

# Section 32 Report

## Ranga waka/Transport

prepared for the

# Proposed Waimakariri District Plan

18 September 2021



**WAIMAKARIRI**  
DISTRICT COUNCIL

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# 1. EXECUTIVE SUMMARY

The *Transport Chapter* forms part of *Part 2 - District Wide Matters - Energy, Infrastructure and Transport*.

Transport infrastructure is a significant physical resource that makes an essential contribution to the social and economic wellbeing of the District, and as such must be sustainably managed.

The current District Plan became operative in 2005. Since then, a number of factors have arisen that affect the provision for transport, which mean a significantly revised and updated suite of transport provisions in the proposed District Plan is required.

The resource management issues that need to be addressed in relation to Transport are:

- (a) Achieving and maintaining a transport system, including those parts of the transport system that form part of 'critical infrastructure', 'strategic infrastructure' and 'regionally significant infrastructure', that:
  - i. Is safe, efficient, integrated and sustainable for all transport modes;
  - ii. Is responsive to future needs and changing technology;
  - iii. Enables economic development, including for freight;
  - iv. Enables the economic, social and environmental well-being of people and communities;
- (b) Avoiding or mitigating adverse effects from the transport system; and
- (c) Avoiding or mitigating adverse effects on the transport system, including reverse sensitivity, from activities.

Some objectives and policies from the operative District Plan have been retained in part, but updated to better reflect the current statutory environment, while other objectives and policies are new. The proposed provisions include new rules, standards, definitions and matters of discretion, including for the following: new roads; road intersections; vehicle crossings; vehicle accessways; acceleration and deceleration tapers; parking, loading and manoeuvring; footpaths; cycle parking; cycling end-of-journey facilities for staff; charging facilities for electric vehicles; landscaping for car parking areas; and high traffic generators. All former District roads are to be designated for roading purposes. There is also a revised/updated District Plan road hierarchy.

The proposed provisions update, amalgamate, streamline and simplify the current transport provisions.

The proposed provisions reflect current transport standards, and current 'best practice' employed in a range of operative or proposed District Plans elsewhere that have recently included new transport provisions. The proposed provisions also take into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and legislation and regulations.

In this report, the *Transport* provisions are evaluated as a package.

## 2. OVERVIEW AND PURPOSE

### 2.1 Purpose of Section 32 RMA

The overarching purpose of Section 32 of the Resource Management Act 1991 (RMA) is to ensure that plans are developed using sound evidence and rigorous policy analysis, leading to more robust and enduring provisions.

Section 32 reports are intended to clearly and transparently communicate the reasoning behind plan provisions to the public. The report should provide a record of the evaluation process, including the consultation, technical work, methods, assumptions and risks that informed that process. A robust report can prove highly useful to decision makers, particularly where it clearly communicates the analysis undertaken to identify the most appropriate way to achieve the purpose of the RMA.

The District Council is required to undertake an evaluation of any proposed District Plan provisions before notifying those provisions. The Section 32 report provides the reasoning and rationale for the proposed provisions (including compared to any relevant operative provisions) and should be read in conjunction with those provisions.

### 2.2 Topic Description

#### 2.2.1 Scope of Transport Chapter

The **Transport Chapter** forms part of **Part 2 - District Wide Matters - Energy, Infrastructure and Transport**. This aligns with the mandatory direction in Table 4 of Section 4 of the National Planning Standards.

The **Transport Chapter** contains provisions for transport activities that occur throughout the District, and to activities on the transport system including land transport infrastructure and activities within or adjoining the road corridor, rail corridor, and Rangiora Airfield. Objectives, policies, rules, standards and matters of discretion relating to transport are provided.

The **Transport** provisions are informed by assessment, investigation and reporting; and a wide range of national and regional planning documents, management plans and strategies, and legislation and regulations.

In this report, the **Transport** provisions are evaluated as a package.

#### 2.2.2 Relationship of the Transport Chapter to other parts of the District Plan

The structure of district plans mandated by the National Planning Standards (see Section 3.2 below) is based around each topic or zone being in its own stand-alone chapter with its own provisions.

The content and nature of the **Transport Chapter** is outlined above.

Provisions for other matters of potential relevance to transport, such as zone provisions, or provisions for noise, signs, lighting or natural hazards, lie within the respective chapters for the specific subject. District-wide provisions relating to **Energy and Infrastructure** are contained in a separate chapter also forming part of **Part 2 – District Wide Matters - Energy, Infrastructure and Transport**. The **Transport Chapter** includes guidance on which other parts of the plan apply and in what circumstances.

## 2.3 Significance of this Topic

A functioning transport system and transport modes are essential facilities and services that assist in meeting the social, environmental and economic well-being of people and communities and promote the efficient functioning of the District.

The transport system is also a significant user of resources in its construction and ongoing maintenance. Also, transport uses energy and contributes to greenhouse gas emissions and air pollution. An efficient and effective transport system has the potential to reduce emissions and energy use.

Transport infrastructure in the District is therefore a significant physical resource, and as such must be sustainably managed.

The current District Plan became operative in 2005. Since then, a number of factors have arisen that affect the provision for transport:

- (a) District Plan Effectiveness assessment and reporting was undertaken prior to the commencement of the District Plan Review, which identified a range of shortcomings with the current transport provisions. Key findings with respect to Transport include those summarised in Section 2.5 below and have been considered in drafting the proposed Transport provisions;
- (b) A wide range of transport-related national and regional planning documents, management plans and strategies, and legislation and regulations have been produced, which affect how transport is provided for; these are cited in Sections 3.2, 3.5 and 3.6 below, and have been considered in drafting the proposed Transport provisions;
- (c) As discussed in Section 2.5 below, over the life of the operative District Plan a range of plan changes have been approved. These have involved significant developments, rezoning of land, or rule changes, which have included potential implications for transport. This has resulted in the creation of a range of zone specific transport provisions, and a range of zone specific exemptions from transport provisions; these are summarised in Section 2.5 below. This has created inconsistencies, where the same aspects of transport are provided for differently in different parts of the District.

The combination of the above means a significantly revised and updated suite of transport provisions in the proposed District Plan is required.

## 2.4 Current Objectives, Policies and Methods

A summary of relevant key objectives, policies and methods in the operative District Plan that currently apply to transport is contained in **Appendix 1** of this report.

The current District Plan became operative in 2005. Since then, a number of factors have arisen that affect the provision for transport, and a range of shortcomings with the current transport provisions have been identified, as discussed in Section 2.3 above and Section 2.5 below.

## 2.5 Information and Analysis

### 2.5.1 District Plan Effectiveness

District Plan Effectiveness assessment and reporting was undertaken prior to the commencement of the District Plan Review. Key findings with respect to Transport are summarised as follows:

- (a) Key themes of various higher order documents (see Sections 3.2, 3.5 and 3.6 below) are not currently reflected strongly in the objectives and policies of the operative District Plan. These include:
  - i. Promotion of active transport modes, public transport and rail;
  - ii. Access to modal choices;
  - iii. Promotion of economic growth via transport management;
  - iv. Freight transport opportunities;
  - v. Rangiora Airfield;
  - vi. Resilience to natural hazards and the effects of climate change;
  - vii. Reducing energy use;
  - viii. Encouragement of opportunities for new, green or future infrastructure or technologies;
  - ix. Providing efficient and effective transport systems;
  - x. Integration of land use and transport; and
  - xi. Minimising the effects of transport on surrounding land use;
- (b) Many rules and standards need to be updated to reflect current transport standards, and to reflect current 'best practice';
- (c) On-site parking, loading and manoeuvring provisions, updated in 2016 through **Council Plan Change 40**, need to be reviewed for effectiveness as some issues have since been identified;
- (d) The current 'High Traffic Generator' rule needs to be reviewed as the current threshold does not appear to capture the full range of potentially high traffic generating activities;
- (e) Provisions need to be included to take into account of, and better provide for, 'temporary activities';
- (f) Requirements for financial contributions should be reviewed with respect to any updates to the RMA with regards the ability to continue to require these;
- (g) Some transport-related provisions are spread over multiple Sections of the operative District Plan and merit combining in one place. For example, provisions concerning on-site parking, loading and manoeuvring on sites with frontage to 'Principal Shopping Streets' in Oxford, Rangiora and Kaiapoi are located in Sections 30, 31 and 34 of the operative District Plan. In addition, objectives relating to Transport are bundled with objectives for Utilities, which makes transport-specific objectives hard to find;
- (h) The District road hierarchy needs to be reviewed and updated;

- (i) Consideration should be given to different mechanisms to provide for roading, including designation, specific transport zone provisions, or relying on the provisions of adjoining zones.

### 2.5.2 Plan Changes

As summarised in Section 2.3 above, over the life of the operative District Plan a range of plan changes have been approved. These have involved significant developments, rezoning of land, or rule changes, which have included potential implications for transport. In addition to **Council Plan Change 40** referred to in Section 2.5.1 above, these include:

- (a) **Council Plan Change 33 (PC33)** rezoning Rural Zone land to Business 4 Zone, Mandeville;
- (b) **Council Plan Changes 33, 34 and 35** on-site parking and loading on sites with frontage to 'Principal Shopping Street' frontages in Rangiora, Kaiapoi and Oxford;
- (c) **Private Plan Change 20** rezoning land from Rural to Business 5 at Kaiapoi;
- (d) **Private Plan Change 1 (Doncaster Developments)**, North-West Rangiora residential development;
- (e) **Private Plan Change 05 and Private Plan Change 07 for Ravenswood Developments**;
- (f) **Private Plan Change 26 (RCP026) Westpark** residential development in North-West Rangiora;
- (g) **Private Plan Change 8 (RCP08) Northside Country Ltd**, Waikuku Beach, rezoning Rural Zone land to Residential 4A Zone;
- (h) Plan changes relating to the development of **Pegasus** town.

These plan changes have resulted in the creation of a range of zone specific transport provisions, and a range of zone specific exemptions from transport provisions. These are summarised in the last column of the table in Appendix 1. This has created inconsistencies, where the same aspects of transport are provided for differently in different parts of the District.

### 2.5.3 Independent Technical Review

The District Council engaged traffic consultants Stantec to undertake a review of the current transport provisions in the operative District Plan. The Stantec review included having regard to a range of current transport standards, as well as current 'best practice' employed in a range of operative or proposed District Plans elsewhere that have recently included new transport provisions, including Christchurch, Selwyn District, Queenstown, Dunedin, and Hamilton. The purpose of the Stantec review was to update, amalgamate, streamline and simplify the current transport provisions, and produce recommended revised or updated transport provisions. The Stantec recommendations have informed the proposed Transport provisions.

Stantec produced 2 reports, which are cited below:

- (a) Technical Review – District Plan Review - prepared for Waimakariri District Council by Stantec, March 2019;
- (b) Technical Report – District Plan Review – High Traffic Generators - prepared for Waimakariri District Council by Stantec, May 2019.



## 2.6 Consultation Undertaken

Consultation has been undertaken as part of this District Plan Review process with key stakeholders and the wider public. The consultation undertaken and nature of involvement and the feedback received is summarised below.

### 2.6.1 Issues and Options

Comments were received from 75 persons or organisations in response to *'District Plan Review Issues and Options'* papers in 2017, which included an issues and options paper on *'Transport and Utilities'*. Comments made with respect to transport, and the responses to these through the proposed Transport Chapter, are summarised in the table below.

Comment	Response
Retain and/or simplify current District Plan provisions	<p>The objectives and policies from the operative District Plan have been retained in part, but updated to better reflect the current statutory environment, while other objectives and policies are new.</p> <p>The proposed provisions include new rules, standards, definitions and matters of discretion, including for (but not limited to) the following: new roads; road intersections; vehicle crossings; vehicle accessways; acceleration and deceleration tapers; parking, loading and manoeuvring; footpaths; cycle parking; cycling end-of-journey facilities for staff; charging facilities for electric vehicles; landscaping for car parking areas; and high traffic generators. All formed District roads are to be designated for roading purposes. There is also a revised/updated District Plan road hierarchy.</p> <p>The proposed rules and standards update, amalgamate, streamline and simplify the current transport provisions.</p>
Promote more sustainable multi-modal transport including public transport, cycling and walking	Objectives and policies are proposed to this effect.
Provide for a drive-by letter box accessible from a driver's car window via a single lane layby similar to one in Whanganui that has existing for about 20 years	There is a proposed definition for 'drive through' which could include the facility requested.
Provide for charging infrastructure for electric vehicles, land banking for park and ride facilities	<p>Objectives, policies and rules are proposed to this effect.</p> <p>Provision for possible future park and ride facilities is already occurring, outside the District Plan.</p>
Provide clear guidance as to when traffic assessments may be required for development of schools	<p>There is a policy on High Traffic Generators.</p> <p>There is a new rule regarding High Traffic Generators, which contains revised thresholds for what constitutes a 'high traffic generator' and for when either a Basic or Full Integrated Transport Assessment is required. A matter of discretion is provided that outlines what a Basic or Full Integrated Transport Assessment shall take into account.</p>
Protect Rangiora Airfield and surrounding land from development that could adversely affect the airfield	The Airfield has recently been subject to a designation requirement and plan change, separate to the District Plan review. These included provisions that would address this issue, and these are included in the Transport Chapter and the Noise chapter.

