be managed.
- Increase the night-time noise limit in residential zones from 35 dB LAeq to 40 or 45 dB LAeq.
- Reduce the daytime noise limit in the Rural Zone from 60 dB LAeq to 50 or 55 dB LAeq.
- Further consider amending current specific noise limits and rules for the following activities: temporary training activities, powered watercraft, audible bird scaring devices, rifle ranges and aircraft movements.
- Consider new specific noise limits and rules for the following activities: rifle ranges, quarrying (gravel or hard rock quarrying), frost fans, powered motorsport and any other activities identified by other topics.
- Consider the limits and how they can be applied between zones, especially between industrial and rural zones, and business and residential zones, and how to manage noise and reverse sensitivity effects, for example through buffer zones.
- Review all exemptions from the noise limits and confirm whether or not they continue to be appropriate.
- Review noise rules relevant to Christchurch International Airport and the state highways which restrict new noise sensitive activities.

Vibration

- Consider a package of complementary rules such as vibration limits for certain activities (eg construction and blasting) and other rules such as noise and setback provisions to manage vibration.

Recommended changes following consultation on endorsed preferred option

- No changes to the endorsed preferred option for this topic.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners/occupiers ³	General public
DPC	ECan	Federated Farmers	Christchurch International Airport	Selwyn ratepayers
	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Horticulture NZ	IPort/Rolleston Industrial Holdings Ltd/Rolleston Industrial Development Ltd	News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)	Canterbury District Health Board	Metroport	Wider public
			NZ Defence Force	
			Oil companies	
			Coolpak Coolstores Ltd	
			Shooting ranges and motor sport facilities [<i>will be engaged on noise related provisions as part of the Community and recreation topic</i>]	

Legend	High level of interest/ High level of influence (“Manage closely”)	High level of interest/ Low level of influence (“Keep informed”)	Low level of interest/ high level of influence (“Keep satisfied”)	Low level of interest/ Low level of influence (“Watch only”)

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” (Significance and Engagement Policy: Adopted 26 November 2014; p.6)

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement until early 2020

(from the time initial public consultation period finishes and Proposed District Plan is notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation						
Post engagement report update						
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report's endorsement by DPC and until initial public consultation period finishes)	Oct-Dec 2018 & Feb-March 2019 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Part of initial public consultation	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Landowners/occupiers	Part of initial public consultation	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
General public	Part of initial public consultation	Post engagement report published on Your Say Selwyn		
DPC			DPC workshop	

16. Post Engagement Report and updated Communications and Engagement Summary Plan for Geotech

Author:	Rachael Carruthers, Strategy and Policy Planner
Contact:	(03) 347 2833

Purpose

To brief the Committee on the post engagement report for the 'Managing geotechnical risk' Topic, which summarises and analyses the feedback received and recommends any change to the Preferred Option(s).

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

“That the Committee notes the report.”

“That the Preferred Option previously endorsed by DPC progresses to the ‘Drafting and Section 32 Evaluation Phase.’

“That the Committee notes the updated summary plan.”

Attachments

'Post Engagement Report for Managing geotechnical risk'

'Managing geotechnical hazards – communications and engagement summary plan (post engagement report)'

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE: 28 November 2018

TOPIC NAME: Natural Hazards

SCOPE DESCRIPTION: Managing geotechnical risk

TOPIC LEAD: Rachael Carruthers

PREPARED BY: Rachael Carruthers

EXECUTIVE SUMMARY

<i>Summary of Preferred Option Endorsed by DPC for Further Engagement:</i>	<i>That Option 2 (adopting the recommendations of the baseline report) for Managing Geotechnical Risk is endorsed for further development (targeted stakeholder engagement, Section 32 and Drafting Phase).</i>
<i>Summary of Feedback Received:</i>	<i>That any controls introduced need to be supported by robust justification.</i>
<i>Recommended Option Post Engagement:</i>	<i>The Project Team recommends that the Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'.</i>
<i>DPC Decision:</i>	



