



PROPOSED INVERCARGILL CITY DISTRICT PLAN

Report No. 20

Transportation

**10 November 2014, 9.00 am
COUNCIL CHAMBERS
CIVIC ADMINISTRATION BUILDING**

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TABLE OF CONTENTS

	Page
1. Executive Summary	1
2. Introduction	3
2.1 Report Author	3
2.2 Peer Review	3
2.3 How to Read this Report.....	3
2.4 Interpretation.....	3
2.5 The Hearing Process	4
3. Background	6
3.1 Proposed issues, objectives and policies	7
3.2 Proposed rule	7
4. Statutory Context / Legislative Requirements	9
4.1 Resource Management Act 1991	9
4.1.1 Part 2 of the RMA	9
4.1.2 Functions of Territorial Authorities under the RMA	10
4.1.3 Consideration of alternatives, benefits, and costs	10
4.2 Relevant Planning Policy Documents.....	10
4.2.1 New Zealand Coastal Policy Statement	10
4.2.2 National Policy Statements	11
4.2.3 National Environmental Standards.....	11
4.2.4 Regional Policy Statement.....	11
4.2.5 Proposed Regional Policy Statement.....	11
4.2.6 Regional Plans.....	12
4.2.7 Iwi Management Plans.....	12
4.2.8 Management Plans and Strategies Prepared under other Acts	12
4.3 Summary	13
5. Analysis of submissions	14
5.1 Inclusion of Standards	14
5.1.1 Recommendation.....	15
5.2 Rooding Hierarchy	15
5.2.1 Recommendation.....	16
5.3 Inclusion of Safer Journeys Initiatives	16
5.3.1 Recommendation.....	17
5.4 Transportation Policy 2 Noise.....	17
5.4.1 Recommendation.....	18
5.5 Effectiveness of Infogram 3 Visibility Splay.....	18
5.5.1 Recommendation.....	20

5.6	Railway Level Crossing	21
5.6.1	Vehicle Access over level railway crossings.....	21
5.6.2	Sight Lines at Railway Crossings	22
6.	Discussion of Section 32 matters	23
6.1.	Relevant Section 32AA matters	23
6.2	Section 32AA further evaluation.....	24
6.2.1	Issues	24
6.2.2	Policies	24
6.2.3	Methods of Implementation.....	25
6.2.4	Rules	25
6.2.5	Definitions.....	26
6.2.6	Conclusions	26
7.	Concluding comments	27
	Appendix 1 – Recommendations on submissions	29
	Appendix 2 - Recommended Changes to the Proposed District Plan	89
	Appendix 3 – Regional Policy Statement Provisions	116
	Appendix 4 – KiwiRail sight triangles	119
	Appendix 5 – Infogram 1 – Regionally Significant Transportation Networks	123

1. EXECUTIVE SUMMARY

This report relates to the provisions in the Proposed District Plan addressing the issue of transportation.

Invercargill City is the main transport hub for Southland, linking the district internally and externally. The transportation network includes provision made for a variety of personal transport modes, including bicycle, pedestrian, and public transport, as well as private motor vehicle. The city district contains some of the regions most significant transportation networks, including the Airport, Seaport, Railway and State Highways. These networks are essential to the economic and social well-being of the district and it is therefore important that they are maintained and protected in order to provide for ongoing land uses of the district and the functioning of the city.

The transportation network is a significant physical resource, which can affect and be affected by land use activities. Integrated land use and transport planning is therefore vital in ensuring that land uses are connected to an effective and efficient transport network.

124 submission points and 29 further submissions were received on the provisions relating to the issue of transportation. The submissions detailed in this report relate to the Transportation and Subdivision District Wide Sections of the Plan; and the Zone Specific Policies; Definitions; and Appendix VIII.

The changes in response to the submissions include new additions to the provisions at issue, policy and rule level and minor changes to the wording and policy headings. The key changes include a new issue on the impacts of incompatible urban and rural development on the transportation network, a new policy specifically recognising the importance of the regionally significant transportation networks, and new rules on rights of way and private ways, queuing spaces for drive-through restaurants, setbacks for garages fronting the street, and access over railway level crossings.