Comment	Response
Improve lighting at rural intersections	Standards for street lighting will be included in the Lighting chapter of the Proposed District Plan. However, the District Plan cannot retrospectively require existing lighting to be improved.
Update the District roading hierarchy to ensure roads are properly classified according to current use	The District roading hierarchy has been reviewed and updated.
Better parking facilities close to main shopping areas	<p>Under the NPS-UD 2020, councils can no longer impose minimum off-street parking requirements, other than accessible car parking spaces. The effects of this are to be managed through a non-RMA, non-statutory, comprehensive parking management plan, outside of the District Plan Review.</p> <p>However, the proposed District Plan includes provisions for accessible car parking spaces, and for the design of off-street parking (where provided), loading and manoeuvring, cycle parking, and cycling end-of-journey facilities for staff.</p>
Provide for vehicle movements associated with rural production as a permitted activity	<p>Standards are provided for acceleration and deceleration tapers for new vehicle crossings on sealed roads where the posted speed limit is 70km/h or more.</p> <p>The revised rules and assessment matters for 'High Traffic Generators' take into account heavy vehicle movements.</p> <p>Rules for land use activities in rural areas are contained in the chapters for the Rural zones.</p>
Adequately assess and manage traffic effects of developments in the Rural Zone on the rural community	<p>All new activities in Rural zones will have to comply with all relevant Transport rules.</p> <p>There is a new rule regarding 'High Traffic Generators', which contains revised thresholds for what constitutes a 'high traffic generator' and for when either a Basic or Full Integrated Transport Assessment is required. A matter of discretion is provided that outlines what a Basic or Full Integrated Transport Assessment shall take into account. This includes in Rural zones.</p>
Concerned about safety on rural roads for school buses servicing rural schools	Speed limits on rural roads outside schools are set independently of district plans.
Zoning should be based on transport routes and concentrate settlement in existing centres	There are a range of management plans and strategies (cited in Section 3.5 below) to this effect.

Comment	Response
	The District Plan includes revised zones and activity rules to this effect, including provisions applicable to potential future urban zonings.
Need for better planned transport network throughout District	<p>There are a range of management plans and strategies (cited in Section 3.5 below) to this effect.</p> <p>The District Plan roading hierarchy has been reviewed and updated.</p>
Protect the road network from activities that may adversely affect its sustainability and accessibility	<p>Rules for land use activities are contained in the various zone chapters.</p> <p>The proposed rules and standards update, amalgamate, streamline and simplify the current transport provisions. These contain controls relevant to the road classification in the District Plan road hierarchy, zone, posted speed limit, and road design speed.</p>

## **2.6.2 Waimakariri District Development Strategy 2018-2048**

The District Development Strategy (DDS) is a non-statutory document that provides a spatial framework to guide the anticipated growth of the District over the next 30 years. The DDS focuses on planning the physical aspects of the District to respond to anticipated population growth, such as residential and business growth areas and relationships with transport, infrastructure, the environment, rural areas and community spaces and places.

Public feedback on the DDS was sought and a wide range of comments were received from the wider community, to which regard was had in drafting the proposed Transport provisions.

Transport and connections now and in the future were a focus for many respondents. Improvements in commuting to Christchurch and public transport were consistently sought with several advocating for the advantages of introducing a rail link with connections to park and ride and bus services in order to reduce congestion, increase travel time predictability and reduce the reliance on cars. Better, more frequent and/or incentivised public transport was also sought to better connect towns and destinations within the District.

Suggestions to improve intra-District connectivity included another link between the Ashley Bridge and Lineside Road, upgrading Lineside Road, installing multi lanes from Pineacres to Rangiora, and a better link between Mandeville and Rangiora in the event Mandeville is developed further. Improvements to transport routes and subsequent traffic through Rangiora were also sought.

Enhancing and extending safe and separate walking and cycling networks was also considered important with various cycling routes suggested including from Amberley to Christchurch, Oxford to Rangiora/Kaiapoi, Pegasus to Woodend, Woodend to Kaiapoi, along the coast and rivers, and generally connecting centres while integrating with public transport provision. It was considered good walkability should be ensured especially around schools, shopping areas and public transport hubs, particularly given the District's aging population.

Some submitters advocated for the need to improve the current commute and traffic congestion to Christchurch. Increasing local employment is thought would assist particularly given that motorway improvements might have a short success rate in light of the majority of commuters travelling in single occupancy vehicles. The New Zealand Transport Agency, for instance, advocates for the need to ensure good Travel Demand Management in a future transport strategy and more local employment to curb commuting issues accelerating in the future as the population increases. It was suggested single occupancy vehicle use at peak time should be penalised, with calls for policies that discourage use of private vehicles.

Completion of the proposed Woodend bypass project was advocated.

The possible future of transport technologies was also raised.

Objectives and policies are proposed regarding sustainability, connectivity, accessibility, cycling, walking, public transport and park-and-ride facilities. Rules are proposed regarding provision of new cycle ways, cycle parking, cycling end-of-journey facilities for staff, footpaths, and charging facilities for electric vehicles and bicycles. Provision for possible future park-and-ride facilities that would encourage greater use of public transport is already occurring, outside the District Plan.

## **2.6.3 Canterbury Regional Council**

Canterbury Regional Council provided written feedback indicating it wishes to see provisions that would enhance the long term sustainability of the transport system, such as through active, multi-modal forms of transport including walking and cycling, and public transport.

Objectives and policies are proposed regarding sustainability, connectivity, accessibility, cycling, walking, public transport and park-and-ride facilities. Rules are proposed regarding provision of new cycle ways, cycle parking, cycling end-of-journey facilities for staff, footpaths, and charging facilities for electric vehicles and bicycles. Provision for possible future park-and-ride facilities that would encourage greater use of public transport is already occurring, outside the District Plan.

#### **2.6.4 Waka Kotahi New Zealand Transport Agency**

*Waka Kotahi* New Zealand Transport Agency (*Waka Kotahi*) provided written feedback indicating it wishes to see provisions that would enhance transport network sustainability, such as through public transport, park-and-ride facilities, urban design, connectivity, walking and cycling.

Objectives and policies are proposed regarding sustainability, connectivity, accessibility, cycling, walking, public transport and park-and-ride facilities. Rules are proposed regarding provision of new cycle ways, cycle parking, cycling end-of-journey facilities for staff, footpaths, and charging facilities for electric vehicles and bicycles. Provision for possible future park-and-ride facilities that would encourage greater use of public transport is already occurring, outside the District Plan. Urban design is addressed through the zone provisions.

NZTA has also indicated it wishes consideration to be given to the location and integration of any potential large format retail zonings in relation to town centres and arterial and collector roads, to enhance pedestrian access and avoid any undesirable vehicular traffic effects. This is addressed through provisions for the commercial zones.

NZTA has also indicated it wishes to see greater provision for housing intensity and choice, to address changing demographics and address Greater Christchurch transport outcomes. This is addressed through the provisions for the residential zones.

NZTA has also indicated it wishes to see greater control on rural residential development, given its potential effect on sustainable transport outcomes. This is addressed through the provisions for the rural, rural lifestyle and large lot residential zones and subdivision.

#### **2.6.5 Christchurch International Airport Ltd**

Christchurch International Airport Ltd (CIAL) provided written feedback indicating concerns regarding potential future development of 'noise sensitive activities' within areas covered by the Christchurch Airport noise contours, which are being remodelled, including residential and rural residential development and housing design and density, and the dispersal of commercial and industrial activities into rural areas. These issues are addressed through provisions for the residential and rural zones and the noise chapter.

CIAL has also indicated it has concerns with bird strike, and the development of potential bird attracting activities in the District, particularly within 8km of Christchurch Airport, such as some forms of intensive farming, waste management facilities, and the creation of additional large areas of standing water. This issue is addressed through the provisions for the rural zones.

CIAL acknowledges that, while Rangiora Airfield is independent of CIAL's business, Rangiora Airfield operations complement those of Christchurch Airport by meeting a need for a smaller club airfield for

private aircraft. CIAL points out the potential for reverse sensitivity issues to arise through the development of new 'sensitive activities' adjacent to Rangiora Airfield with a potential to impact the safe and efficient operation of the Airfield. As outlined in section 2.6.1 above, Rangiora Airfield has been subject to a designation requirement, and plan change to the operative District Plan, separate to the District Plan Review. From these, provisions protecting Airfield operations have been included in the Transport and Noise chapters of the proposed District Plan.

### **2.6.6 Selwyn District Council**

The Selwyn District Council (SDC) is also undertaking a district plan review, which is running concurrent to the Waimakariri district plan review. SDC expressed a wish to collaborate with Waimakariri District Council in plan preparation by sharing reports separately commissioned.

SDC specifically requested a copy of the report by traffic consultants Stantec on 'High Traffic Generators' (see Section 2.5.3 above). A copy of that report was provided to SDC, who expressed their appreciation.

### **2.6.7 WDC Internal Stakeholders**

Several parts of the District Council have been consulted as internal stakeholders in the development of the Transport provisions.

An overview of the draft Transport provisions was provided to the District Council's Technical Advisory Group for their information and comment. The draft provisions were provided for technical planning review to the District Council's District Plan Review Internal Review Group and to an External Reviewer. The draft provisions were also provided to the District Council's Plan Implementation Unit (or resource consents team) for review and comment. The District Council's District Planning and Regulation Committee were provided with briefings and the draft provisions for review and comment. The reports by traffic consultants Stantec cited in Section 2.5.3 above, which have formed a basis for the proposed Transport provisions, were provided to the District Council's Roading Unit for review and comment, along with the draft provisions.

## **2.7 Iwi Authority Advice**

Clause 3(1)(d) of Schedule 1 of the RMA sets out the requirements for local authorities to consult with iwi authorities during the preparation of a proposed plan. Clause 4A requires the District Council to provide a copy of a draft proposed plan to iwi authorities and have particular regard to any advice received. This section summarises the consultation feedback/advice received from the iwi authority relevant to Transport, and the District Council's consideration of, and response to (as required by Section 32(4A)(b) of the RMA), that feedback/advice.

Consultation has been undertaken with Te Ngāi Tūāhuriri Rūnanga regarding a range of District Plan matters. Consultation with Te Ngāi Tūāhuriri Rūnanga regarding the wider District Plan Review is ongoing.

How the proposed Transport provisions address matters of significance to Te Ngāi Tūāhuriri Rūnanga with respect to Transport are addressed in relation to the Mahaanui Iwi Management Plan 2013 in Section 3.4 below.

In addition, how the Transport provisions apply in the Special Purpose Zone (Kāinga Nohoanga) is set out in Appendices SPZ(KN)-APP1 to SPZ(KN)-APP5 of that chapter.

## 2.8 Reference to other relevant Section 32 Evaluations

The following other evaluations that may be relevant to this Section 32 report include Section 32 reports for the following chapters of the proposed District Plan:

(a) **Natural hazards;**

This is relevant with regards any new transport infrastructure on land within District Plan overlays that identify such land as potentially being subject to natural hazards.

(b) **Energy and infrastructure;**

This is relevant as the Section 2 RMA definition for 'infrastructure' and the RPS definitions for 'critical infrastructure', 'regionally significant infrastructure' and 'strategic infrastructure' all include aspects of transport.

(c) **Noise;**

(d) **Signs;**

(e) **Light;**

**With respect to (c) to (e) above,** these matters are relevant in terms of how any environmental effects of these matters arising from any future development of transport infrastructure will be managed.

(f) **Earthworks;**

This is relevant in terms of the applicable earthworks requirements associated with any future development of transport infrastructure.

(g) **Zone chapters;**

These are relevant in terms of the transport requirements applicable to activities or development provided for in the zones.

## 3. STATUTORY AND POLICY CONTEXT

### 3.1 Resource Management Act 1991

Section 5 of the RMA sets out the purpose of the RMA, which is to promote the sustainable management of natural and physical resources. In achieving this purpose, authorities need to recognise and provide for matters of national importance identified in Section 6, have particular regard to other matters listed in Section 7, and take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) under Section 8.

Transport infrastructure is a significant physical resource that makes an essential contribution to the social and economic wellbeing of the District, and as such must be sustainably managed.

#### 3.1.1 Section 6

The Section 6 matters potentially relevant to this topic are:

- (a) *the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*



- (b) *the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
- (c) *the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
- (d) *the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- (e) *the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:*
- (h) *the management of significant risks from natural hazards.*

Overlays in the District Plan for the coastal environment, outstanding natural features and landscapes, natural character, significant natural areas, areas with historic heritage values, and natural hazards, may overlie existing or proposed transport routes, or existing or proposed transport routes may adjoin such areas, and therefore may potentially be subject to their provisions. Legal roads (formed and unformed) also provide access to the special environments and features referred to in Section 6.

The Transport Chapter includes provisions to avoid, remedy or mitigate adverse effects on the environment arising from the upgrade or development of the transport system.

Transport makes an essential contribution to the social and economic wellbeing of the District, and should therefore be located, designed and constructed to be as resilient as far as practicable to significant risks from natural hazards. The Natural hazards chapter contain provisions to avoid or mitigate the risk to infrastructure (including transport).

### **3.1.2 Section 7**

The Section 7 matters relevant to this topic are:

- (b) *the efficient use and development of natural and physical resources*
- (ba) *the efficiency of the end use of energy*
- (c) *the maintenance and enhancement of amenity values*
- (f) *maintenance and enhancement of the quality of the environment*
- (g) *any finite characteristics of natural and physical resources*
- (i) *the effects of climate change*
- (j) *the benefits to be derived from the use and development of renewable energy*

The Transport Chapter includes provisions to avoid, remedy or mitigate adverse effects arising from the upgrade or development of the transport system, adverse effects on the amenity values of adjacent activities, and adverse effects of other activities on the transport system.

The Transport Chapter also includes objectives and policies regarding sustainability, connectivity, accessibility, cycling, walking, public transport and park-and-ride facilities. Rules are proposed regarding provision of new cycle ways, cycle parking, cycling end-of-journey facilities for staff, footpaths, and charging facilities for electric vehicles. Provision for possible future park-and-ride facilities that would encourage greater use of public transport is already occurring, outside the District Plan.

Transport makes an essential contribution to the social and economic wellbeing of the District, and should therefore be located, designed and constructed to be as resilient as far as practicable to significant risks from natural hazards. The Natural hazards chapter contain provisions to avoid or mitigate the risk to infrastructure (including transport), and takes into account the effects of climate change.

### 3.1.3 Section 8

Section 8 of the RMA requires the District Council to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). Mana whenua, through iwi authorities have been consulted as part of the district plan review process and the obligation to make informed decisions based on that consultation is noted. Section 74(2A) further requires councils to take into account relevant Iwi Management Plans and their bearing on the resource management issues of the District.