1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

The preferred option endorsed by DPC on 19 June 2018 was to adopt and progress the recommendations provided in the Baseline Report, being:

Faultlines

1. Follow the guidance and advice provided in the Planning for Development of Land on or Close to Active Faults: A guideline to assist resource management planners in New Zealand, MfE. It is considered that the Hurunui District's (HDC) approach to fault avoidance and fault awareness provisions is a useful approach for Selwyn District to adopt. That approach follows closely the MfE Guideline. It is recommended that the risk-based approach outline from the MfE Guideline (provided in Appendix B of the Baseline Report) be used for an initial higher level consideration of priority areas.

For the RI Class V Greendale Fault with a recurrence interval between 20,000 and 30,000 years, establish a fault avoidance zone (buffer area) similar to that developed in Hurunui District Plan for the Hanmer and Hope faults and determine the Building Importance Category. Under the MfE Guideline, the Greendale Fault would require provisions making structures in building importance category 4 a non-complying activity. This process should be repeated for other active faults where there is sufficient information or adopt the fault awareness zone approach used in the HDP.

2. Develop an objective and policy framework for faultlines similar to the examples below that have been developed for HDC:

Policy 15.3

To avoid the subdivision, use or development of land within the Fault Avoidance Zone unless the adverse effects of fault rupture can be mitigated so as to ensure that there is no greater risk to health and safety during and after an earthquake.

Policy 15.4

To avoid the development of land within any Fault Awareness Zones for post emergency infrastructure or infrastructure which large numbers of people congregate in, unless that infrastructure has been appropriately designed and sited in relation to the fault hazard.

Liquefaction

3. Adopt an approach similar to Christchurch City (CCC) in terms of a policy framework for managing liquefaction risk (acknowledging that the areas of liquefaction prone land is much smaller in Selwyn District and the district is less populous and experiences less development pressure). The following policy from the Christchurch District Plan (CDP) could be adapted, or form the basis for consideration of a policy:

Policy 5.2.2.4:

- a. *Map the Liquefaction Management Area based on a district-wide assessment of where damaging liquefaction is more likely to occur; and*
 - b. *Provide for rezoning, subdivision, use and development on flat land where liquefaction risk has been appropriately identified and assessed, and can be adequately remedied or mitigated.*
4. Identify a Liquefaction Management Area (or other label) on the planning maps using information from SDC's technical consultants, as identified in the Baseline Report.
 5. Develop provisions relevant to both subdivision, development and use and provide reasonably detailed information requirements for developing on land prone to liquefaction.

Slope instability including rockfall and mass movement

6. Further investigate areas on the Port Hills and possibly also Malvern Hills where rock fall, mass movement and soil erosion may occur (see baseline report section 2.3.5 as a starting point and the high erosion risk maps in the Land And Water Regional Plan (LWRP)). Consideration should also be made in respect to the level of development anticipated in these areas over the life of the district plan.
7. Develop specific provisions in respect to slope stability rather than relying on the Outstanding Natural Landscape (ONL) and Visual Amenity Landscape (VAL) provisions to trigger this consideration. These areas do not sufficiently overlap or align with areas of high erosion risk or closely align with areas of known slope instability. The existing provisions are focused on identifying the outstanding natural areas and visual amenity landscapes not natural hazard risk.
8. A useful policy that could assist in providing a framework is the slope instability policy for the remainder of the Port Hills in the CDP. This policy is as follows:

Policy 5.2.2.4.3a.

- a *In areas not already identified in Policy 5.2.2.4.1a as being subject to cliff collapse, rockfall or mass movement, but where the land may be subject to slope instability:*
 - *to the extent appropriate, require proposals for subdivision, use and development to be assessed by a geotechnical specialist to evaluate the presence of hazards and level of risk to people and property (including infrastructure) from slope instability hazards; and*
 - *only allow subdivision, use and development where risk can be reduced to an acceptable level.*

This policy recognises that large areas of the Port Hills have not been investigated but a slope instability risk, such as rockfall, could still be present should development be proposed and could be usefully adapted for the Selwyn District.

