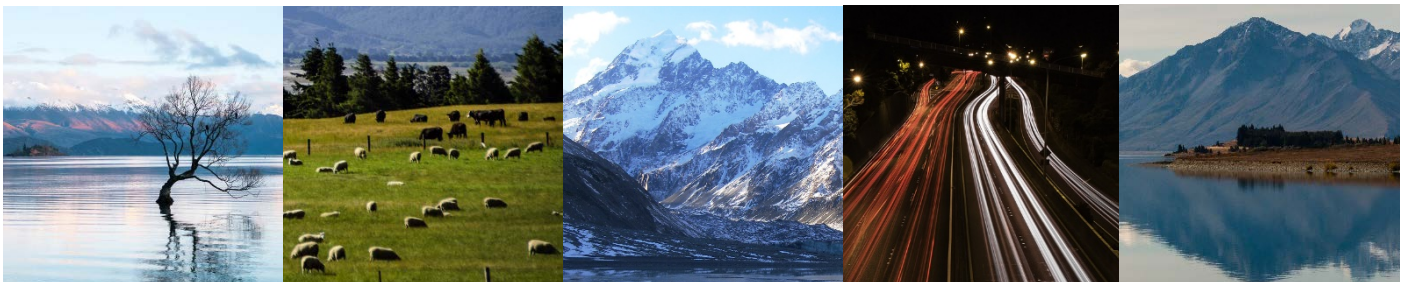


Notice of Requirement

Waimakariri District Council

Roading Improvements, Corner of Lehmans and Fernside
Roads, Rangiora

April 2021



Prepared By:
Liz White

For any information regarding this document please contact:

Liz White
Email: liz@incite.co.nz
Mobile: 027 2285 006

Incite

PO Box 25-289
Christchurch 8141
New Zealand

Incite Client File Number: C22055.00
Document Date: 1/4/2021

Version	Reviewed by	
Draft	Adele Dawson	24/2/21
Final	Don Young (WDC)	23/3/21

Table of Contents

Introduction	4
Description of the site to which this Notice applies	4
Nature of the proposed works.....	5
Assessment of effects on the environment	6
Statutory considerations.....	6
Consultation	8
Conclusion.....	8

Appendix A – Location Plan

Appendix B – Designation Table

NOTICE OF REQUIREMENT FOR DESIGNATION – PURSUANT TO SECTION 168 OF THE RESOURCE MANAGEMENT ACT 1991

Introduction

Pursuant to Section 168 of the Resource Management Act 1991 (RMA), Waimakariri District Council hereby gives notice of its requirement (Notice) for a new designation in the proposed Waimakariri District Plan for roading purposes, as described below. Waimakariri District Council, as a local authority, is an approved requiring authority under Section 166 of the RMA. The designation is required in order to enable a safe and efficient roading network.

Description of the site to which this Notice applies

The proposed site to which this notice applies is 1 Lehmans Road (Pt RS 1461). The designation affects approximately 9,000m² of this site. The site is located to the south-west of Rangiora’s current urban area and, along with the adjoining properties, is zoned Rural. The property is used for rural activities and contains some farm accessory buildings. However, the proposed area for the designation does not include any of these buildings. The general area of the designation is shown in Figure 1 below and the specific area proposed to be designated is contained in Appendix A and shown using orange shading. The designation table in the format required by the National Planning Standards is attached as Appendix B.