Consultation has been undertaken with Te Ngāi Tūāhuriri Rūnanga regarding a range of District Plan matters. Consultation with Te Ngāi Tūāhuriri Rūnanga regarding the wider District Plan Review is ongoing.

How the proposed Transport provisions address matters of significance to Te Ngāi Tūāhuriri Rūnanga with respect to Transport are addressed in relation to the Mahaanui Iwi Management Plan 2013 in Section 3.4 below.

## 3.2 National Instruments

The following national instruments are relevant to this topic.

### 3.2.1 National Policy Statement on Urban Development Capacity 2016

The National Policy Statement on Urban Development Capacity 2016 (NPS-UDC) recognises the national significance of urban environments and provides direction to decision-makers on planning for urban environments.

The relevant objectives and policies place a requirement on local authorities to provide for urban growth. The NPS-UDC requires the District Council to look at the district projected population growth and pre-empt market demand by unlocking and servicing land feasible for development.

Under the NPS-UDC the District is recognised as a ‘high growth area’. Between the 2013 and 2018 census, the population of the District rose from 49,989 to 59,502, a 19 per cent increase. That was on top of a 16.7 per cent lift between 2006 and 2013 from 42,834 people. The Waimakariri District Development Strategy 2018-2048 estimates the population of the District may grow by a further approximately 37,000 people by 2048. Critical to planning for these needs is integrated decision-making on transport methods and infrastructure.

Policy PA1 of the NPS-UDC states that *“Local authorities shall ensure that at any one time there is sufficient housing and business land development capacity according to the table below”*:

Short term	Development capacity must be feasible, zoned and serviced with development infrastructure
Medium term	Development capacity must be feasible, zoned and either: <ul style="list-style-type: none"> <li>• Serviced with development infrastructure, or</li> <li>• The funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under the Local Government Act 2002</li> </ul>

Long term	Development capacity must be feasible, identified in relevant plans and strategies, and the development infrastructure required to service it must be identified in the relevant Infrastructure Strategy required under the Local Government Act 2002
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Policy PA2 states that *“Local authorities shall satisfy themselves that other infrastructure required to support urban development are likely to be available”*.

The NPS-UDC has been considered in developing the proposed Transport provisions. The provisions promote the planning and delivery of transport that is coordinated with land use and development so that future land use and transport are integrated, aligned and compatible; support the movement of people and freight; and enable the economic, social and environmental well-being of people and communities.

### 3.2.2 National Policy Statement for Urban Development 2020

The National Policy Statement for Urban Development 2020 (NPS-UD) came into effect on 20 August 2020.

In summary, the NPS-UD contains a set of measures to encourage the development of higher urban density, and maintains and builds on many NPS-UDC policies. It applies to ‘urban environments’ in local authorities. The extent to which it applies depends on whether a local authority is categorised as a Tier 1, 2 or 3 council. Under the NPS-UD, Waimakariri District forms part of a ‘Tier 1 Urban Environment’ in greater Christchurch, along with Christchurch City Council and Selwyn District Council.

The NPS-UD defines an ‘urban environment’ as ‘any area of land that:

- is, or is intended to be, predominantly urban in character; and
- is, or is intended to be, part of a housing and labour market of at least 10,000 people’.

The District population is indicated in Section 3.2.1 above. The labour market for the ‘urban environments’ in the District is considered to be the entire District which is well over 10,000 people. On this basis, in the context of transport, it is considered the NPS-UD applies to the District as a whole.

Under Policy 11 of the NPS-UD, the district plans of Tier 1, 2 and 3 councils are no longer able to set minimum off-street car parking requirements, except for accessible car parking spaces. Councils are ‘strongly encouraged to manage effects associated with the supply and demand of car parking’ through non-statutory, non-RMA ‘comprehensive parking management plans’.

Accordingly, the proposed Waimakariri Transport provisions do not contain minimum off-street car parking requirements, except for accessible car parking spaces. A range of provisions related to matters such as the design of off-street car parking (where it is provided), loading, vehicle manoeuvring, and cycling are also proposed. Development of a non-statutory, non-RMA comprehensive car parking management plan for the District is being pursued outside of the District Plan Review.

Christchurch City and Selwyn District have adopted the same or a similar approach.

A proposed new Selwyn District Plan was publicly notified on 5 October 2020. The proposed Selwyn District Plan does not contain any minimum off-street car parking requirements, except for accessible car parking spaces, but retains a range of provisions relating to parking and loading design, consistent with the proposed Waimakariri provisions.

At the time of this report, it is understood Christchurch City Council also intends to remove minimum off-street car parking requirements from the operative Christchurch District Plan, but retain a range of provisions relating to parking and loading design, accessible parking, and cycling, also consistent with the proposed Waimakariri provisions.

### **3.2.3 Government Policy Statement on Land Transport 2018/19 – 2027/28**

The Government Policy Statement on Land Transport (GPS) sets out central government’s priorities for expenditure from the National Land Transport Fund over the next 10 years. It sets out how funding is allocated between activities such as road safety policing, state highway improvements, local and regional roads and public transport. The GPS includes strategic priorities, and objectives and themes regarding a commitment to safety, liveable cities, regional economic development, protecting the environment, mode neutrality, and to delivering the best possible value for money. The four strategic priorities are: safety, access, environment, and value for money. Safety and access are the key strategic priorities. This reflects the central government’s intention to address the level of death and serious injuries on our roads and the desire to create more liveable cities and thriving regions.

The proposed Transport provisions promote the planning and delivery of transport that is coordinated with land use and development so that future land use and transport are integrated, aligned and compatible; support the movement of people and freight; enable the economic, social and environmental well-being of people and communities; and promote sustainable multi modal transport.

### **3.2.4 National Planning Standards 2019**

The first set of National Planning Standards came into force on 3 May 2019 and minor amendments were incorporated in November 2019. The purpose of the National Planning Standards is to improve consistency in plan and policy statement structure, format and content.

Of particular relevance are Table 4 (district plan structure) of the District Plan Structure Standard, and paragraphs 5 to 8 of the District-wide Matters Standard. The combination of these directs that the District Plan must include provisions relating to energy, infrastructure and transport in one or more chapters in that part of **Part 2 – District-wide matters** concerning **Energy, Infrastructure and Transport**.

In the Proposed District Plan, the **Transport Chapter** is part of **Part 2 – District Wide Matters - Energy, Infrastructure and Transport**.

The provision of the **Transport Chapter** is consistent with the National Planning Standards.

## **3.3 Regional policy statement and plans**

Under Section 75(3)(c) of the RMA, a district plan must give effect to the relevant or applicable regional policy statement or plan.

The operative Canterbury Regional Policy Statement (RPS) contains provisions of relevance.

The RPS sets out policy direction for sustainable development (and constraints) with which the District Plan must be consistent.

The RPS contains policy direction for district plans to provide for ‘critical infrastructure’, ‘strategic infrastructure’ and ‘regionally significant infrastructure’.

Objective 5.2.3 aims to provide a safe, efficient and effective transport system that meets needs at all scales.

Policy 5.3.7 relates to managing development that adversely affects the strategic land transport network and arterial roads.

Policy 5.3.8 requires integration of land use and transport. It requires territorial authorities to include provisions in district plans that promote transport modes that have low adverse environmental effects and address land uses that generate high levels of traffic. It recommends that territorial authorities promote accessibility and modal choice via developers for new developments.

Policy 5.3.9 sets out requirements for 'regionally significant infrastructure'.

Objective 6.2.4 requires integration of transport infrastructure and land use.

Policy 6.3.4 requires transport effectiveness and efficiency for Greater Christchurch. The policy requires territorial authorities to include provisions in the district plan that supports increased uptake of active and public transport and provides opportunities for modal choice. It also requires Integrated Transport Assessments for substantial developments.

The proposed Transport provisions provide for transport that forms part of 'critical infrastructure', 'strategic infrastructure' and 'regionally significant infrastructure'. The provisions seek to achieve and maintain a transport system that is safe, efficient and effective. The provisions promote the planning and delivery of transport that is coordinated with land use and development so that future land use and transport are integrated, aligned and compatible; support the movement of people and freight; enable the economic, social and environmental well-being of people and communities; and promote sustainable multi modal transport. The provisions will therefore be consistent with the RPS.

There are no regional plans of specific relevance to this topic.

### **3.4 Iwi Management Plan**

As outlined in Section 2.7 above, consultation has been undertaken with Te Ngāi Tūāhuriri Rūnanga regarding a range of District Plan matters. Consultation with Te Ngāi Tūāhuriri Rūnanga regarding the wider District Plan Review is ongoing.

The Mahaanui Iwi Management Plan 2013 (IMP) contains objectives and policies concerning Transport in the District. The table below lists relevant IMP objectives and policies and summarises how the Transport provisions address these.

IMP Objectives/Policies	Response (Summary)
<p><b>Climate change</b>  <i>R3.4 To support the reduction of emissions as a response to climate change, including but not limited to:</i>  <i>(a) Urban planning to reduce transport emissions</i></p>	<p>Objectives and policies are proposed regarding sustainability, connectivity, accessibility, cycling, walking, public transport and park-and-ride facilities.</p> <p>Rules are proposed regarding provision of new cycle ways, cycle parking, cycling end-of-journey facilities for staff, footpaths, and charging facilities for electric vehicles.</p> <p>The provisions of the Natural hazards chapter take into account the effects of climate change.</p>
<p><b>Papakāinga</b>  <i>P5.4 To require that the district plans and land titles clearly recognise the original paper roads that provided access to Māori land.</i></p>	<p>'Paper' roads are unformed legal roads which may be used for access.</p>
<p><b>Transport</b>  <i>P16.2 Where a transport proposal may affect Māori land:</i>  <i>(a) Papatipu Rūnanga to be notified; and</i>  <i>(b) Consultation must occur with the owners of that land.</i></p>	<p>The District Council notifies parties it considers may be potentially affected by proposals requiring resource consent.</p>
<p><b>Assessment of effects</b>  <i>P16.3 To assess the potential risk of transport related proposals (at any stage) on tāngata whenua values on the basis of the following:</i>  <i>(a) Purpose of the proposal - how consistent is the purpose of the proposal with the objectives set out in this IMP (e.g. stormwater, indigenous biodiversity)?</i>  <i>(b) Sites of significance - proximity to sites of cultural significance, including marae, wāhi tapu, silent files and archaeological sites;</i>  <i>(c) Protection of waterways - what measures are proposed to avoid the modification of waterways, the discharge of contaminants and sediment to water?</i>  <i>(d) Indigenous biodiversity - what are the potential effects on existing indigenous biodiversity and what are the opportunities to enhance indigenous biodiversity values?</i></p>	<p>Objectives and policies are proposed regarding the management of effects from the upgrade and development of the transport system, and effects on the amenity values of adjacent activities.</p> <p>Proposed provisions relating to sites of significance to Te Ngāi Tūāhuriri Rūnanga, the margins of water bodies, natural character and indigenous biodiversity, are contained in the relevant chapters in Part 2 – District-wide Matters.</p>
<p><b>Protection of tāngata whenua values</b>  <i>P16.4 To require that the development and construction of transport infrastructure avoid the following sites and areas of cultural significance:</i>  <i>(a) Sites identified by tāngata whenua as wāhi tapu;</i>  <i>(b) Some sites identified by tāngata whenua as wāhi taonga; and</i>  <i>(c) Māori land, unless agreed to by owners.</i>  <b>Protection of tāngata whenua values</b></p>	<p>Proposed provisions relating to sites of significance to Te Ngāi Tūāhuriri Rūnanga are contained in the Historical and Cultural Values part of Part 2 – District-wide Matters.</p> <p>Consistent with the National Planning Standards, there is a <i>Special purpose zone</i> that specifically recognises and provides for the development of land in Maori ownership within MR873 and other Maori reserve land.</p> <p>The proposed Transport provisions apply District-wide.</p>

IMP Objectives/Policies	Response (Summary)
<p><i>P16.7 To support improved transport network infrastructure and services to support the development aspirations of Ngāi Tahu communities, such as those at Tuahiwi and Rāpaki.</i></p>	
<p><b>Protection of tāngata whenua values</b>  <i>P16.8 To support sustainable transport measures in urban design and development, including public transport, pedestrian walkways, and cycle ways.</i></p>	<p>Objectives and policies are proposed regarding sustainability, connectivity, accessibility, cycling, walking, public transport and park-and-ride facilities.</p> <p>Rules are proposed regarding provision of new cycle ways, cycle parking, cycling end-of-journey facilities for staff, footpaths, and charging facilities for electric vehicles.</p>
<p><b>Access</b>  <i>CL5.3 To require that local government recognise and provide for the importance of paper roads to ensuring tāngata whenua access to wāhi tapu and wāhi taonga, by:</i>  <i>(a) Identifying all paper roads on council maps; and</i>  <i>(b) Developing explicit policy and rules to protect and enforce the right of tāngata whenua to use paper roads.</i></p>	<p>'Paper' roads are unformed legal roads which may be used for access.</p>
<p><b>Subdivision and coastal land</b>  <i>WH6.6 To advocate for the protection of paper roads, in recognition of the reason that they were established: to enable public access to streams and the foreshore.</i></p>	<p>'Paper' roads are unformed legal roads which may be used for access.</p>

### 3.5 Any relevant management plans and strategies

A range of management plans and strategies relevant to Transport are summarised in **Appendix 2** of this report. These have helped inform the District Plan Effectiveness assessment and reporting (see Section 2.5.1 above), and the development of the DDS (see Section 2.6.2 above) with regard to transport, and those in turn have helped inform preparation of the Transport provisions.

### 3.6 Any other relevant legislation or regulations

Other legislation and regulations relevant to Transport are summarised in **Appendix 3** of this report. These have helped inform the District Plan Effectiveness assessment and reporting (see Section 2.5.1 above). In particular, these have also helped inform the independent technical review of the current transport provisions in the operative District Plan (see Section 2.5.3 above); many of these are cited in the reports listed in Section 2.5.3 above. The District Plan Effectiveness assessment and reporting and the independent technical review have in turn informed the preparation of the Transport provisions.

