



Tabled Evidence 35

Sub 275
F/S 110

12th May 2023

Waimakariri District Council

215 High Street

Rangiora

Attention: Audrey Benbrook- Development Planning Administrator

By email only: audrey.benbrook@wmk.govt.nz

To whom it may concern,

RE: PROPOSED WAIMAKARIRI DISTRICT PLAN HEARINGS

Hearing Stream 1: Overarching Matters and Part 1, Strategic Directions, Urban Form and Development

1. Introduction

- 1.1 I refer to the abovementioned matter set down for Hearing 1 commencing 15th May 2023. Waka Kotahi New Zealand Transport Agency (Waka Kotahi) will not be presenting planning evidence in person as Waka Kotahi is largely in agreement with the recommendations set out in the Council Officer's reports (Strategic Directions and Urban Form and Development), with any outstanding matters addressed within the tabled evidence below.
- 1.2 This statement is prepared with the appropriate authority within Waka Kotahi. Waka Kotahi is identified as submitter **275** in the Officer's Reports (Strategic Directions and Urban Form and Development).
- 1.3 It would be appreciated if you could table this statement before the Proposed Waimakariri District Plan (PWDP) Hearings Panel.

2.0 Waka Kotahi Submissions

2.1 A summary of the Waka Kotahi mandate, objectives and interest in the Waimakariri district has been covered off in both the original and further submissions so will not be repeated here.

2.2 This hearing statement relates to Hearing 1. I have reviewed the Officer's Report: Strategic Directions and Urban Form and Development, and in particular, the recommendations with respect to the Waka Kotahi submission. I am largely in support of the Reporting Officer's recommendations. This is outlined in the summary table included as Attachment 1 to this Hearing Statement.

3.0 Concluding Statement

3.1 Thank you for your time and consideration of this hearing statement. Should you have any questions regarding this statement, please do not hesitate to get in touch: Claudia.Kirkbride@nzta.govt.nz or 07 958 9614.

Kind regards,



Claudia Kirkbride

Senior Planner

Waka Kotahi NZ Transport Agency



APPENDIX ONE: TABLE ONE
Summary of the Waka Kotahi position in regard to the Reporting Officers recommendations.
Proposed Waimakariri District Plan Hearing 1.

Abbreviations: Proposed Waimakariri District Plan (PWDP)
Resource Management Act 1991 (RMA)
Canterbury Regional Policy Statement (RPS)
National Policy Statement on Urban Development 2020 (NPS-UD)

Submission Points	Waka Kotahi Submission	Officer's Recommendation	My Response
275.4	SD-O2 Waka Kotahi requests that a clause recognising the importance of the transport network for integrated urban development and infrastructure be included as part of this objective.	Reject The integration of urban development and infrastructure (including transport) is in SD-O2(1). Objective RESZ-O2 links residential land development and design and infrastructure, that includes roads (section 166(f) RMA) and Policy TRAN-P1(1) by recognising the benefits of transport. The repeating of the link between transport and urban development is not required as it is already present within the Proposed Plan.	I agree with the Reporting Officer's recommendation, specifically that SD-O2(1) adequately addresses the integration of urban development and infrastructure. Therefore, specific reference to the transport network is not necessary.
275.5	SD-O3 Retain SD-O3 as notified.	Accept Agree with submitter.	I agree with the Reporting Officer's recommendation.
275.6	UFD-O2 No target for commercial/industrial development has been identified in the District Plan. Our Space 2018-2048 – Greater Christchurch 2050 refers to sufficiency of industrial and commercial development capacity for Waimakariri.	N/A The Proposed Plan policies are intended to meet demand for commercial and mixed-use zones in line with Policy 2 of the NPS-UD. This approach is consistent with Policy 5.3.1 and 6.3.6 of the RPS. The issue with commercial and industrial capacity will be addressed in the hearing	As matters in relation to commercial and industrial capacity will be addressed at a later hearing stream (Hearing Stream 9), I will defer my response to that hearing stream.

	A target of feasible development capacity for industrial/commercial/mixed-use development should be considered.	reports on Industrial, Commercial and Mixed use chapters.	
275.7	<p>UFD-P1</p> <p>A minimum of 12 households per ha should be maintained through the development area provisions. Further consideration into increasing the density from 12 households to 15 households/hectare where there are no infrastructure constraints is suggested to support medium density development. Further consideration should be given to multi-modal connections (including pedestrian connections) for Medium Density zones.</p>	<p>Reject</p> <p><i>Variation 1 of the District Plan enables medium density housing within Rangiora, Kaiapoi and Woodend. Policy MRZ-P3(1) (Variation 1) provides for better access for walking within medium density areas.</i></p>	<p>Within their submission for Variation 1 and Variation 2 to the PWDP, Waka Kotahi stated that for the North-East and South West Development Area, Variation 1 has provided for medium density such that Waka Kotahi consider their request through the PWDP submission process has been met. In addition, it was stated that there are adequate Outline Development Plans in place which ensure that transportation requirements (including cycle/shared path connections) are appropriately provided for. On this basis, I consider that submission point 275.7 is no longer relevant.</p>
275.8	<p>UFD-P2</p> <p>Waka Kotahi supports the general intent of this policy, however, notes that clause (b) states: <i>occur in a manner that makes use of existing and planned transport and three waters infrastructure, or where such infrastructure is not available, upgrades, funds and builds infrastructure as required</i>; If there is insufficient existing or planned transport infrastructure to provide for new Residential Development Areas, Waka Kotahi queries if it is appropriate for a developer to pay for new infrastructure which will extend beyond the existing and planned networks? From the policy it is unclear where the onus lies if new infrastructure is required.</p>	<p>Reject</p> <p><i>This is a matter that is best addressed at resource consent stage and is dependent upon Council's works programme.</i></p>	<p>I understand that as part of Variation 2 to the PWDP, Council have introduced a financial contributions chapter. As noted within their submission on Variation 1 and Variation 2, Waka Kotahi supports the use of financial contributions and didn't seek any specific amendments to the chapter. Given that such matters have been addressed through Variation 2, I consider that the proposed amendments to UFD-P2 by Waka Kotahi are not necessary.</p>
275.9	<p>UFD-P7</p>	<p>Reject</p>	<p>I agree with the Reporting Officer, specifically that there are existing policies under the Transport ,</p>

	<p>It is suggested that future Commercial and Mixed Use zones should be well connected with existing residential zones to enable multi-modal access. It is recommended that this policy is amended to provide for multi-modal access.</p>	<p>The issue of multi modal transport is addressed in CMUZ-P4(6), CMUZ-P6, TRAN-P4, TRAN-P7, TRAN-P9 and TRAN-P10. These policies are consistent with Policy 5.3.8 of the RPS.</p>	<p>Commercial and Mixed-Use Zones that adequately provide for multi-modal transport. Therefore, the proposed amendments to UFD-P7 by Waka Kotahi are not necessary.</p>
<p>275.10</p>	<p>UFD-P10</p> <p>This policy does not currently recognise the potential safety effects that new development can have on existing infrastructure. Waka Kotahi request an amendment to provide for safety considerations.</p>	<p>Accept</p> <p><i>The amended wording request is considered reasonable given that inappropriate location of new development could cause known effects outside the immediate area of the development. This submission was supported by a further submission from KiwRail.</i></p>	<p>I agree with the Reporting Officer's Recommendation.</p>