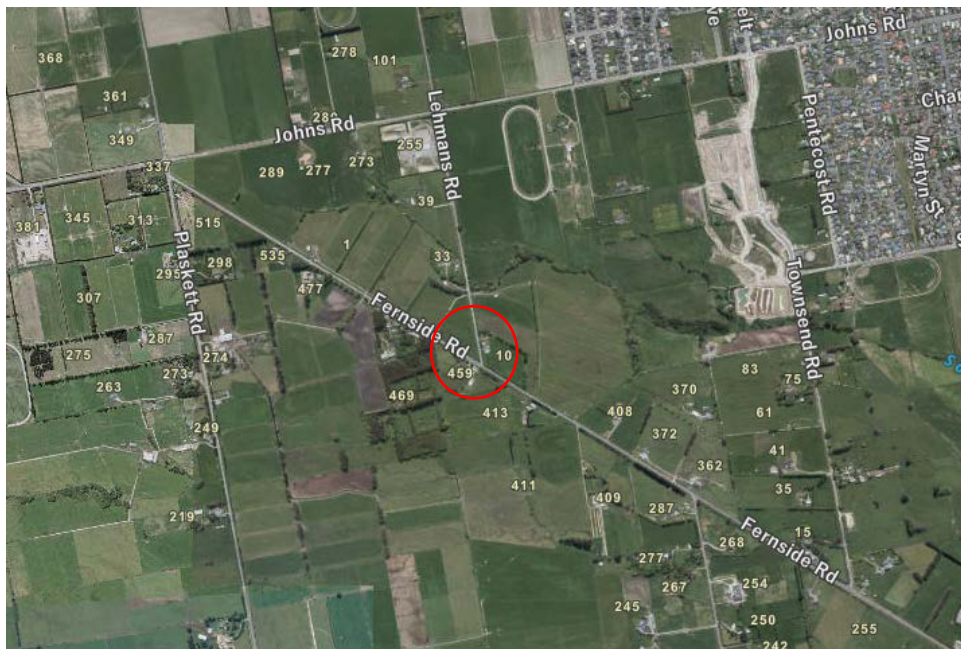


Figure 1: General site location

Source: Canterbury Maps

Nature of the proposed works

This Notice relates to a designation for roading purposes. It is proposed to allow for the improvements to the Lehmans Road / Fernside Road intersection. The current intersection layout has a number of significant issues that can only be remedied with a full re-alignment of the intersection. These include a very narrow culvert on Lehmans Road close to the intersection, and lack of safe stopping and turning and sight distance on all entries and exits to the intersection. In addition, the Council is considering whether there should be a change in priority at the intersection, both because of the deficiencies in other neighbouring intersections (in particular Fernside / Plasketts Rd), and also because of the benefits in improving the Fernside-Lehmans-River Rd route as an alternative to existing roads.

At present, Fernside Road has priority, with traffic travelling west along Fernside Road and turning right into Lehmans Road being required to give way to cars heading east along Fernside Road. Similarly, cars travelling south along Lehmans Road must also give way to traffic travelling east along Fernside Road.

The designation will allow for two possible improved layouts, and it may be that these two options are staged over time. Firstly, the designation allows for an improved layout whereby the point that Lehmans Rd intersects with Fernside would be moved towards the west. This would provide improved sight distance, and improved stacking distance for traffic entering and exiting Lehmans Rd. However, it would not improve the overall network layout by encouraging changed traffic patterns. Secondly, the designation will also allow for the intersection to be realigned so that traffic travelling west along Fernside Road and into Lehmans Road will have priority, and will not be required to give way, and similarly, cars travelling south along Lehmans Road will continue left onto Fernside Road without needing to give way to cars travelling east along Fernside Road. The western leg of Fernside Road beyond this intersection will be realigned so that traffic travelling east will be required to give way to all traffic.

This work would be carried out in conjunction with other intersection changes, to provide a consistent "Rangiora West route". This would provide for an improved network traffic flow, as it would encourage north and south-bound traffic to use Lehmans Rd to skirt around the Rangiora urban area. As noted above, it may be that the first option would be carried out as a Stage 1 improvement to improve safety, with the more significant change in priority occurring as Stage 2, further into the future.

This designation will provide for additional land within the road reserve, within which the intersection improvements can be undertaken. These works will contribute to the ongoing development of a safe and efficient roading network, and have been identified as priority works in a Scheme Assessment report for the Rangiora West Route (Stantec, November 2019), and an Implementation Plan for Rangiora West Route (Stantec, March 2020).

As noted in the Location Plan in Appendix A, the changes facilitated by this designation will result in parts of the existing road reserve becoming surplus. The future of these surplus areas is yet to be determined, but options include offering them for sale to the adjoining land owners. This is a matter

that will be addressed in future through the Outline Plan process and any disposal process would occur following construction of the road.

The roading improvements will be constructed in accordance with:

- The Council's Engineering Code of Practice;
- Austroads Guide to Road design; and
- The Code of Practice for Temporary Traffic Management.

Assessment of effects on the environment

The roading improvements will involve construction works that will result in temporary effects for the period during which construction works are undertaken. These are likely to include noise, dust, minor traffic delays and may interrupt property access. These effects will be temporary and minor in nature and will not be dissimilar to other roading improvements regularly undertaken by the Council to its roading network.

The effects associated with the use of the upgraded intersection, such as noise and vibration, will be the same as those currently resulting and will not be altered by the proposed improvements.

The effects associated with both the construction works and ongoing use of the intersection once upgraded are anticipated by the community as part of the use and development of the roading network, and will be no different to other roads in the District. As such the effects are considered acceptable.