### 3.7 Any plans of adjacent and other territorial authorities

The District Council is required to have regard to the extent to which the District Plan needs to be consistent with the plans and proposed plans of adjacent territorial authorities under Section 74(2)(c) of the RMA.

A number of operative or proposed District Plans elsewhere have been considered in preparing the Transport provisions. These are summarised as follows.

#### 3.7.1 Hurunui District Plan

The Hurunui District Plan Transportation chapter has an objective of providing '*a safe and efficient transport network that services the current and future needs of all users*'. It also has policies concerning, in summary: safety and efficiency; road hierarchy; parking, loading, manoeuvring and access; multi modal and active transport including footpaths and cycle ways; and effects.

The proposed Waimakariri Transport provisions have objectives and policies covering the same matters, and therefore will generally be consistent with the Hurunui District Plan.

#### 3.7.2 Christchurch, Selwyn, Queenstown, Dunedin and Hamilton District Plans

As discussed in Section 2.5.3 above, the District Council engaged traffic consultants Stantec to undertake an independent review of the current transport provisions in the operative District Plan; their reports are cited in Section 2.5.3 above.

The Stantec review included having regard to current 'best practice' employed in a range of operative or proposed District Plans elsewhere, including Christchurch, Selwyn, Queenstown, Dunedin, and Hamilton.

The provisions reviewed in these other district plans included, in summary:

- Road design;
- Footpaths;
- Cycle ways;
- Cycle parking;
- Cycling end-of-trip facilities for staff;



- Sight distances and sight lines;
- Acceleration and deceleration tapers;
- Sight lines at railway crossings;
- Vehicle crossings;
- Separation distances;
- Intersection separation;
- Parking space dimensions;
- Accessways;
- High traffic generators; and
- Off-street parking requirements.

The review of transport provisions in these other district plans has helped form a basis for the proposed Waimakariri Transport provisions.

### **3.7.3 Ashburton District Plan**

As discussed in Section 2.5.1 above, District Plan Effectiveness assessment and reporting with respect to transport identified that consideration should be given to mechanisms to provide for roading, including designation, a specific transport zone, or adopting the zoning of adjoining land.

With regards to designation of roads, it is noted that the Ashburton District Council has designated all District roads for roading purposes, with the underlying zoning being the same as adjoining land; if the underlying zoning on either side of the road is different, the boundary between underlying zones is the road centreline.

The Waimakariri District Council as a requiring authority has adopted the same approach and is preparing a notice of requirement to this effect for lodgement when the call for new designation requirements is made. Assuming that designation requirement is confirmed, the Waimakariri transport provisions will be consistent with Ashburton District in this respect. (District roads are not currently designated in the operative Waimakariri District Plan, but were designated in the District Plan that existed before the operative District Plan.)

## **4. KEY RESOURCE MANAGEMENT ISSUES**

The resource management issues that need to be addressed in relation to Transport are:

- (a) Achieving and maintaining a transport system, including those parts of the transport system that form part of 'critical infrastructure', 'strategic infrastructure' and 'regionally significant infrastructure', that:
  - i. Is safe, efficient, integrated and sustainable for all transport modes;
  - ii. Is responsive to future needs and changing technology;
  - iii. Enables economic development, including for freight;
  - iv. Enables the economic, social and environmental well-being of people and communities;
- (b) Avoiding or mitigating adverse effects from the transport system; and
- (c) Avoiding or mitigating adverse effects on the transport system, including reverse sensitivity, from activities.

## 5. OVERVIEW OF PROPOSED OBJECTIVES, POLICIES AND METHODS

The proposed provisions are set out in the Transport Chapter of the proposed District Plan. **These provisions should be referred to in conjunction with this evaluation report.** The proposed provisions are summarised below.

### 5.1 Strategic Directions

Strategic Direction Objective SD-O3 seeks that, in summary, infrastructure operates efficiently and effectively, and development and upgrading is enabled, whilst managing adverse effects on the surrounding environment and adverse effects of activities on infrastructure, having regard to the social and economic benefits and functional need and operational need of infrastructure, and that the nature, timing and sequencing of new development and new infrastructure are integrated and coordinated.

Strategic Direction Policy on Urban Form and Development UFD-P1 seeks, in summary, well connected walkable communities.

Strategic Direction Policies on Urban Form and Development UFD-P2 and UFD-P3 seek that, in summary, new residential development is located so that it is sequenced in a manner that makes use of existing and planned transport, or where such infrastructure is not available, upgrades, funds and builds infrastructure as required, to an acceptable standard.

Strategic Direction Policy on Urban Form and Development UFD-P9 seeks, in summary, to avoid reverse sensitivity effects from residential activities that have the potential to limit the efficient and effective operation and upgrade of infrastructure.

The inclusion and provisions of the **Transport Chapter** will address the key resource management issues in relation to transport in the District as identified in Section 4 above, and will therefore be consistent with and give effect to these Strategic Directions.

### 5.2 District-wide Subject

The scope of the **Transport Chapter** is discussed in Section 2.2 above.

### 5.3 Proposed Objectives and Policies

The proposed objectives and policies are set out in the Transport Chapter. **Those provisions should be read in conjunction with this evaluation report.** With reference to the Transport Chapter, the matters in which objectives and policies are proposed are summarised in **Table A in Appendix 4** of this report.

In summary, some objectives and policies from the operative District Plan have been retained in part, but have been updated to better reflect the current statutory environment, while other objectives and policies are new. The suite of revised, updated and expanded objectives and policies are proposed to address the issues identified in Sections 2.3 and 2.5 above, and achieve the key resource management issues with respect to transport identified in Section 4 above.

### 5.4 Proposed Methods

The proposed methods are set out in the Transport Chapter. **Those provisions should be read in conjunction with this evaluation report.**

With reference to the Transport Chapter, rules and standards are proposed to manage the activities summarised in **Table B in Appendix 4** of this report.

All formed District roads are to be designated for roading purposes. District roads are not designated in the operative District Plan, but were designated in the district plan that existed before the operative District Plan.

There is also a revised/updated District Plan road hierarchy.

Relevant definitions include definitions for the terms listed in **Table C in Appendix 4** of this report.

Matters over which discretion is restricted are proposed to guide the exercise of discretion regarding aspects of transport requiring resource consent.

The proposed methods update, amalgamate, streamline and simplify the current transport provisions. The proposed methods reflect current transport standards, and current 'best practice' employed in a range of operative, proposed and draft District Plans elsewhere that have recently included new transport provisions. The proposed methods also take into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and legislation and regulations.

The **Transport** provisions provide a framework to enable, provide for or manage transport while avoiding or mitigating adverse effects including reverse sensitivity. If proposed activities fall within relevant definitions, rules and standards, resource consent will not be required.

## 6. SCALE AND SIGNIFICANCE EVALUATION

Section 32 (1)(c) of the RMA requires that a Section 32 report contain a level of detail that corresponds with the scale and significance of the environmental, economic, social and cultural effects that are anticipated from the implementation of the proposed objectives, policies and methods.

**The level of detail undertaken for the subsequent evaluation of the proposed objectives, policies and methods has been determined by this scale and significance assessment.**

In particular, Section 32 (1)(c) of the RMA requires that:

- A. Any new proposals need to be examined for their appropriateness in achieving the purpose of the RMA;
- B. The benefits and costs, and risks of new policies and methods on the community, the economy and the environment need to be clearly identified and assessed; and
- C. All advice received from iwi authorities, and the response to the advice, needs to be summarised.

Further, the analysis has to be documented to assist stakeholders and decision-makers understand the rationale for the proposed objectives, policies and methods under consideration.

In making this assessment regard has been had to a range of scale and significance factors, including whether the provisions:

*(a) Are of regional or district wide significance:*

The **Transport** provisions apply District-wide. This will potentially affect both the wider community, as well as transport providers.

(b) *Involve a matter of national importance in terms of Section 6 of the RMA:*

The **Transport** provisions will achieve relevant Section 6 matters, as outlined in Section 3.1.1 above.

(c) *Involve another matter under Section 7 of the RMA:*

The **Transport** provisions will achieve relevant Section 7 matters, as outlined in Section 3.1.2 above.

(d) *Raise any principles of the Treaty of Waitangi (Te Tiriti o Waitangi) under Section 8 of the RMA:*

As outlined in Section 3.1.3 above, consultation has been undertaken with Te Ngāi Tūāhuriri Rūnanga as part of the district plan review process regarding a range of District Plan matters, and is ongoing. Relevant provisions of the Mahaanui Iwi Management Plan 2013 have been considered, as outlined in Section 3.4 above.

(e) *Address an existing or new resource management issue:*

The **Transport** provisions will address the key resource management issues outlined in Section 4 above. The proposed provisions reflect current transport standards, and current 'best practice' employed in a range of operative, proposed or draft District Plans elsewhere that have recently included new transport provisions. The proposed provisions also take into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and legislation and regulations.

(f) *Adversely affect people's health and safety:*

(g) *Adversely affect those with particular interests including Maori:*

(h) *Adversely affect a large number of people:*

(i) *Result in a significant change to the character and amenity values of local communities:*

(j) *Result in a significance change to development opportunities or land use options:*

(k) *Limit options for future generations to remedy effects:*

**With respect to (f) to (k) above**, the proposed **Transport** provisions provide for transport that forms part of 'critical infrastructure', 'strategic infrastructure' and 'regionally significant infrastructure'. The provisions seek to achieve and maintain a transport system that is safe, efficient and effective. The provisions promote the planning and delivery of transport that is coordinated with land use and development so that future land use and transport are integrated, aligned and compatible; support the movement of people and freight; enable the economic, social and environmental well-being of people and communities; and promote sustainable multi modal transport.

(l) *Whether the effects have been considered implicitly or explicitly by higher order documents:*

The **Transport** provisions will be consistent with relevant National Instruments, as outlined in Section 3.2 above, and will be consistent with the RPS, as outlined in Section 3.3 above.

(m) *Include regulations or other interventions that will impose significant costs on individuals or communities:*

The proposed **Transport** provisions update, amalgamate, streamline and simplify the current transport provisions. The proposed provisions reflect current transport standards, and current 'best practice' employed in a range of operative, proposed or draft District Plans elsewhere that have recently included new transport provisions. The proposed provisions also take into

account a wide range of current transport-related national and regional planning documents, management plans and strategies, and legislation and regulations. The proposed provisions will provide greater certainty to transport operators and the community about the intended outcomes and could lead to greater compliance with associated reduction in costs and time delay.

**Policies and methods have been evaluated as a package, as together they address a particular issue and seek to meet a specific objective.**

## 6.1 Evaluation of Scale and Significance

	Low	Medium	High
<b>Degree of change from the Operative Plan</b>		✓	
<p>The current District Plan became operative in 2005. Since then, a number of factors have arisen that affect the provision for transport, as discussed in Sections 2.3 and 2.5 above, which mean a significantly revised and updated suite of transport provisions in the proposed District Plan is required.</p> <p>The proposed <b>Transport</b> provisions update, amalgamate, streamline and simplify the current transport provisions, and therefore represent a moderate departure from the current approach of the operative District Plan.</p> <p>However, the proposed provisions reflect current transport standards, and current ‘best practice’ employed in a range of operative, proposed or draft District Plans elsewhere that have recently included new transport provisions. The proposed provisions also take into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and legislation and regulations. Therefore, while the provisions represent a moderate departure from the current approach of the operative District Plan, there are no significant consequences that are likely to arise from implementation of the provisions.</p>			
<b>Effects on matters of national importance</b>	✓		
<p>The <b>Transport</b> provisions will achieve the relevant parts of Part 2 of the RMA, as discussed in Section 3.1 above.</p>			
<b>Scale of effects geographically (local, district wide, regional, national)</b>		✓	
<b>Scale of effects on people (how many will be affected – single landowners, multiple landowners, neighbourhoods, the public generally, future generations?)</b>		✓	
<b>Scale of effects on those with specific interests, e.g., Mana Whenua, industry groups</b>		✓	
<p>The <b>Transport</b> provisions apply District-wide. This will potentially affect both the wider community, as well as transport providers.</p> <p>However, the proposed <b>Transport</b> provisions provide for transport that forms part of ‘critical infrastructure’, ‘strategic infrastructure’ and ‘regionally significant infrastructure’. The provisions seek to achieve and maintain a transport system that is safe, efficient and effective. The provisions promote the planning and delivery of transport that is coordinated with land use and development so that future land use and transport are integrated, aligned and compatible; support the movement of people and freight; enable the economic, social and environmental well-being of people and communities; and promote sustainable multi modal transport. Therefore, no significant consequences are likely to arise from implementation of the provisions.</p>			
<b>Degree of policy risk – does it involve effects that have been considered implicitly or explicitly by</b>	✓		

<b>higher order documents? Does it involve effects addressed by other standards/commonly accepted best practice? Is it consistent, inconsistent or contrary to those?</b>			
As discussed in Section 3 above, there is little policy risk as the provisions are in accordance with or give effect to the RMA, National Planning Standards and RPS. The provisions recognise and take into account the Mahaanui Iwi Management Plan 2013. The provisions are generally consistent with the District Plans of adjacent and other local authorities. The provisions reflect current transport standards, and take into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and legislation and regulations.			
<b>Likelihood of increased costs or restrictions on individuals, communities or businesses</b>	✓		
The provisions could lead to greater compliance with associated reduction in costs and time delay, and provide greater certainty to transport operators and the community about the intended outcomes. This is because the provisions are generally consistent with the District Plans of adjacent and other local authorities; reflect current transport standards; and take into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and legislation and regulations.			

## 6.2 Summary - Evaluation of Scale and Significance

Overall, the scale and significance of the proposed **Transport** provisions is assessed as **low to medium**. Given this, the level of detail in this report corresponds with the scale and significance of the environmental, economic and cultural effects anticipated from implementation of the proposed provisions.