Some of the bigger changes to the notified rules include the deletion of Infogram 3, which set out the required visibility splays for garages fronting the street. The infogram and associated rule were somewhat problematic and difficult to implement. It is considered that a non-regulatory approach to the issue of visibility is more practical and effective, including encouraging consideration of on-site manoeuvring for lots fronting the street at the initial development stages. The report also recommends removing the Roding Hierarchy (Infogram 2) from within the District Plan and for it to sit as part of a Roding Asset Management Plan. This is in response to a number of roding classification projects that are currently under way at both a national and regional level, which will mean that the Roding Hierarchy will need to be updated more regularly. This will not change the way the District Plan uses the Roding Hierarchy but will simply provide for a more up to date and accurate document.

Overall it is considered that the changes recommended in this report will help provide for an efficient and effective transportation network that provides for the needs and well being of the community, meeting the purpose of the RMA.

In this report:

- Part 2 considers several key procedural issues.
- Part 3 provides background information on the issue of transportation.
- Part 4 summarises the various statutory provisions that apply to the consideration of the Proposed District Plan.

- Part 5 assesses the relevant issues raised by the submitters.
- Part 6 provides a discussion on the Section 32 matters.
- Part 7 sets out the overall conclusions.
- Appendix 1 sets out the recommendations on each of the submission points.
- Appendix 2 sets out the recommended changes to the text of the Proposed District Plan.
- Appendix 3 sets out the Regional Policy Statement provisions relevant to transport.
- Appendix 4 sets out the sight triangles sought by KiwiRail and the properties that it will affect.
- Appendix 5 sets out the recommended changes to Infogram 1 - Regionally Significant Transportation Networks.

2. INTRODUCTION

2.1 Report Author

My name is Joanna Louise Shirley. I am a Policy Planner at the Invercargill City Council, a position I have held since February 2014. I hold a Bachelor of Environmental Management and am an associate member of the New Zealand Planning Institute. I have five years experience in the planning field as a Resource Management Officer, which has involved implementing the District Plan and producing various planning documents.

2.2 Peer Review

This report has been peer reviewed by Dan Wells from John Edmonds and Associates Ltd. Dan Wells is a resource management planner with a variety of experience throughout the plan change preparation process. Dan has a Bachelor of Resource and Environmental Planning (Hons) and a Post Graduate Diploma in Development Studies, both from Massey University.

2.3 How to Read this Report

This report is structured as follows:

- Interpretation (an explanation of some of the terms used).
- A summary of the hearing process.
- Background to the transportation topic, and the provisions of the Proposed Invercargill City District Plan 2013.
- Description of the statutory framework within which the proposed provisions have been developed.
- Analysis of the submissions, including a discussion of the key issues raised through the submissions and further submissions received.
- Assessment of the proposed changes under Section 32 of the RMA.
- Concluding comments.
- Recommendations on individual submissions.
- Tracked changes of the Proposed District Plan provisions relating to transportation.
- Appendices 3, 4 and 5.

To see my recommendation on an individual submission please refer to the table in **Appendix 1**. The table sets out the name and relevant submission number of those that submitted on the transport provisions; a brief summary of their submission and decisions requested, followed by my recommendation and the reasons for it.

2.4 Interpretation

In this report, the following meanings apply:

“Council” means the Invercargill City Council.

“FS” means further submitter in **Appendix 2**.

“Hearings Committee” means the District Plan Hearings Committee.
“Operative District Plan” means the Invercargill City District Plan 2005.
“Proposed District Plan” means the Proposed Invercargill City District Plan 2013.
“Provisions” is a term used to collectively describe Objectives, Policies and Rules.
“RMA” means the Resource Management Act 1991.
“Submitter” means a submitter to the Proposed District Plan.

2.5 The Hearing Process

A number of hearings are to be held to consider the submissions lodged to the Proposed Invercargill City District Plan 2013. The hearings have been divided up to ensure that submissions on similar issues have been grouped together and to enable the District Plan Hearings Committee to make decisions on the provisions relating to those issues. This report applies to the electrical interference provisions of the Proposed District Plan.

The Hearings Committee comprises of accredited Invercargill City Councillors, with the assistance of an Independent Hearings Commissioner. This Committee is to consider the Proposed Plan and the submissions and further submissions lodged. The Hearings Committee has full delegation to issue a decision on these matters.

This report is prepared pursuant to Section 42A of the Resource Management Act 1991 (the “RMA”). Section 42A provides for a report to be prepared prior to a hearing, setting out matters to which regard should be had in considering a Proposed District Plan and the submissions lodged to it. This report highlights those matters that are considered appropriate by the author for the Hearings Committee to consider in making decisions on the submissions lodged. This report has been prepared on the basis of information available prior to the hearing.