Geotechnical risk and earthworks

9. Develop a clearer connection between earthworks and geotechnical related natural hazards as well as exploring the areas where duplication with the LWRP including setbacks from waterbodies and differing maximum volumes thresholds occur. In respect to potential for overlapping functions explore the use of section 33 of the RMA to transfer powers to ECan for earthworks associated with large dam construction, hard protection structures adjacent to mean high water springs (MHWS) and similar structures. Clearer provisions could include development of matters of control and matters of discretion that specifically target geotechnical risk when earthworks are being undertaken.
10. Consider a lower threshold volume specifically for high erosion risk areas and other areas of likely slope instability. The LWRP already has a low threshold in the High Erosion Risk Areas and this could be relied upon, but those areas are not confirmed to also be an accurate representation of areas of slope instability in the Selwyn District (rockfall, cliff collapse and mass movement) and this requires further investigation.

General Approach to geotechnical risk

11. Consider setting up a register of suitably qualified and experienced geotechnical professionals to assist in reviewing resource consents and building consents, and potentially plan changes. This register should be governed by a select panel (approximately 3) of best practice geotechnical industry leaders. Professionals within the register could be sought to 'screen' and review the most complex or geotechnically challenging applications.
12. Continue to manage the geotechnical risk through the subdivision consent process using the updated Section 106 of the RMA, but include clearer provisions in the district plan relating to liquefaction, faults, and slope instability areas to support assessment processes. The Living Zones in the Township Volume contain more robust assessment matters for subdivision where liquefaction and lateral spread occur than the Rural Volume and this inconsistency could be easily addressed in the review of the district plan.
13. Investigate the 15 lot cut off for requiring geotechnical assessment for subdivisions in the low to very low geotechnical risk area to determine whether this is appropriate and update the district plan provisions to be consistent with what will happen in practice.
14. Given the concern over the effects of coastal erosion and climate change at the Taumatu coastline including Te Koru and other cultural sites of significance and ancestral lands, consult with iwi as part of determining appropriate district plan provisions in respect to geotechnical risk.
15. Develop appropriate district plan provisions for all other land developments types in terms of geotechnical risks. Ensure that the provisions are clearly related to the risk from natural hazards.
16. Include additional matters of control, matters of discretion and additional information requirements to guide resource consent planners, developers and others using the Plan for liquefaction, slope instability, active faults and any other geotechnical risks identified.

17. Include a statement in the reviewed plan similar to that of HDC recognising the seismically active nature of the district and its potential exposure to a number of geotechnical risks.
18. Investigate policy provisions that will assist in relation to the location of critical and strategic infrastructure within Selwyn District to give effect to the Canterbury Regional Policy Statement.
19. Give effect to section 6(h) of the RMA. It is recommended that the DPR process be used to re-focus and strengthen natural hazards provisions overall, including those relating to geotechnical risk, with greater cross boundary consistency with the approaches taken by CCC and HDC.

2.0 Summary of Feedback Received

2.1 Landowner Feedback

IPort / RIDL / RIHL

A risk-based approach towards managing geotechnical risk is supported, where the focus on managing hazards is to achieve acceptable / appropriate levels of risk. An 'avoidance' approach should be resisted except for significant natural hazards with significant risks that are unable to be managed to acceptable levels. If geotechnical features (with associated risk) are to be specifically identified on planning maps with corresponding regulatory controls, it is imperative that there is robust and generally accepted evidence establishing the physical extent of the feature.

New Zealand Defence Force

The NZDF requests further engagement if their property in the Malvern Hills is to be subject to additional natural hazard constraints, but had no further feedback at this time.

Other landowners

Three individual landowners responded to the letter they were sent regarding the potential introduction of fault awareness areas that may impact their property. One expressed support, while the other two were of the opinion that earthquakes are insufficiently frequent to justify any form of management through the District Plan.