## 7. EVALUATION OF PROPOSED OBJECTIVES

Section 32(1)(a) of the RMA requires the District Council to evaluate the extent to which the objectives are the most appropriate way to achieve the purpose of the RMA. The level of detail undertaken for the evaluation of the proposed objectives has been determined by the preceding scale and significance assessment.

Below is an evaluation of the proposed objectives that have been identified as the most appropriate to address the resource management issue(s) and achieve the purpose of the RMA, against the relevant objectives in the operative District Plan.

## 7.1 Evaluation of Proposed Objectives

Existing Objective/s	Appropriateness to achieve the purpose of the RMA
<p>A summary of current objectives for Transport in the operative District Plan is contained in a table in <b>Appendix 1</b> of this report.</p>	<p><b>Relevance:</b></p> <p>The current District Plan became operative in 2005. Since then, a number of factors have arisen that affect the provision for transport, as discussed in Sections 2.3 and 2.5 above. Key themes of various higher order documents, including a wide range of transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations, which affect how transport is provided for, are not currently reflected strongly in the objectives of the operative District Plan which therefore do not fully address these higher order documents. This means the current objectives for Transport in the operative District Plan may no longer be relevant to achieving Part 2 of the RMA.</p> <p>The existing objectives are set in a context of utilities. While utilities may include transport, and although the generic focus of the existing objectives on amenity values, well-being and health and safety generally achieves the purpose of the RMA, the current objectives do not expressly recognise the contribution transport makes towards the social and economic well-being of the District.</p> <p>One of the existing objectives specifically concerns parking. However, in light of the NPS-UD, the relevance of this is now significantly reduced, for the reasons discussed in Section 3.2.2 above.</p> <p>As a result, the existing approach is less relevant than the proposed approach which reflects current transport standards, and current ‘best practice’ employed in a range of operative, proposed and draft District Plans elsewhere that have recently included new transport provisions. The proposed provisions also take into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and legislation and regulations.</p>

Existing Objective/s	Appropriateness to achieve the purpose of the RMA
	<p>The existing approach is therefore less relevant to achieving Part 2 of the RMA than the proposed approach.</p> <p><b>Reasonableness:</b></p> <p>Since the current District Plan became operative, a number of factors have arisen that affect the provision for transport, and a range of shortcomings with the current transport provisions have been identified, as discussed in Sections 2.3 and 2.5 above.</p> <p>The existing provisions do not reflect current transport standards, or current ‘best practice’ employed in a range of operative, proposed and draft District Plans elsewhere that have recently included new transport provisions. The existing provisions also do not take into account a wide range of current higher order transport-related national and regional planning documents, management plans and strategies, and legislation and regulations.</p> <p>The existing provisions also do not seek to manage reverse sensitivity effects of activities on transport.</p> <p>These shortcomings reduce the utility of the existing objectives and could lead to unintended economic and social consequences for transport. This, in turn, could impose unreasonable costs on transport providers and the wider community if consents are required for activities that might otherwise be enabled or provided for, or if effects are inappropriately managed.</p> <p>Consequently, the approach of the existing objectives is less reasonable with regards achieving Part 2 of the RMA than the proposed approach.</p> <p><b>Achievability:</b></p> <p>The existing objectives do not directly or fully or sufficiently address the key resource management issues set out in Section 4 of this report. Consequently, the current framework of objectives provides insufficient direction and guidance to decision makers regarding the intended outcomes and specific activities and effects to be managed in relation to Transport.</p>



Existing Objective/s	Appropriateness to achieve the purpose of the RMA
	<p>Although the generic focus of the existing objectives on amenity values, well-being and health and safety generally achieves the purpose of the RMA, the current objectives do not expressly recognise the contribution transport makes towards the social and economic well-being of the District.</p> <p>The existing provisions do not reflect current transport standards, or current 'best practice' employed in a range of operative, proposed and draft District Plans elsewhere that have recently included new transport provisions. The existing provisions also do not take into account a wide range of current higher order transport-related national and regional planning documents, management plans and strategies, and legislation and regulations.</p> <p>The existing objectives are therefore considered less appropriate to achieve Part 2 of the RMA than the proposed approach.</p>

Proposed Objective/s	Appropriateness to achieve the purpose of the RMA
<p>The proposed objectives are set out in the <i>Transport Chapter</i>. Those provisions should be read in conjunction with this evaluation report.</p> <p>The matters in which objectives are proposed are summarised in <b>Table A</b> in <b>Appendix 4</b> of this report.</p>	<p><b>Relevance:</b></p> <p>Some objectives and policies from the operative District Plan have been retained in part, but updated to better reflect the current statutory environment, while other objectives and policies are new.</p> <p>The proposed objectives take into account a wide range of current higher order transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations, which affect how transport is provided for.</p> <p>The proposed objectives reflect current transport standards, and current ‘best practice’ employed in a range of operative, proposed and draft District Plans elsewhere that have recently included new transport provisions.</p> <p>The proposed objectives expressly recognise the contribution transport makes towards the social and economic well-being of the District, as well as sustainable multi modal transport.</p> <p>The proposed objectives therefore better address the key resource management issues set out in Section 4 of this report.</p> <p>The proposed objectives are therefore considered more relevant to achieving Part 2 of the RMA than the existing approach.</p> <p><b>Reasonableness:</b></p> <p>The proposed provisions reflect current transport standards, and current ‘best practice’ employed in a range of operative, proposed and draft District Plans elsewhere that have recently included new transport provisions. The proposed provisions take into account a wide range of current higher order transport-related national and regional planning documents, management plans and strategies, and legislation and regulations.</p> <p>The proposed provisions manage reverse sensitivity effects of activities on transport, as well as effects of transport on the environment.</p>

Proposed Objective/s	Appropriateness to achieve the purpose of the RMA
	<p>The proposed objectives expressly recognise the contribution transport makes towards the social and economic well-being of the District.</p> <p>Consequently, the proposed approach is more reasonable with regards achieving Part 2 of the RMA than the existing approach.</p> <p><b>Achievability:</b></p> <p>The proposed objectives take into account a wide range of current higher order transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations, which affect how transport is provided for.</p> <p>The proposed objectives reflect current transport standards, and current ‘best practice’ employed in a range of operative, proposed and draft District Plans elsewhere that have recently included new transport provisions.</p> <p>The proposed objectives expressly recognise the contribution transport makes towards the social and economic well-being of the District.</p> <p>The proposed objectives therefore better address the key resource management issues set out in Section 4 of this report.</p> <p>The proposed objectives are therefore considered more appropriate to achieve Part 2 of the RMA than the existing approach.</p>

## 7.2 Summary - Evaluation of Proposed Objectives

The proposed objectives better recognise, enable or provide for transport; better manage effects of transport on the environment; and better manage effects of activities on transport. They provide better guidance to decision makers on what outcomes are intended. They better recognise the important contribution transport makes to the social and economic well-being of the District. They reflect current 'best practice' employed in a range of operative, proposed and draft District Plans elsewhere that have recently included new transport provisions. They will better give effect to or be consistent with transport-related higher order national and regional planning documents, management plans and strategies, and relevant legislation and regulations affecting transport. They will better assist the District Council in achieving Part 2 of the RMA.

## 8. EVALUATION OF PROPOSED POLICIES AND METHODS

Section 32 (1)(b) of the RMA requires an evaluation of whether the proposed policies and methods (such as rules, standards, definitions and matters of discretion) are the most appropriate way to achieve the proposed objectives by identifying other reasonably practicable options, assessing the efficiency and effectiveness of the proposed policies and methods in achieving the objectives, and summarising the reasons for deciding on the proposed policies and methods.

**The level of detail undertaken for the evaluation of the proposed policies and methods has been determined by the preceding scale and significance assessment.**

The assessment must identify and assess the benefits and costs of environmental, economic, social and cultural effects that are anticipated from the implementation of the proposed policies and methods, including opportunities for economic growth and employment.

The assessment must, if practicable, quantify the benefits and costs and assess the risk of acting or not acting if there is uncertain or insufficient information available about the subject matter.

**Policies and methods have been evaluated as a package, as together they address a particular issue and seek to meet specific objectives.**

An evaluation of the proposed policies and methods is summarised in Section 8.2 below.

### 8.1 Designations for Transport purposes

The rail corridor is currently designated in the operative District Plan and this is expected to continue in the proposed District Plan.

As discussed in sections 2.6.1 and 2.6.5 above, Rangiora Airfield has been subject to a designation requirement, separate to the District Plan Review.

As mentioned in Sections 1, 3.7.3 and 5.4 above, all formed District roads are to be designated in the proposed District Plan for roading purposes. District roads are not currently designated in the operative District Plan, but were designated in the District Plan that existed before the operative District Plan.

Because the designation of formed District roads is relatively new, Section 8.2 below contains an evaluation of the respective merits of providing for roads by designation, versus a specific transport zone, versus providing for roads through the provisions of adjoining zone/s.

## 8.2 Evaluation of Proposed Policies and Methods

Policy and method options to achieve the District Plan objectives relating to Transport	Benefits environmental, economic, social and cultural effects anticipated	Costs environmental, economic, social and cultural effects anticipated	Efficiency and Effectiveness	Risk of acting / not acting if there is uncertain or insufficient information about the subject matter of the provisions
<p><b>Option A: Proposed Approach</b></p> <p>(a) Retain existing policies in part, but update for currency, including adding new objectives and policies;</p> <p>(b) Draft new/update existing rules, standards, definitions and assessment matters</p> <p>(c) Revise/update District Plan road hierarchy;</p> <p>(d) Designate formed District roads for roading purposes, underlying zoning to be the same as adjoining zone/s (see also Option D below).</p>	<p><b>Environmental:</b></p> <p><b>Economic:</b></p> <p><b>Social:</b></p> <p><b>Cultural:</b></p> <p>(a) Provisions are activities-based to align with the National Planning Standards;</p> <p>(b) Provisions amalgamate, update, streamline and simplify existing provisions;</p> <p>(c) Provisions reflect current transport standards, and current 'best practice' employed in a range of District Plans elsewhere;</p> <p>(d) Provisions take into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations;</p>	<p><b>Economic:</b></p> <p><b>Social:</b></p> <p><b>Cultural:</b></p> <p>(a) Initially, less familiarity for plan users, given a significantly revised and updated suite of activity-based transport provisions, in an e-Plan environment.</p>	<p>(a) The benefits of the approach significantly outweigh the costs;</p> <p>(b) Provisions are effective in that they better recognise, enable or provide for transport;</p> <p>(c) Provisions are efficient and effective in that they amalgamate, update, streamline and simplify existing provisions;</p> <p>(d) This approach will be efficient and effective in recognising, enabling or providing for transport; managing effects of transport on the environment; and managing effects of activities on transport. This includes clearer policy direction, and explicit requirements for certain activities likely to generate adverse effects;</p> <p>(e) Provisions are efficient and effective in that they reflect current standards, and current 'best practice' elsewhere;</p>	<p>(a) It is considered that there is sufficient information on which to act on the proposed approach.</p>

<b>Policy and method options to achieve the District Plan objectives relating to Transport</b>	<b>Benefits</b> environmental, economic, social and cultural effects anticipated	<b>Costs</b> environmental, economic, social and cultural effects anticipated	<b>Efficiency and Effectiveness</b>	<b>Risk of acting / not acting</b> if there is uncertain or insufficient information about the subject matter of the provisions
	<p>(e) Provisions better reflect the current statutory environment;</p> <p>(f) New/updated/revised policies provide better guidance to decision makers on achieving outcomes intended in objectives;</p> <p>(g) Provisions better recognise, enable or provide for transport; better manage effects of transport on the environment; and better manage effects of activities on transport;</p> <p>(h) Based on the above, provisions better address the key resource management issues for Transport set out in Section 4 of this report;</p> <p>(i) Based on the above, provisions will better assist the District Council in achieving Part 2 of the RMA.</p>		<p>(f) Provisions are efficient and effective in taking into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations;</p> <p>(g) Provisions are effective in that they provide better guidance to decision makers, better address the key resource management issues, and will better assist the District Council in achieving Part 2 of the RMA.</p>	
<b>Opportunities for economic growth and employment</b>				
<p>There is likely to be increased potential for new or extended transport in the District, through increased residential or commercial development, an increased emphasis on public transport options such as potential future park and ride facilities, and more use of sustainable multi modal transport options. This may generate additional economic activity and employment opportunities. This may also have enhanced environmental, social and cultural benefits in terms of provision of new and more sustainable services.</p>				

<b>Policy and method options to achieve the District Plan objectives relating to Transport</b>	<b>Benefits</b> environmental, economic, social and cultural effects anticipated	<b>Costs</b> environmental, economic, social and cultural effects anticipated	<b>Efficiency and Effectiveness</b>	<b>Risk of acting / not acting</b> if there is uncertain or insufficient information about the subject matter of the provisions
<p><b>Quantification</b></p> <p>Section 32(2)(b) requires that if practicable the benefits and costs of a proposal are quantified.</p> <p>Given the assessment of the scale and significance of the proposed changes above it is considered that quantifying costs and benefits would add significant time and cost to the Section 32 evaluation process. The evaluation in this report identifies where there may be additional cost(s), however the exact quantification of the benefits and costs discussed was not considered necessary, beneficial or practicable.</p>				
<p><b>Policy and method options less appropriate to achieve the objective/s</b></p>				
<p><b>Option B: Status Quo</b></p> <p>(a) Continue with existing transport provisions in operative District Plan.</p>	<p><b>Economic:</b> <b>Social:</b> <b>Cultural:</b></p> <p>(a) Level of familiarity for existing plan users.</p>	<p><b>Environmental:</b> <b>Economic:</b> <b>Social:</b> <b>Cultural:</b></p> <p>(a) District Plan Effectiveness assessment and reporting undertaken prior to the commencement of the District Plan Review identified a range of shortcomings with the current transport provisions;</p> <p>(b) Existing provisions do not reflect current 'best practice' employed in a range of District Plans elsewhere, or current standards;</p> <p>(c) Key themes of a wide range of current transport-related national and regional planning documents,</p>	<p>(a) The costs of the approach significantly outweigh the benefits;</p> <p>(b) Provisions are inefficient and ineffective in that they do not reflect current standards, and current 'best practice' elsewhere;</p> <p>(c) Provisions are inefficient and ineffective in that they do not take into account a wide range of current transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations.</p>	<p>(a) It is considered that there is sufficient information to not maintain this approach;</p> <p>(b) This approach would maintain the costs of the current approach, and not achieve the benefits, efficiency or effectiveness of the proposed approach (Option A).</p>