There are positive effects associated with the intersection improvements, as it will improve the safety and efficiency of the roading network in the area. Once the works are completed, the intersection will continue to be inspected as part of Council's road network patrols and any defects will be repaired as necessary.

Statutory considerations

Section 171(1) of the RMA sets out that when considering a Notice, a Territorial Authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to matters (a) – (d). For completeness, matters (a) – (d) of Section 171(1) are considered as follows:

Section 171(1)(a): "any relevant provisions of - (i) a national policy statement: (ii) a New Zealand coastal policy statement: (iii) a regional policy statement or proposed regional policy statement: (iv) a plan or proposed plan."

National Policy Statements

There are five National Policy Statements and none are considered to be relevant to this Notice. The site is not located in the Coastal Environment and therefore the New Zealand Coastal Policy Statement is also not relevant.

Canterbury Regional Policy Statement

Chapter 6 of the CRPS applies to Greater Christchurch, which includes Rangiora and its surrounding rural area. Objective 6.2.1 seeks to enable development through a framework that optimises use of existing infrastructure. Objective 6.2.4 seeks that the planning for transport infrastructure is prioritised so that it maximises integration with planned or existing development and facilitates the movement of people and goods and provision of services, while achieving a number of matters. Of relevance, these matters include enhancing transport safety. Policy 6.3.4 directs that the efficiency and effectiveness of the transport network is ensured, to maintain and improve movement of people and goods, by (amongst other matters) improving road user safety. The proposed designation is consistent with this direction as it seeks to optimise the safety and efficiency of an existing intersection and better facilitate traffic movement in this area.

Regional Plans

The Canterbury Land and Water Regional Plan and the Waimakariri River Regional Plan both apply in the Waimakariri District. There is nothing in this Notice that is considered to be inconsistent with the CLWRP.

District Plan

The Operative Waimakariri District Plan include a Utilities and Traffic Management Chapter (Chapter 11). Objective 11.1.1 seeks that utilities maintain or enhance the community's social, economic and cultural wellbeing, and its health and safety. Policy 11.1.1.1 directs that utilities should: contribute to a safe environment; promote efficient use of resources and efficient development of the utility; and maintain and enhance social wellbeing. Objective 11.2.1 seeks that the adverse effects on the environment caused by provision, use, maintenance and upgrading in of utilities are avoided, remedied or mitigated. Policy 11.2.1.1 directs that effects are managed by (amongst other things) having regard to the particular amenity and character to the area in which it is placed. This Notice is consistent with these outcomes as the purpose of the designation is to allow for improvements to the transport network that will improve its safety, efficiency and effectiveness.

Section 171(1)(b): "whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if - (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or (ii) it is likely that the work will have a significant adverse effect on the environment."

As set out above, the work is not expected to have significant adverse effects on the environment and therefore s171(1)(b)(ii) is not applicable. However, in terms of (i), the Notice applies to a site that is not in the Council's ownership. Given that the intersection to be improved already exists, there are limited alternative sites or methods that can be considered. In this instance, different options for improvement were considered, including shoulder widening only, but the two intersection improvements noted above are considered the most appropriate traffic solution. As noted earlier, the improvements have been identified as priority works in a Scheme Assessment report and Implementation Plan for western Rangiora.

Section 171(1)(c): “whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought.”

The designation, as a planning tool, is considered necessary to allow Waimakariri District Council as the Requiring Authority to ensure a safe and efficient transport network is provided. The alternative to designating these sites is to rely on the District Plan rules and/or the resource consent process for undertaking the roading projects. These options do not provide as certain a solution to authorise the works.

Section 171(1)(d): “any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.”

There are no other matters considered reasonably necessary to make a decision on this Notice.

Consultation

The Council, as a requiring authority, has advised the affected land owner of the intention to designate the land. The land owner raised queries regarding how the designation would affect subdivision of the property in future; property access; and stock crossing management. These queries have been responded to as follows:

- The ability to subdivide is unlikely to be materially changed as the district plan zone rules are expected to be amended such that further subdivision would not be anticipated;
- The property access would be resolved with the affected landowners as part of the preliminary design process; and
- The stock crossing permit has already expired, and any changes to the layout would require renegotiation between the parties to ensure a safe outcome.