Four surveys were completed by people who live in the district, while a fifth was completed by an absent landowner. Of the four who live in the district, three surveys were completed by residents of Selwyn Central Ward (one who lives in a township, the others rural), while the fourth was completed by a rural resident of Malvern.

Liquefaction was the geotechnical risk most commonly mentioned as something Council needs to focus on, while active faults (seismic shaking) and slope instability were also mentioned.

Three of the completed surveys express opposition to the concept of managing liquefaction or active faults through the district plan. This opposition is based on the opinion that earthquakes happen insufficiently frequently to justify the imposition of district plan controls that would increase building cost or adversely impact property values.

2.2 Partner/Stakeholder Feedback

Environment Canterbury

Environment Canterbury supports the development of provisions that are specifically targeted at addressing geotechnical risk. Environment Canterbury would support an assessment of the overlaps or potential overlaps in management between the District Plan and the LWRP.

Department of Conservation

As a landowner in the High Country, the Department of Conservation supports site specific assessments in areas of geotechnical risk, including from earthquakes and landslides.

2.3 Public Feedback

One survey was completed by a person who works in Selwyn, but does not live or own land in the district. Their response seeks to primarily manage liquefaction and supports the existing approach to addressing risk at subdivision stage.

3.0 Analysis of Feedback Received

3.1 Should geotechnical risk be managed through the district plan:

Analysis

As noted in the Preferred Option Report of 19 June 2018, the current Selwyn District Plan (SDP) natural hazard provisions predate the New Zealand Coastal Policy Statement (2010), the Canterbury Regional Policy Statement (2013) and the 2017 amendment to the RMA introducing the management of significant risks from natural hazards as a matter of national importance that must be recognised and provided for.

A 'natural hazard' is defined in s2 RMA as meaning *any atmospheric or earth or water related occurrence (including earthquake, tsunami, erosion, volcanic and geothermal activity, landslip, subsidence, sedimentation, wind, drought, fire, or flooding) the action of which adversely affects or may adversely affect human life, property, or other aspects of the environment*, while the s3 RMA meaning of 'effect' includes *any potential effect of low probability which has a high potential impact*.

Conclusion

Geotechnical risks have a low probability of occurring, but do have a high potential impact in certain areas. No change to the existing preferred option is therefore recommended in relation to this aspect of the feedback received.

3.2 Which geotechnical risks should the district plan focus on:

Analysis

Feedback identified liquefaction, active faults and land instability as areas that should be addressed through the Proposed District Plan. This is consistent with the issues raised in the Preferred Option Report.

Conclusion

No change to the existing preferred option is therefore recommended in relation to this aspect of the feedback received.

3.3 How geotechnical risks should be mitigated:

Analysis

Where feedback supports the management of geotechnical risk through the district plan, support is generally expressed for management where there is a strong evidence base behind it. A balance is sought between the cost to landowners of additional controls and the benefits of those controls, which will be tested through the s32 evaluation phase.

Conclusion

No change to the existing preferred option is therefore recommended in relation to this aspect of the feedback received.

4.0 Recommended Option Post Engagement

The Project Team recommends that:

- The Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'.

NH203 Managing geotechnical hazards – communications and engagement summary plan (post engagement report)

Key messages

(as of 12 November 2018)

Background

- As part of the Selwyn District Plan Review, the current approach to how to best manage geotechnical hazards in the district, in particular liquefaction, active faults, slope instability (eg rockfall) and earthworks, is being reviewed.
- Selwyn district runs from the east coast south of Christchurch, northwest through to the Southern Alps, crossing the Canterbury Plains. The geology, natural hazards and geotechnical hazards are varied.
- In total, there are 24 areas in the district which are either known or suspected active faults and folds. The main active earthquake faults in the district are Greendale, Porters-Amberley, Torlesse and Esk, and Cheeseman. The Alpine Fault is located approximately 15 km beyond the district’s boundary (to the northwest).
- The liquefaction hazard across the district is reliant upon the ground materials, groundwater levels and shaking intensity during earthquakes. Overall risk of damage from liquefaction in most of the Selwyn district is low.
- Following the Council’s District Plan Committee’s endorsement of the preferred option report, the Council consulted on the draft changes related to managing geotechnical hazards as part of the initial public consultation between August and October 2018.
- The detailed provisions will be found in the Proposed Plan’s District Wide chapters – natural hazards and subdivision.