Policy and method options to achieve the District Plan objectives relating to Transport	Benefits environmental, economic, social and cultural effects anticipated	Costs environmental, economic, social and cultural effects anticipated	Efficiency and Effectiveness	Risk of acting / not acting if there is uncertain or insufficient information about the subject matter of the provisions
		<p>management plans and strategies, and relevant legislation and regulations, are not well reflected in current objectives and policies;</p> <p>(d) Existing provisions do not reflect the current statutory environment;</p> <p>(e) Based on the above, existing provisions will be less effective in assisting the District Council to address the key resource management issues for Transport set out in Section 4 of this report;</p> <p>(f) Based on the above, existing provisions will be less effective in assisting the District Council to achieve Part 2 of the RMA.</p>		
<p><b>Opportunities for economic growth and employment</b></p>				
<p>There may be less potential for additional economic activity and employment opportunities, due to the potential for additional resource consent requirements, delays, additional compliance costs and uncertainty of outcome that may arise from continuing to work with outdated and inconsistent provisions. This may also have reduced environmental, social and cultural benefits in terms of delays in provision or expansion or improvement of services.</p>				



<b>Policy and method options to achieve the District Plan objectives relating to Transport</b>	<b>Benefits</b> environmental, economic, social and cultural effects anticipated	<b>Costs</b> environmental, economic, social and cultural effects anticipated	<b>Efficiency and Effectiveness</b>	<b>Risk of acting / not acting</b> if there is uncertain or insufficient information about the subject matter of the provisions
<p><b>Option C: Rely on methods in documents other than the District Plan to manage transport</b></p> <p>(a) Rely on methods in documents other than the District Plan to manage transport, such as the transport-related national and regional planning documents, management plans and strategies, and relevant legislation affecting transport cited in Sections 3.2, 3.5 and 3.6 above.</p>	<p><b>Economic:</b></p> <p>(a) No time or cost involved to the District Council in reviewing the District Plan with respect to transport;</p> <p><b>Economic:</b> <b>Social:</b> <b>Cultural:</b></p> <p>(b) Transport providers may already be familiar with transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations affecting transport.</p>	<p><b>Economic:</b> <b>Social:</b> <b>Cultural:</b></p> <p>(a) The range of transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations affecting transport cited in Sections 3.2, 3.5 and 3.6 above, is significant and could add unnecessary complexity;</p> <p><b>Environmental:</b> <b>Social:</b> <b>Cultural:</b></p> <p>(b) Potential for unregulated adverse environmental effects;</p> <p><b>Social:</b> <b>Cultural:</b></p> <p>(c) Little to no community involvement in decision-making;</p>	<p>(a) The costs of the approach outweigh the benefits;</p> <p>(b) This approach would not be entirely effective at addressing the key resource management issues for Transport set out in Section 4 of this report, particularly in terms of environmental effects management and environmental outcomes;</p> <p>(c) This approach would not achieve the benefits of the proposed approach (Option A).</p>	<p>(a) It is considered that there is sufficient information to not act on this approach;</p> <p>(b) This approach has similar costs as Option B (status quo), and would not achieve the benefits, efficiency or effectiveness of the proposed approach (Option A).</p>

<b>Policy and method options to achieve the District Plan objectives relating to Transport</b>	<b>Benefits</b> environmental, economic, social and cultural effects anticipated	<b>Costs</b> environmental, economic, social and cultural effects anticipated	<b>Efficiency and Effectiveness</b>	<b>Risk of acting / not acting</b> if there is uncertain or insufficient information about the subject matter of the provisions
		<p><b>Environmental:</b></p> <p><b>Economic:</b></p> <p><b>Social:</b></p> <p><b>Cultural:</b></p> <p>(d) Inconsistent with policy direction of higher order documents;</p> <p>(e) The District Council would not be fulfilling its statutory obligations under the RMA;</p> <p>(f) Would not achieve Part 2 of the RMA.</p>		
	<p><b>Opportunities for economic growth and employment</b></p> <p>There may be less potential for additional economic activity and employment opportunities, due to the potential for additional resource consent requirements, delays, additional compliance costs and uncertainty of outcome that may arise from relying on an extensive and complex range of external documents. This may also have reduced environmental, social and cultural benefits in terms of delays in provision or expansion or improvement of services.</p>			
<p><b>Option D: Provide for roading either through designation of District formed roads for roading purposes (part of proposed approach in Option A), or through a special purpose transport zone, or by relying on the provisions of adjoining zone/s</b></p>	<p><b>Economic:</b></p> <p><b>Social:</b></p> <p><b>Cultural:</b></p> <p>(a) Designation / outline plans provide Council as requiring authority with a high degree of control, certainty and flexibility, as anything can be done within the designation that is in accordance with the</p>	<p><b>Economic:</b></p> <p><b>Social:</b></p> <p><b>Cultural:</b></p> <p>(a) With designation, new roads formed after the District Plan becomes operative may have to be subject to a designation alteration process, potentially requiring written approvals from directly affected parties,</p>	<p>(a) The benefits of the proposed designation of District formed roads for roading purposes, significantly outweigh the costs;</p> <p>(b) Designation is efficient and effective in that it better recognises, enables or provides for District roading than alternatives such as resource consent or zoning;</p>	<p>(a) It is considered that there is sufficient information on which to act on the proposed designation of District formed roads for roading purposes.</p>

Policy and method options to achieve the District Plan objectives relating to Transport	Benefits environmental, economic, social and cultural effects anticipated	Costs environmental, economic, social and cultural effects anticipated	Efficiency and Effectiveness	Risk of acting / not acting if there is uncertain or insufficient information about the subject matter of the provisions
<p>(a) Consider alternatives to the proposed designation of District formed roads for roading purposes (see Option A (d) above), such as a special purpose transport zone, or relying on the provisions of adjoining zone/s.</p>	<p>designated purpose. This provides both the requiring authority and community with advance notice of what may occur on the designation and its potential effects;</p> <p><b>Economic:</b> <b>Environmental:</b></p> <p>(b) Requiring authority makes decisions on territorial authority recommendations on the designation requirement, providing the requiring authority with control and certainty which helps avoid conditions that may be unnecessary in environmental terms and uneconomic;</p> <p>(c) Outline Plans for works within the designation subject only to requests for changes by the territorial authority, which must be made within 20 working days, providing the requiring authority with certainty enabling the avoidance of costly delays;</p>	<p>and may be publicly notified, potentially meaning additional time, cost and uncertainty;</p> <p><b>Environmental:</b> <b>Economic:</b> <b>Social:</b> <b>Cultural:</b></p> <p>(b) Alternatives to designation, such as a special purpose transport zone, or relying on the provisions of adjoining zone/s, may not provide sufficient certainty for works, as if rules/standards are not met resource consent may be required, which may be publicly notified, and subject to further information requests, hearings and potential appeals, potentially resulting in significant additional time, cost and uncertainty;</p> <p>(c) With zoning, new roads formed after the District Plan becomes operative may be subject to a zone plan</p>	<p>(c) Designation is a recognised statutory process commonly used elsewhere for assets including roading;</p> <p>(d) Designation as part of the District Plan Review process is cost effective;</p> <p>(e) Designation would achieve the outcomes of providing for District roading efficiently and effectively by providing the requiring authority with control and certainty, and the community with certainty with regards what may occur in future;</p> <p>(f) Community participation enabled during designation notification phase;</p> <p>(g) Designation aligns with the proposed approach (Option A).</p>	

Policy and method options to achieve the District Plan objectives relating to Transport	Benefits environmental, economic, social and cultural effects anticipated	Costs environmental, economic, social and cultural effects anticipated	Efficiency and Effectiveness	Risk of acting / not acting if there is uncertain or insufficient information about the subject matter of the provisions
	<p>(d) Requiring authority makes decisions on territorial authority requests for changes to Outline Plans, providing the requiring authority with control and certainty which helps avoid conditions that may be unnecessary in environmental terms and uneconomic;</p> <p>(e) Outline Plans appealable but only by the territorial authority, providing the requiring authority with certainty enabling the avoidance of costly delays;</p> <p>(f) New roads formed after the District Plan becomes operative may have to be subject to a designation alteration process, but this may be done on a non-notified basis with no written approvals from directly affected parties, potentially enabling the avoidance of costly delays;</p> <p><b>Environmental:</b> <b>Social:</b> <b>Cultural:</b></p>	<p>change, which would be notified, and potentially subject to submissions, hearings and appeals, potentially resulting in significant additional time, cost and uncertainty.</p>		

Policy and method options to achieve the District Plan objectives relating to Transport	Benefits environmental, economic, social and cultural effects anticipated	Costs environmental, economic, social and cultural effects anticipated	Efficiency and Effectiveness	Risk of acting / not acting if there is uncertain or insufficient information about the subject matter of the provisions
	<p>(g) Community participation enabled during notification of the designation requirement as part of plan notification, through submissions, hearing attendance, and potential appeals;</p> <p>(h) Works within the designation not in accordance with the designated purpose would be subject to the provisions of the underlying zone/s and may require resource consent;</p> <p><b>Economic:</b></p> <p>(i) Cost of designation during the District Plan Review met by the District Plan Review process.</p> <p><b>Environmental:</b> <b>Economic:</b> <b>Social:</b> <b>Cultural:</b></p> <p>(j) Designations have strategic value, in that they protect a site or route from any other development that may prevent</p>			

Policy and method options to achieve the District Plan objectives relating to Transport	Benefits environmental, economic, social and cultural effects anticipated	Costs environmental, economic, social and cultural effects anticipated	Efficiency and Effectiveness	Risk of acting / not acting if there is uncertain or insufficient information about the subject matter of the provisions
	<p>or delay a future project. This benefits the requiring authority and community with certainty over what may occur in future. Costs of a project can be reduced as other types of development that might increase the cost of a designated project proceeding through increased purchase and compensation costs can be avoided. Adjoining land owners can develop their own properties with greater certainty knowing the extent and purpose of a designation.</p>			
	<p><b>Opportunities for economic growth and employment</b></p>			
	<p>There is likely to be increased potential for new or extended transport in the District, through the use of a planning tool that provides greater control and certainty and helps facilitate local roading projects. This may generate additional economic activity and employment opportunities.</p>			

### 8.3 Summary - Evaluation of Proposed Policies and Methods

The proposed policies and methods (Options A and D) are the most appropriate options to achieve the objectives relating to transport in the District. The benefits of Option A and D significantly outweigh the costs.

With regards retaining the current transport provisions (Option B), District Plan Effectiveness assessment and reporting undertaken prior to the commencement of the District Plan Review identified a range of shortcomings with the current transport provisions. The existing provisions do not reflect current transport standards, or current 'best practice' employed in a range of District Plans elsewhere. Key themes of a wide range of current transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations, are not well reflected in the current provisions. The current objectives do not expressly recognise the contribution transport makes towards the social and economic well-being of the District. The existing provisions also do not seek to manage reverse sensitivity effects of activities on transport. The existing provisions will be less effective in assisting the District Council to address the key resource management issues for Transport set out in Section 4 of this report. The existing provisions are less appropriate to achieve Part 2 of the RMA. The costs of Option B significantly outweigh the benefits.

Option C is inefficient and ineffective as the District Council would not be fulfilling its statutory obligations under the RMA, is inconsistent with national and regional policy direction, would not effectively manage environmental effects and would not achieve Part 2 of the RMA. The costs of Option C outweigh the benefits.

Consequently, an alternative approach is proposed (Options A and D) that involves a significantly revised and updated suite of transport policies and methods that addresses the key resource management issues identified in Section 4 above. Options A and D are the preferred options, for the reasons outlined in Section 8.2 above.

## 9. SUMMARY

This evaluation has been undertaken in accordance with Section 32 of the RMA in order to identify the need, benefits and costs and the appropriateness of the proposed approach having regard to its effectiveness and efficiency relative to other means in achieving the purpose of the RMA. The evaluation demonstrates that the proposed approach is the most appropriate option as:

- (a) The provisions are in accordance with or give effect to the RMA, National Instruments and the RPS. The provisions recognise and take into account the Mahaanui Iwi Management Plan 2013. The provisions reflect current transport standards, and are generally consistent with current best practice in District Plans elsewhere, as well as a wide range of current transport-related national and regional planning documents, management plans and strategies, and relevant legislation and regulations;
- (b) Specific objectives, policies, rules, standards, definitions and matters of discretion will:
  - A. Achieve and maintain a transport system, including those parts of the transport system that form part of 'critical infrastructure', 'strategic infrastructure' and 'regionally significant infrastructure', that:
    - i. Is safe, efficient, integrated and sustainable for all transport modes;
    - ii. Is responsive to future needs and changing technology;
    - iii. Enables economic development, including for freight;

- iv. Enables the economic, social and environmental well-being of people and communities;
  - B. Avoid or mitigate adverse effects from the transport system; and
  - C. Avoid or mitigate adverse effects on the transport system, including reverse sensitivity, from activities;
- (c) The proposed approach, in particular the objectives and policies, will provide direction and guidance to decision makers regarding the intended outcomes for transport;
- (d) The proposed approach will sustain the potential of transport as a physical resource for current and future generations, maintain amenity values and quality of the environment, and achieve Part 2 of the RMA.