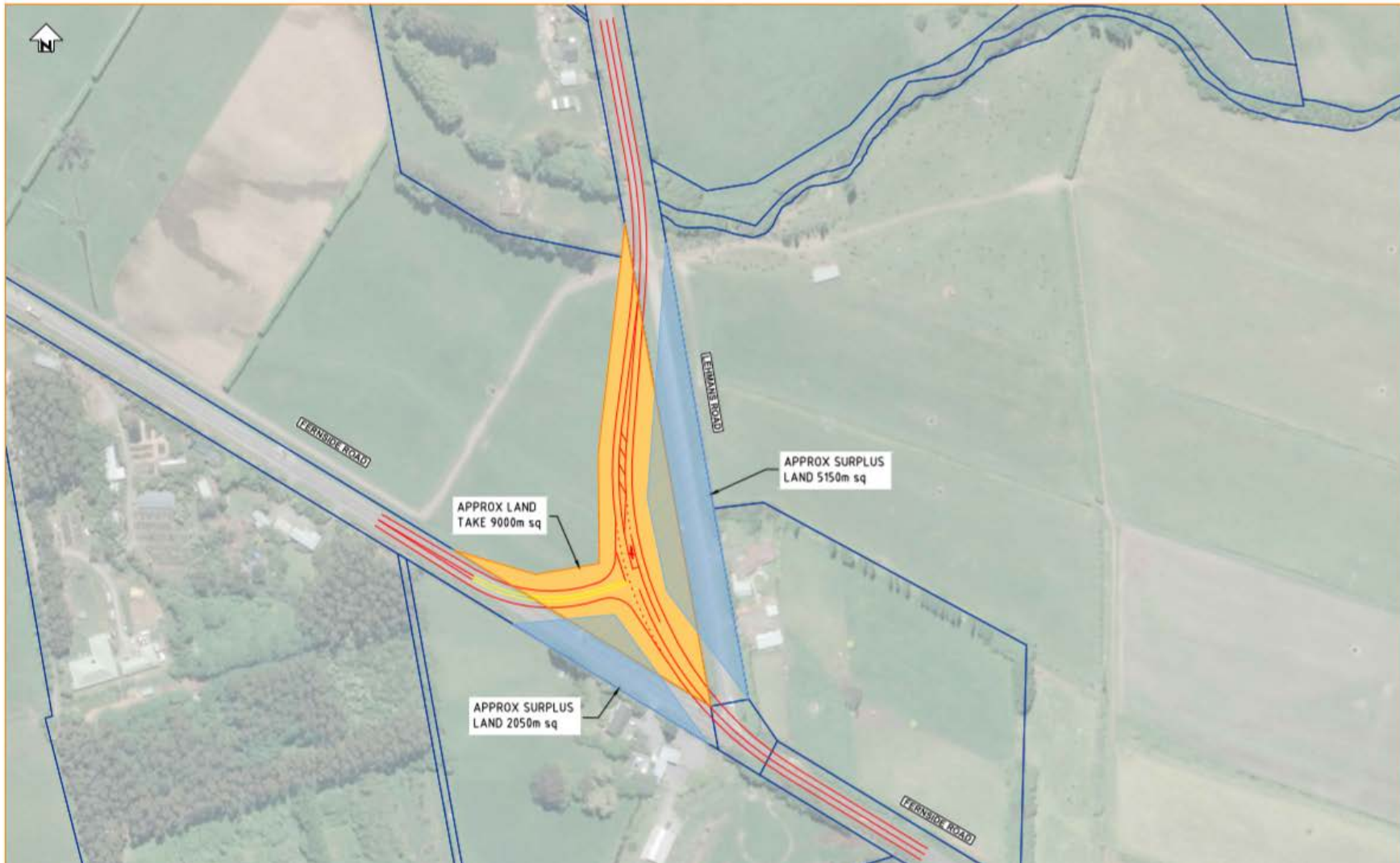
There have been no subsequent queries from the land owner.

Conclusion

Waimakariri District Council gives notice of its requirement to designate land on the corner of Fernside Road and Lehman Road, for the purpose of road widening, to allow roading improvements to the current intersection. The preceding assessment of effects concludes that the effects associated with the improvements are minor and temporary in nature. The proposed designation is consistent with the Operative District Plan and CRPS.

Overall it is considered the designation is consistent with the relevant statutory provisions and the principles and purpose of the RMA.

Appendix A – Location Plan



Appendix B – Designation Table

Lehmans Road & Fernside Road Intersection	
Designation unique identifier	
Designation Purpose	Roading
Site identifier	Pt RS 1461 (1 Lehmans Road)
Lapse date	10 years
Designation hierarchy under section 177 of the Resource Management Act	Primary
Conditions	No
Additional information	n/a