Current District Plan

- The Resource Management Act requires all local councils to manage significant risks from natural hazards, including earthquakes. Currently Selwyn District Council identifies known active fault lines on the District Plan maps and includes this information on Land Information Memorandum (LIM) reports for individual properties. However, there are no rules to manage development of properties on or near these fault lines. Also some properties that may be at risk from active fault lines don’t have it noted on their LIM.
- Current approach to managing geotechnical risk within the current District Plan isn’t up to date and robust.
- Absence of a comprehensive risk-based approach to natural hazard management across the district and for different land uses.
- Few rules specifically dealing with geotechnical risk, particularly active faults.
- For managing geotechnical risk the current District Plan relies heavily on geotechnical assessments as part of the subdivision developments and plan changes for rezoning. However, not all subdivisions are required to provide a geotechnical assessment and many land development projects don’t involve subdivision.
- While the district has active fault lines, areas of known liquefaction susceptibility and areas of slope instability, there’s little recognition in the Plan of these areas, although active faults are included on the planning maps.

About endorsed preferred option

- Key draft changes include:
 - providing clearer, more comprehensive and integrated provisions that are specifically targeted at addressing geotechnical risk. This could include managing liquefaction, slope instability and active faults risk within a consistent framework that is also appropriate for other natural hazards, such as flood and coastal hazards in the district.
 - identifying and mapping the following geographic areas in the district:
 - where known active faults lie (for example, develop fault avoidance and fault awareness areas), and
 - where damaging liquefaction is more likely to occur should there be an earthquake.
- We’re considering creating two ways of managing the hazard from active fault lines. One is by identifying fault avoidance areas where the location of active faults and folds is sufficiently certain, for example much of the Greendale Fault. The other way of managing the hazard from active fault lines in the district is by identifying fault awareness areas, where we don’t have detailed knowledge of the actual location of fault lines but we know there’s still some risk.
- Further investigating Port Hills and potentially Malvern Hills to identify where slope instability, ie rock fall, mass movement and soil erosion, is more likely to occur. This would then inform future development in these areas.
 - Developing more comprehensive natural hazards-related provisions dealing with land development that does not necessarily involve subdivision.

Recommended changes following consultation on endorsed preferred option

- No change to the endorsed preferred option.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	Ministry of Business, Innovation and Employment	Affected by active fault lines (includes Department of Conservation)	Selwyn ratepayers
SDC resource consent team	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)	Ministry for the Environment		News media
SDC Asset Managers – Water Services, Open Space and Property	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)	GNS Science		Wider public

Legend	High level of interest/ High level of influence (“Manage closely”)	High level of interest/ Low level of influence (“Keep informed”)	Low level of interest/ high level of influence (“Keep satisfied”)	Low level of interest/ Low level of influence (“Watch only”)

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement until early 2020
(from the time initial public consultation period finishes and Proposed District Plan gets notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation					<i>[only those affected by active fault lines]</i>	
Post engagement report update						
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report’s endorsement by DPC and until initial public consultation period finishes)	Oct-Dec 2018 & Feb-March 2019 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Part of initial public consultation		Direct contact as required	
Landowners/occupiers	Part of initial public consultation			
General public	Part of initial public consultation	Post engagement report published on Your Say Selwyn		
DPC			DPC workshop	

17. Post Engagement Report and updated Communications and Engagement Summary Plan for Relocated Buildings

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Purpose

To brief the Committee on the post engagement report for the 'Relocated Buildings' Topic, which summarises and analyses the feedback received and recommends any change to the Preferred Option(s).

The attached Communications and Engagement Summary Plan has been updated to outline the proposed communication and engagement activities from the time of initial public consultation through to the formal notification of the Proposed District Plan.