Overall, it is considered that the proposed provisions are the most appropriate given that the benefits outweigh the costs, and there are considerable efficiencies to be gained from adopting the proposed provisions. The risks of acting are also clearly identifiable and limited in their extent.



## APPENDIX 1 Summary of Current Objectives, Policies and Methods for Transport

Operative Plan Section	Objectives	Policies	Rules/Standards/Definitions
Utilities and Traffic Management	11.1.1 <i>Utilities that maintain or enhance the community's social, economic and cultural wellbeing, and its health and safety.</i>	11.1.1.1 <i>A utility should:</i> <ul style="list-style-type: none"> <li>a. <i>contribute to a safe environment;</i></li> <li>b. <i>maintain or enhance public health;</i></li> <li>c. <i>promote efficient use of resources and efficient development of the utility, so that resources are conserved and used in a sustainable manner;</i></li> <li>d. <i>have regard to cross boundary issues where the utility or the service provided by the utility crosses the territorial boundary;</i></li> <li>e. <i>where it is necessary to service new development, be paid for by the developer, or as a condition of consent for the development; and</i></li> <li>f. <i>maintain and enhance social wellbeing.</i></li> </ul>	Key rules may be summarised as follows:  <ul style="list-style-type: none"> <li>• Road design attributes by zone - min road width, lane width, number of lanes, width of parking lanes, min number of parking lanes, min width sealed shoulders, min width footpaths, min number footpaths, street lighting, min street trees per 20m, number of cycleways</li> <li>• Exemptions to road attribute requirements in Rural 4B Zone (Mapleham), Residential 7 Zone (Silverstream), Residential 4A Zone (Ohoka), Pegasus</li> <li>• Zone specific transport requirements for Residential 7 Zone, Residential 4A Zone, Pegasus (Res 6, 6A and Bus 1 &amp; Pegasus Rural Zones)</li> <li>• Rangiora Airfield - take-off climb and approach obstacle limitation surfaces and side surfaces commencing at certain edges of each runway</li> </ul>
		11.1.1.4 <i>A road hierarchy shall be maintained and protected to enable the District to function with minimal conflict between activities, traffic, and people.</i>	
		11.1.1.5 <i>New developments and activities in relation to their traffic generation characteristics should:</i> <ul style="list-style-type: none"> <li>a. <i>locate on or establish primary access to an appropriate level of road within the road hierarchy;</i></li> <li>b. <i>not have vehicular access to an inappropriate level of road in the hierarchy; and</i></li> <li>c. <i>provide cycleways along arterial, strategic and collector roads where:</i>  <ul style="list-style-type: none"> <li>- <i>necessary to provide an identified transport or recreation function; and</i></li> <li>- <i>alternative opportunities do not exist within the road hierarchy.</i></li> </ul> </li> </ul>	
		11.1.1.6 <i>Every site should have access that provides safe entry and exit for vehicles to and from the site to a road without compromising the safety or efficiency of the road or road network. Where a site has two or more road frontages</i>	

Operative Plan Section	Objectives	Policies	Rules/Standards/Definitions
		<p><i>access should be from the lowest road classification within the road hierarchy.</i></p> <p><b>11.1.1.7</b>  <i>In the case of the vehicles, cyclists and pedestrians associated with the development and occupation of Pegasus and Ravenswood:</i></p> <p><i>a. to discourage the use of Gladstone Road as a major access road linking Pegasus and Woodend;</i></p> <p><i>b. to ensure that the design and development of the roading for Pegasus and Ravenswood facilitates the provision of an efficient and convenient public passenger transport system into, out of, and around the two localities;</i></p> <p><i>c. to design the residential neighbourhoods of Pegasus and Ravenswood in such a way that most of the residential allotments in the area are within convenient and safe walking distance of a potential public passenger transport route;</i></p> <p><i>d. to ensure that at least two road accesses are provided linking Pegasus with State Highway 1, so that access in emergencies is assured;</i></p> <p><i>e. to ensure that the urban areas of Ravenswood are developed to promote the opportunity for convenient and safe access between State Highway No. 1 and the Woodend-Rangiora Road; and</i></p> <p><i>f. to ensure that the urban area of Ravenswood is designed to provide safe and convenient pedestrian and vehicle access between Ravenswood and Woodend township, away from the State Highway.</i></p>	<ul style="list-style-type: none"> <li>• Zone specific vehicle access design</li> <li>• Exemptions to vehicle access requirements in Res 7A Zone</li> <li>• Access restrictions in Res 1 Zone, Business 2 Zone, Rural 4B Zone, Res 4A Zone, Business 6 Zone, Business 5 Zone</li> <li>• Accessways - minimum accessway formation widths and other requirements relating to crossings accessing State Highways, sight distances for pedestrian safety, and minimum unobstructed sight distances, minimum separation distances to intersections</li> <li>• Exemption to accessway requirements for subdivision or development in Res 7A Zone, for sites in Rural Zone created by subdivision between 1991 and 1998, Rural 4B Zone, Res 4A Zone</li> <li>• Vehicle crossings design</li> <li>• Acceleration and deceleration taper requirements</li> <li>• Road intersection spacing requirements</li> <li>• Exemptions to road intersection spacing</li> </ul>
	<p><b>11.1.2</b>  <i>Parking facilities that:</i></p> <p><i>a. provide for parking demand in an efficient, functional and sustainable manner;</i></p> <p><i>b. enhance the amenity and function of town centre and residential environments;</i></p> <p><i>c. are safe places for people to use and move through;</i></p>	<p><b>11.1.2.1</b>  <i>Vehicle parking, loading and manoeuvring provided on-site, or within shared parking facilities, shall ensure that:</i></p> <p><i>a. safe and efficient access is provided;</i></p> <p><i>b. use of off-site parking facilities will not adversely affect pedestrian, cycle or public transportation, public safety, and the safe, efficient operation of the road network; and</i></p> <p><i>c. for shared parking, a legally binding arrangement is established that protects ongoing access and use.</i></p> <p><b>11.1.2.2</b></p>	

Operative Plan Section	Objectives	Policies	Rules/Standards/Definitions
	<p><i>d. are accessible and convenient for pedestrians;</i></p> <p><i>e. provide safe, secure and convenient cycle parking;</i></p> <p><i>f. support greater use of public transport;</i></p> <p><i>g. provide for loading and manoeuvring requirements without reducing amenity or compromising safety; and</i></p> <p><i>h. support town centre consolidation and the development of continuous street frontages within identified sites in the Business 1 Zone where parking is principally located within public parking areas and not provided on individual sites.</i></p>	<p><i>Encourage the use of public transport by enabling parking facilities that support public transport services and infrastructure.</i></p> <p><b>11.1.2.3</b> <i>Encourage cycle transport by providing cycle parking that:</i></p> <p><i>a. is located in a convenient and safe position and considers pedestrian safety;</i></p> <p><i>b. physically supports the cycle frame; and</i></p> <p><i>c. provides for cycle security.</i></p> <p><b>11.1.2.4</b> <i>Ensure safe pedestrian access within and adjacent to parking facilities by providing:</i></p> <p><i>a. pedestrian routes that safely interact with vehicle movements associated with access, parking, manoeuvring, circulation, loading and public transportation;</i></p> <p><i>b. visibility between vehicles and pedestrians; and</i></p> <p><i>c. pedestrian routes that are designed and constructed to be accessible.</i></p> <p><b>11.1.2.5</b> <i>Avoid on-site parking in the Business 1 Zone where sites have frontage to a principal shopping street to enable building intensification and redevelopment while:</i></p> <p><i>a. maximising the use and development of on-street and public parking;</i></p> <p><i>b. providing for parking demand, including accessibility parking, by requiring financial contributions for off-site parking within public parking facilities.</i></p> <p><b>11.1.2.6</b> <i>Parking facilities shall:</i></p> <p><i>a. provide efficient and effective layout of parking, manoeuvring and circulating areas including restriction of vehicle speed and avoidance of long ‘blind aisles’;</i></p> <p><i>b. control any adverse effects on water quality and stormwater runoff, preferably through the use of low impact water management methods;</i></p> <p><i>c. be surfaced and maintained to control the generation of dust, excessive noise, or other nuisance;</i></p>	<p>requirements in Res 7A Zone, Bus 5 Zone, South West Rangiora ODP 173, Res 4A Zone, Rangiora Outline Central Development Plan</p> <ul style="list-style-type: none"> <li>• On-site parking and loading space requirements including restrictions for sites on Principal Shopping Street frontages</li> <li>• Zone specific on-site parking and loading space requirements in Bus 4 Zone, Res 6A Zone, Bus 5 Zone, Business 1 Zone</li> <li>• Car parking areas tree planting requirements</li> <li>• Cycle parking design requirements</li> <li>• Accessible parking space requirements</li> <li>• Traffic sight lines at Railway Crossings</li> <li>• Financial contributions in lieu of parking, loading and manoeuvring on sites on a Principal Shopping Street Frontage (Rangiora or Kaiapoi)</li> <li>• Road splay requirements</li> <li>• Road classification</li> <li>• Road zoning</li> </ul> <p>Key definitions include:</p>

Operative Plan Section	Objectives	Policies	Rules/Standards/Definitions
		<p><i>d. reduce opportunities for crime by implementing Crime Prevention through Environmental Design (CPTED) principles;</i></p> <p><i>e. ensure visibility through natural lighting or illumination;</i></p> <p><i>f. ensure that parking spaces required for people with disabilities is conveniently located and accessible, and the route from the parking space to the destination served is also easily accessible for people using mobility devices;</i></p> <p><i>g. include landscaping that:</i></p> <ul style="list-style-type: none"> <li><i>i. incorporates establishment and maintenance practices to ensure plant survival;</i></li> <li><i>ii. visually softens the dominant effect of hard surfaces;</i></li> <li><i>iii. uses plant species that avoid hazard or nuisance effects;</i></li> <li><i>iv. integrates with stormwater management and footpaths; and</i></li> <li><i>v. does not affect traffic and pedestrian safety by limiting visibility.</i></li> </ul> <p><i>h. within the Business 1 Zone:</i></p> <ul style="list-style-type: none"> <li><i>i. be designed to positively contribute to town centre amenity; and</i></li> <li><i>ii. locate to the rear of buildings or the rear portion of any vacant site within Business 1 Zones, and not on sites identified as having a principal shopping street frontage.</i></li> </ul>	<ul style="list-style-type: none"> <li>• Accessway</li> <li>• Arterial road</li> <li>• Collector road</li> <li>• Equivalent Car Movements per Day (ecm/d)</li> <li>• Financial Contributions</li> <li>• Gross floor area</li> <li>• Infrastructure</li> <li>• Net floor area</li> <li>• Parking space</li> <li>• Public parking</li> <li>• Road</li> <li>• Road controlling authority</li> <li>• Road frontage</li> <li>• Shared parking</li> <li>• State highway</li> <li>• Strategic road</li> <li>• Utility</li> <li>• Vehicle crossing</li> </ul>
		<p><b>11.1.2.7</b></p> <p><i>Loading and manoeuvring facilities to support activities requiring delivery or collection by service vehicles shall:</i></p> <ul style="list-style-type: none"> <li><i>a. provide safe and efficient vehicle movements for the largest vehicle type expected to use the facility;</i></li> <li><i>b. avoid reverse manoeuvring onto or from any strategic, arterial or collector road, and onto or from any local road where this would adversely affect safety;</i></li> <li><i>c. provide sufficient separation between service vehicles, car parking, pedestrians and cyclists to enable safe use of the facility;</i></li> <li><i>d. avoid obstruction of any accessway;</i></li> <li><i>e. be accessed from the rear of the site or a service lane where a site is located in a town centre and sufficient rear or service access is available for service vehicles expected to use the site; and</i></li> </ul>	

Operative Plan Section	Objectives	Policies	Rules/Standards/Definitions
		<p><i>f. avoid direct access to or from Williams Street in Kaiapoi or High Street in Rangiora when located on a site within the Business 1 Zone.</i></p>	
	<p><b>11.2.1</b>  <i>Adverse effects on the environment caused by the provision, use, maintenance and upgrading of utilities are avoided, remedied or mitigated.</i></p>	<p><b>11.2.1.1</b>  <i>Avoid, remedy or mitigate adverse environmental effects created by the provision, use, maintenance and upgrading of utilities by:</i></p> <ul style="list-style-type: none"> <li><i>a. meeting environmental standards set by the Plan;</i></li> <li><i>b. having regard to the particular amenity or character of the area in which it is placed;</i></li> <li><i>c. integration with, and co-siting of, existing utilities where they are accessible and are, or can be, expanded to manage any additional loading and where such loading is technically and operationally feasible;</i></li> <li><i>d. meeting accepted design standards;</i></li> <li><i>e. in the case of the utilities associated with the development and occupation of Pegasus, requiring adequate redundant plant to be provided as part of the sewage treatment and disposal system, in order to avoid adverse effects on the surrounding environment in the event of any plant breakdown or loss of power supply;</i></li> <li><i>f. encouraging new utility services in residential areas to be placed underground, in consultation with utility operators;</i></li> <li><i>g. encouraging the under grounding of utilities as they are installed and upgraded in areas where the visual and amenity impact of overhead reticulation is significant, provided that under grounding is technically and operationally feasible;</i></li> <li><i>h. protection of areas of outstanding landscape, or areas of significant indigenous vegetation or significant habitat of indigenous fauna;</i></li> <li><i>i. requiring all new roads to be sealed and existing metal roads to be sealed where appropriate;</i></li> <li><i>j. protecting aquatic ecosystems and the habitat of trout and salmon from the adverse effects of roading, stormwater runoff and effluent discharges;</i></li> </ul> <p><b>CROSS REFERENCE: Policies 6.3.1.1 and 6.3.1.2</b></p>	

Operative Plan Section	Objectives	Policies	Rules/Standards/Definitions
		<p><i>k. avoiding in the receiving environment the noise effect created by aircraft approaching Christchurch International Airport; and</i></p> <p><i>CROSS REFERENCE: Policy 12.1.1.12</i></p> <p><i>l. avoiding land uses under airfield approach paths that could adversely affect the safety of airfield operations.</i></p>	

## APPENDIX 2 Relevant Management Plans and Strategies

- (a) The **Waimakariri District Development Strategy 2018-2048**. The District Development Strategy (DDS) is a non-statutory document setting out the District Council's preferences as service, facility, and utility provider for the location, design and nature of future development including proposals for the integrated and staged provision of the services, facilities and utilities required by that development. The DDS is drawn around urban design principles;
- (b) The District Council's **30 Year Infrastructure Strategy 2015-2045**. This is a high-level strategy that identifies significant issues and the management of Council infrastructure assets over the next 30 years. It is used to inform activity management plans, development of district plan policy and private plan changes;
- (c) The **Waimakariri Accessibility Strategy 2017**;
- (d) The **Waimakariri Walking and Cycling Strategy 2016**. This provides actions to support walking and cycling in the District. It can inform subdivision design in regard to transport options, networks and safety. It provides a basis for identifying and prioritising demand for new or improved walking and cycling opportunities within the District;
- (e) The **Waimakariri Rural Residential Development Plan**. This identifies locations for future potential growth. Service/infrastructure considerations include the transport network: Roads, footpaths, public transport, equestrian, pedestrian, and cycling links;
- (f) The **Waimakariri Long Term Plan 2015-2025**. This sets out planned works and services that the District Council plans to undertake including provisions of public transport infrastructure and cycle lanes and car parking areas. It specifies short and long term projects relating to roads and footpaths;
- (g) The NZTA **One Network Road Classification (ONRC)** and **One Network Framework (ONF)** and the District Council's **District Plan road hierarchy**. The ONRC involves categorising roads based on the functions they perform as part of a national network. Within functional criteria and thresholds are six categories: national, regional, arterial, primary collector, secondary collector, and access. The District Council has adopted the ONRC outside the District Plan for road funding and other purposes.