Recommendation

“That the Committee notes the report.”

“That the Preferred Option previously endorsed by DPC progresses to the ‘Drafting and Section 32 Evaluation Phase.’

“That the Committee notes the updated summary plan.”

Attachments

‘Post Engagement Report for Relocated Buildings’

‘Relocated Buildings – communications and engagement summary plan (post engagement report)’

POST ENGAGEMENT PREFERRED OPTION UPDATE REPORT TO DISTRICT PLAN COMMITTEE

DATE: 28 November 2018

TOPIC NAME: Relocated buildings

SCOPE DESCRIPTION: Relocated buildings

TOPIC LEAD: Rachael Carruthers

PREPARED BY: Rachael Carruthers

EXECUTIVE SUMMARY

<i>Summary of Preferred Option Endorsed by DPC for Further Engagement:</i>	<p><i>For residential and rural areas, to carry over a revised version of the existing provisions (permitted or controlled activity, depending on the nature of the building).</i></p> <p><i>For all other areas, to make relocated buildings a permitted activity, subject to the same district plan standards that relate to new buildings</i></p>
<i>Summary of Feedback Received:</i>	<i>That relocated buildings should be a permitted activity subject to specific performance standards. Where a performance standard is not complied with, it should be a restricted discretionary activity.</i>
<i>Recommended Option Post Engagement:</i>	<i>The Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'</i>
<i>DPC Decision:</i>	



1.0 Introduction

1.1 Overview of Preferred Option Endorsed by DPC

On 20 June 2018 a Preferred Option Report was taken to the District Plan Committee Meeting for endorsement.

The Preferred Option Report recommended the following:

“For residential areas, including rural settlements, a combination of Options 3 and 5, being to carry over a revised version of the existing provisions.

For all other areas, Option 7, being to make relocated buildings a permitted activity, subject only to the same district plan standards that relate to new buildings.”

As a result of the discussions during this committee meeting, the recommendations made in the Preferred Option Report were subject to an amendment, which was subsequently endorsed.

The amendment to the recommended preferred option is as follows:

“That the Committee endorses the Preferred Option for Relocated Buildings for further development and engagement, with the amendment that the relocation of buildings in the rural zones retain their existing controlled activity status (Options 3 and 5).”

Operative District Plan

The operative District Plan provides for relocated buildings as permitted activities in all Living and Rural zones and in the Business 1 zone under the following circumstances:

- The relocated building is an accessory building; or
- The building is relocated from one position to another within the same site; or
- The building is relocated on to a site for a temporary activity and is removed from the site within 2 days of the activity ceasing; or
- The building is relocated on to a site to provide temporary accommodation during a construction project on the site, and the building is removed from the site within the lesser time of 12 months; or when the construction work ceases.
- The building is being relocated within or between schools.

Where a relocated building in these zones does not satisfy the criteria for a permitted activity, then it becomes a controlled activity. Control is retained over:

- The time period within which the building will have its new foundations laid or covered;
- The time period to repair any damage to the exterior of the building;
- The standards to which the exterior of the building will be finished and the time period for completing this work;
- Whether any bond is required to cover the cost of any reinstatement works required, and the type of bond;
- Any monitoring conditions.

Relocated buildings of all types are permitted activities in Business 2 and 3 zones.

In all cases, the relevant bulk and location standards apply to relocated buildings in the same way that they apply to a new build on that site.

Option 3

Option 3 retains the existing activity status, but amends the rule to require buildings to be relocated as permitted accessory buildings to have been constructed as accessory buildings and to be used as accessory buildings on their new site.

Option 5

Option 5 removes the provision for the relocation of buildings within and between schools to be a permitted activity because the activity is already provided for in other ways and so is redundant.

Option 7

Option 7 sees relocated buildings being treated exactly the same as new buildings from a district plan perspective, subject only to the building consent process. This is consistent with the approach taken in Christchurch and Waimakariri and for most relocated buildings in Hurunui.

2.0 Summary of Feedback Received

2.1 House Movers Section, New Zealand Heavy Haulage Association (Inc)

The topic of relocated buildings was not part of the formal engagement process, as little change to the existing provisions is proposed. However, the House Movers Section of the New Zealand Heavy Haulage Association (Inc) (the Association) have provided feedback.

The Association supports relocated buildings of all types being a permitted activity, subject to the following performance standards:

- a. any relocated building complies with the relevant standards for Permitted Activities in the District Plan;
- b. any relocated dwelling must have been previously designed, built and used as a dwelling;
- c. A building inspection report shall accompany the building consent for the building/dwelling. The report is to identify all reinstatement work required to the exterior of the building/dwelling;
- d. the building shall be located on permanent foundations approved by building consent, no later than 2 months of the building being moved to the site;
- e. all work required to reinstate the exterior of any relocated building/dwelling, including the siting of the building/dwelling on permanent foundations, shall be completed within 12 months of the building being delivered to the site.

The Association proposes a non-notified restricted discretionary activity status for relocated buildings that do not comply with the performance standards. The Association proposes the following assessment criteria:

- a. proposed landscaping;

- b. the proposed timetable for completion of the work required to reinstate the exterior of the building and connections to services;
- c. the appearance of the building following reinstatement

3.0 Analysis of Feedback Received

3.1 Relocated buildings as a permitted activity, subject to standards:

Analysis

The Association has an established history of interest in district plan provisions relating to relocated buildings, including as a submitter and appellant.

The approach sought by the Association is that outlined as Option 6 in the 20 June 2018 Preferred Option Report (to make all relocated buildings permitted, subject to additional standards beyond new buildings). The Association feedback makes reference to *New Zealand Heavy Haulage Association Inc v The Central Otago District Council* (Environment Court, C45/2004), which resulted from a Central Otago District Council decision to make relocated buildings a restricted discretionary activity, consistent with their previous county scheme. The Court found that the s32 analysis was inadequate to justify such a status, and amended the district plan in a similar manner to that currently sought by the Association.

The Association feedback does not provide any information that was not considered in the analysis of Option 6, and does not address any of the risks outlined in that analysis.

The Preferred Option Report discussed the Proposed South Taranaki District Plan, where all relocated buildings are permitted, subject to performance standards that include a cash bond lodged with Council to the value of 125% of the estimated cost of listed external reinstatement works. Where standards are not complied with, the building becomes a restricted discretionary activity.

The Association appealed the South Taranaki requirement for a cash bond (*New Zealand Heavy Haulage Association Inc (House Movers Section) v South Taranaki District Council* [2018] NZEnvC 80). In this instance, the Court found that the proposed provisions were appropriate, subject to amendments relating to providing for progressive part-releases of bonds and allowing for performance (bank) bonds as an alternative to cash bonds. Both of these amendments are consistent with current Selwyn practice, and form part of the previously endorsed preferred option.

Conclusion

That the Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'.

4.0 Recommended Option Post Engagement

The Project Team recommends that:

- The Preferred Option previously endorsed by DPC progresses to the 'Drafting and Section 32 Evaluation Phase'.

DW013 Relocated buildings – communications and engagement summary plan (post engagement report)

Key messages

(as of 12 November 2018)

Background

- As part of the Selwyn District Plan Review, policies and rules managing relocated buildings within the district are being reviewed.
- Buildings are often relocated as a whole or in parts, on to a new site, from either within or outside the district.
- Buildings are relocated for many reasons. They can be a cheaper alternative to new buildings, a specific building design may be desired, or the building may be relocated to a new site to preserve it.
- From the beginning of 2008 until the end of 2017, 240 resource consents were granted for relocated buildings. Almost all have been dwellings (including family flats), although some have been intended for use by businesses or for community purposes. This equates to less than 2% of all new dwellings in townships over the same period, but slightly more than 10% in the rural area.
- Within the rural area, the geographical distribution of relocated buildings has been fairly evenly split between wards.
- Within townships, the distribution of relocated buildings has been more varied and concentrated in the smaller townships further from Christchurch. This is likely due to developer covenants imposed on subdivisions in the larger townships, preventing the use of relocated buildings on sites.
- Following the Council’s District Plan Committee’s endorsement of the preferred option report, the Council undertook targeted consultation on draft changes with key stakeholders.
- The detailed provisions will be found in the Proposed Plan’s zone chapters.