NZTA has recently proposed to replace the ONRC with the **One Network Framework (ONF)**. Rather than a network based on traffic volumes, the ONF focusses on movement of people and freight, safety and efficiency, relationship to where people live and work, and well-being and liveability. The ONF is at an early stage of development.

There is a separate **District Plan road hierarchy**, which has been reviewed as part of the District Plan Review as this had not been updated since the current District Plan became operative in 2005. For simplicity, the revised District Plan road hierarchy contains the following road categories: strategic, arterial and collector; any other road is a local road. The proposed Transport provisions contain rules and standards relating to the road categories in the revised District Plan road hierarchy;

- (h) The **Waimakariri Rooding Activity Management Plan**. This details how the District Council will manage the rooding and transport network assets over their life cycle to ensure long-term

performance. The District Council operates, maintains and improves roads, footpaths, bridges, traffic services and other roading ancillaries on behalf of ratepayers, residents, road users and the Crown. It lists the key issues affecting the roading activity as: rapid growth in population, residential development, and general economic growth;

- (i) The ***New Zealand Transport Strategy 2008***. This was developed to enable the transport sector to respond more effectively to the changing environment in which it must operate and to support New Zealand becoming a more sustainable nation. It sets out a vision, objectives and targets, identifies key trends, and describes key challenges and strategic priorities for action;
- (j) The ***Greater Christchurch Transport Statement 2012***. This provides an overarching framework to enable a consistent, integrated approach to planning, prioritising, implementing and managing the transport network and services in the Greater Christchurch area. The top priorities that involve the District Council include: public transport, road/rail facilities, freight, northern and southern access, and future growth areas;
- (k) The ***Christchurch Transport Strategic Plan 2012–2042***. This is a non-statutory plan with a 30 year vision. It has four broad goals: improve access and choice; create safe, healthy and liveable communities; support economic vitality; and create opportunities for environmental enhancements (including the use of green infrastructure and adapting to climate change by encouraging new technology and infrastructure enhancements);
- (l) ***Safer Journeys***. This is a national strategy designed to guide New Zealand's efforts to improve road safety from 2020–2030;
- (m) The ***Canterbury Regional Land Transport Strategy 2012–2042***. This was prepared under the Land Transport Management Act 2003. It sets the strategic direction for land transport within the Canterbury region over a 30 year period. It identifies the region's transport needs and the roles of all land transport modes, and aims to provide direction on where transport related funding should be prioritised to achieve the objectives;
- (n) The ***Greater Christchurch Urban Development Strategy***. This identifies key opportunities or challenges for Greater Christchurch that relate to transport, including: integrating infrastructure, transport and land use; providing transport choice; and improving transport system performance and travel choices.



## APPENDIX 3 Other Relevant Legislation or Regulations

- (a) The **Local Government Act 2002**. The Local Government Act 2002 (LGA) sets out the responsibilities of territorial authorities in relation to land transport matters, including responsibility for local roads, footpaths and street lighting as well as local planning, road safety works and parking services. Section 102 of the LGA requires the District Council to adopt a policy on development contributions or financial contributions. New development increases pressure on the capacity of the District Council's infrastructure (including transport) and service delivery and can result in the need to upgrade existing and/or develop new infrastructure and services. Through its Long Term Plan, the District Council sets development and financial contributions at appropriate levels to ensure that the costs of growth are paid for by those who create the demand for the additional infrastructure and services;
- (b) The **Land Transport Management Act 2003**. The Land Transport Management Act 2003 sets out the requirements and processes for local authorities to obtain funding for roading construction and maintenance. As amended in 2013, it requires regional transport committees to develop a Regional Land Transport Plan and sets out the requirements for Regional Councils to contract for the provision of public transport services;
- (c) The **Railways Act 2005**. The Railways Act 2005 sets out the requirements for the licensing of rail operations in New Zealand. It covers both light and heavy railways. It also includes basic safety obligations of operators and the general public when near a railway, as well as the powers the railway operators have to protect and manage the railway corridor, inclusive of level crossings;
- (d) The **Utilities Access Act 2010** requires utility operators and corridor managers to comply with a national code of practice that regulates access to transport corridors and provides for the making and administration of that code;
- (e) The **National Code of Practice on Utilities' Access to the Transport Corridors 2011** sets out the processes and procedures for:
  - i. Utility operators to exercise right of access to the road corridor for the placement, maintenance, improvement, and removal of utility structures;
  - ii. Corridor Managers to exercise their right to apply reasonable conditions on working in the corridor; and
  - iii. Managers of railway and motorway corridors to exercise their discretion to grant rights of access to utility operators;
- (f) The District Council's **Parking Bylaw 2007 and Parking Bylaw 2007 (Schedule of parking restrictions), Amended 2016**. This controls a variety of parking issues within the road reserve and public space, including regulation of parking, display of advertising, enforcement and penalties;
- (g) The District Council's **Vehicle Crossing Bylaw 2019**. This is a bylaw to ensure that vehicle crossings allow for good drainage without damaging the roading asset, and are constructed and maintained in a timely and safe manner to the District Council's specifications;
- (h) The **NZS 4121:2001 Design for Accessibility and Mobility – Buildings and Associated Facilities**. This sets out requirements for the design of buildings, facilities within buildings, driveways, car

parks, passages and any associated landscaping and accessways for use by people with disabilities. NZS 4121 covers access provisions for a number of scenarios. NZS 4121 is a reference document in the Proposed District Plan regarding the requirements for on-site vehicle parking spaces for people with disabilities;

- (i) The District Council's **Engineering Code of Practice (ECOP)**. This sets out the technical standards for engineering requirements and can be applied as conditions of resource consent;
- (j) The **Austroads Roading Engineering Guides 2009**. These relate to almost every aspect of roading;
- (k) The **New Zealand Supplement to Austroads Guide to Traffic Engineering Practice, Part 14: Bicycles 2008**. This provides guidance on cycle provisions including cycle lane widths and cycle parking;
- (l) The **Cycling Aspects of Austroads 2017**. This provides guidance on cycle provisions including cycle lane widths and the minimum separation of cyclists and motor vehicles;
- (m) The **Austroads Guide to Road Design Part 3: Geometric Design 2016**. This requires a minimum sealed shoulder width of 2-3m for roads where there is cycling demand;
- (n) The **Austroads Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management 2017**;
- (o) The **Austroads Guide to Traffic Management Part 11: Parking 2017**;
- (p) The **AS/NZS 2890.3:2015 Parking Facilities – Bicycle Parking Facilities**. This sets out three bicycle parking facility security levels based on use and provides diagrams for typical forms of bicycle parking;
- (q) The **Austroads Guide to Traffic Management Part 7: Traffic Management in Activity Centres 2019**;
- (r) The **Austroads Guide to Traffic Management Part 4: Network Management 2016**;
- (s) **The Canterbury Regional Public Transport Plan 2018**. This is a legislative document that sets out the Regional Council's objectives and policies for delivering public transport;
- (t) The **NZS 4404:2010 Land Development and Subdivision Infrastructure**. This provides criteria for design and construction of land development and subdivision infrastructure. NZS 4404 incorporates up-to-date design principles such as low impact design solutions to stormwater management, and urban design principles that encourage more sustainable places, spaces, and networks in towns and cities;
- (u) The **NZTA Planning Policy Manual 2007**. The New Zealand Transport Agency (NZTA) Planning Policy Manual (PPM) is one of a number of the NZTA's manuals. The PPM sets out the NZTA's policy, standards and guidelines on transport planning, land use planning and the integration of the two. The purpose of the PPM is to provide national consistency in the implementation of the NZTA's Integrated Planning Policy. This manual has been considered in reviewing the District Plan and evaluating plan provisions;
- (v) The **NZTA Pedestrian Planning Guide** provides guidance on footpath widths;
- (w) The **Traffic Control Devices Manual Part 9: Level Crossings**;

- (x) The ***AS/NZS 2890.1:2004 Part 1: Off Street Parking***;
- (y) The ***AS/NZS 2890.6:2009 Part 6: Off Street Parking for People with Disabilities***;
- (z) The ***CCC Integrated Transport Assessment Guidelines***;
- (aa) The ***NZTA Research Report 453 Trips and Parking Related Land Use***.

## APPENDIX 4 Proposed Objectives, Policies and Methods Summary

<b>Table A.</b>
<b>Objectives (Summary)</b>
A safe, resilient, efficient, integrated and sustainable transport system
Parking, loading area and associated access and manoeuvring area
Adverse effects from the transport system
Effects of activities on the transport system
Rangiora Airfield
<b>Policies (Summary)</b>
Recognising the benefits of, and providing for, transport
Environmentally sustainable outcomes
District Plan Road Hierarchy
New activities
High traffic generating activities
Road/rail level crossings
Connections between new development and public transport
Parking and public transport
Cycle transport
Pedestrian movement within and adjacent to parking and associated manoeuvring area
Parking and associated access and manoeuvring area
Loading area and associated access and manoeuvring area
Activities within the transport system
Adverse effects on amenity values of adjacent activities
Effects of activities on the transport system
Rangiora Airfield

<b>Table B.</b>
<b>Activity Rules – Transport (Summary)</b>
Maintenance of the existing transport system
Provision of new, or additions or upgrades to existing, land transport infrastructure
Formation of a new road
Formation of a new road intersection
Formation of a new vehicle crossing
Formation of a new vehicle accessway
Formation of a new vehicle crossing on a sealed road where the posted speed limit is 70km/hr or above
Provision of accessible car parking space
Provision of car parking space and associated manoeuvring area
Provision of loading space and associated manoeuvring area
Formation of parking area, loading area, manoeuvring area, vehicle crossing or accessway
Landscaping of a new car parking area
Provision of new footpaths

Provision of new cycle parking
Provision of cycling end-of-trip facilities for staff
Formation of a new vehicle crossing on a site with frontage to more than one road
Installation of new charging facilities for electric vehicles
Provision of a parking area or loading area and associated manoeuvring area on a site with frontage to a 'Principal Shopping Street' in Oxford
Provision of a parking area or loading area and associated manoeuvring area on a site with frontage to a 'Principal Shopping Street' in Rangiora or Kaiapoi
High traffic generators
<b>Managing effects of activities on the road corridor, rail corridor, Rangiora Airfield</b>
Activities adjacent to a road/rail level crossing
Installation of a new stock underpass beneath a road corridor or rail corridor
Rangiora Airfield

**Table C.**

Relevant definitions include definitions for the following:

- Transport system
- Land transport infrastructure
- Road corridor
- Rail corridor
- Critical infrastructure
- Strategic infrastructure
- Regionally significant infrastructure
- Manoeuvring
- Lifeline utility
- Emergency
- Road hierarchy
- Road
- Vehicle movement
- Level crossing
- Site
- CPTED
- Parking space
- Accessway
- Sensitive activities
- Noise sensitive activities
- Airfield operations
- Waka Kotahi
- District Council
- Crown
- Building
- Road reserve
- Local road
- Collector road
- Arterial road
- Strategic road
- ITA
- Structure
- KiwiRail
- Active transport
- Regional Council
- Residential unit
- Minor residential unit
- Care facility
- Retirement village
- Visitor accommodation
- Boarding houses
- Sheltered housing
- Social housing complex
- Pre-school
- Childcare facilities
- Equivalent car movements per day
- Freight handling facilities
- Gross floor area
- Net floor area
- Gross leasable floor area
- Loading
- Office
- Park and ride facilities
- Parking building
- Parking lot
- Public parking
- Public transport facility
- Road controlling authority
- Road frontage
- Shared parking

- Queuing space
- Visibility splay
- Vehicle crossing
- Heavy vehicle
- State highway
- Accessible
- Residential activity
- Manoeuvring area
- Hospital
- Health care facility
- Integrated family health centre
- Residential zones
- Commercial and Mixed Use zones
- Rural zones
- Loading space
- Indigenous vegetation
- Strategic transport networks
- Vehicle control point
- Retail activity
- Supermarket
- Home occupation
- Service station
- Show home
- Warehousing and storage
- Trade and industry training facility
- Loading area
- Place of assembly
- Recreation activity
- Commercial activity
- Parking area
- Pedestrian crossing facility