Current District Plan

- In all residential and rural zones, and in the Business 1 zone, relocated buildings usually require a resource consent, ie they are a controlled activity.
- Some relocated buildings don’t require a resource consent, ie they are a permitted activity, so long as they meet certain requirements, for example: the relocated building is an accessory building (usually a garage); it’s relocated from one position to another on the same site; or it’s relocated on to a site for a temporary activity.
- In Business 2 and 3 zones relocated buildings are a permitted activity without any requirements having to be met.
- All relocated buildings still require a building consent although the scope of it is more limited than for a new building.

About endorsed preferred option

- It’s proposed to retain the existing activity status for relocated buildings but introduce a rule that requires relocated permitted accessory buildings to have been originally constructed as accessory buildings and to also be used as accessory buildings on their new site. As a result the wider community can be reassured that the rule’s intent will be clearly followed. Change to the rule will prevent situations where a kitchen is removed from the building before it’s relocated (to ensure the building no longer meets the definition of a dwelling), and then reinstated once the building is in its new location.
- It’s proposed to remove the provision for the relocation of buildings within and between schools to be a permitted activity as the activity is already provided for in other ways.
- All relocated buildings will still be subject to building consent requirements.

Recommended changes following consultation on endorsed preferred option

- No change to the endorsed preferred option.

Audiences¹

Internal	Partners	Key stakeholders ²	Landowners /occupiers ³	General public
DPC	ECan	NZ Heavy Haulage Association	N/A	Selwyn ratepayers
	Te Ngāi Tuāhuriri Rūnanga (represented by Mahaanui Kurataiao)			News media
	Te Taumutu Rūnanga (represented by Mahaanui Kurataiao)			Wider public

Legend	High level of interest/ High level of influence (“Manage closely”)	High level of interest/ Low level of influence (“Keep informed”)	Low level of interest/ high level of influence (“Keep satisfied”)	Low level of interest/ Low level of influence (“Watch only”)

¹ “...Differing levels and forms of engagement may be required during the varying phases of consideration and decision-making on an issue, and for different community groups or stakeholders. The Council will review the appropriateness and effectiveness of the engagement strategy and methods as the process proceeds.” [Significance and Engagement Policy: Adopted 26 November 2014; p.6]

² Key stakeholders “...will advocate for or against decisions that will need to be made...” and “For the District Plan Review, stakeholders include any party that can influence decisions or be influenced by decisions made on policies or rules.” (DPR Engagement Framework)

³ Landowners are “the individuals and businesses that could be affected by the proposed changes in the District Plan.” (District Plan Review Community Engagement Implementation Plan; p.6)

Engagement until early 2020
(from the time initial public consultation period finishes and Proposed District Plan is notified)

Review phases	Internal	ECan	Rūnanga	Key stakeholders	Landowners/occupiers	General public
Preferred option consultation						
Post engagement report update						
Draft provisions consultation						
Proposed District Plan formal public consultation						

2018 – 2020 communications and engagement approach

Audiences	August & September 2018 (post PO report’s endorsement by DPC and until initial public consultation period finishes)	Oct-Dec 2018 & Feb-March 2019 (engagement following endorsement of post engagement report)	January – May 2019 (engagement on detailed draft provisions)	Early 2020 (Proposed District Plan gets notified for formal public consultation)
ECan	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Rūnanga	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	Direct contact via email, phone and face to face meetings	
Key stakeholders	Part of initial public consultation	Direct contact via email/letter		
Landowners/occupiers	Part of initial public consultation			
General public	Part of initial public consultation	Post engagement report published on Your Say Selwyn		
DPC			DPC workshop	