While the Hearings Committee is required to have regard to this report, regard must also be given to the matters raised in submissions, and presentations made at the hearing. The comments and recommendations contained in this report are not binding on the Hearings Committee and it should not be assumed that the Hearings Committee will reach the same conclusions set out in the report having heard from the submitters and Council advisers.

The hearing is open to the public, and any person may attend any part of the hearing. Those persons who lodged a submission have a right to speak at the hearing. They may appear in person, or have someone speak on their behalf. They may also call evidence from other persons in support of the points they are addressing.

At any time during or after the hearing, the Hearings Committee may request the preparation of additional reports. If that is done, adequate time must be provided to the submitters, to assess and comment on the report. The Hearings Committee may determine that:

- The hearing should be reconvened to allow responses to any report prepared, or
- Any responses be submitted in writing within a specified timeframe.

At the conclusion of the hearing process, the Hearings Committee will prepare a written decision. The decision is sent to all persons who lodged a submission. If not satisfied with the decision the submitters have a right of appeal to the Environment

Court. If an appeal is lodged, the RMA requires a copy to be served on all submitters with an interest in that matter. Any submitter served may, if they wish, become a party to the appeal either in support or opposition to it.

If there is an appeal, the Environment Court will provide an opportunity for mediation between the parties. If mediation is not accepted, or does not resolve the issues, a further hearing will take place before a Judge and Court appointed Commissioners.

Except on points of law, the decision of the Environment Court is final.

3. BACKGROUND

Invercargill City is the main transport hub for Southland, linking the district internally and externally. The transportation network includes provision made for a variety of personal transport modes, including bicycle, pedestrian, and public transport, as well as private motor vehicle.

In Invercargill the main roading transport corridors are State Highway 1 entering the city at the Eastern Cemetery and exiting to the south at Clifton, and State Highway 6 entering the city from the north at Makarewa. These state highways are generally mirrored by the rail corridors. Other bypass corridors exist along Rockdale Road/ Boundary Road and Steel Road/West Plains Road.

Invercargill has benefited in the past from the historic grid street pattern layout of the streets. A grid pattern is easily adapted to changing transportation needs and enables an efficient transport network with good connectivity. This is now seen as the most efficient and effective layout of roads for a number of urban design reasons.

Within this grid there is a roading hierarchy consisting of State Highways, minor arterials, distributors, and other roads (e.g. local, cul-de-sac). The hierarchy encourages heavy transport and the associated noise effects away from noise-sensitive areas of the district.

Not only does the city contain significant road and rail transportation, but it also contains the region's major seaport and airport. The Invercargill Airport provides the means of transport between Southland and the rest of the world, and the commercial port facilities at Bluff and Tiwai are the regions primary focus for commercial maritime activity. It is important for these regionally significant transportation networks to be maintained and protected to provide for the efficient and ongoing land uses of the district and the functioning of the City.

The transportation network is a significant physical resource, which can affect and be affected by land use activities. Integrated land use and transport planning is therefore vital in ensuring that land uses are connected to an effective and efficient transport network.

This report relates to the provisions on the Proposed District Plan addressing transportation, and includes:

- Section 2.17, which contains the issues, objectives and policies and methods of implementation for the issue of transportation.
- Section 2.19 – 2.43, which contains the issues, objectives, policies and methods of implementation for each of the zones.
- Section 3.20, which contains the District Wide rules for Transportation.
- Section 4, which contains definitions relating to transportation.
- Section 5, which contains Appendix VIII - Transportation Standards.

The report also covers provisions within the Subdivision Section of the Plan.

Note: Submissions on the transportation provisions within the noise section of the Plan have also been received but are not covered in this report. These submissions will be addressed in the later report on Noise.

3.1 Proposed Issues, Objectives and Policies

Section 2.17 of the Proposed District Plan contains the District Wide Issues, Objectives, Policies and Methods of Implementation relating to transportation.

Four significant resource management issues are identified by the Proposed District Plan. These are:

1. Ineffective integration of land use and transport networks can have adverse effects on the safety, efficiency, effectiveness and accessibility of Invercargill's transport infrastructure
2. Transport corridors and related transport movements can give rise to adverse public health and environmental effects.
3. There are pressures on Invercargill's transport infrastructure as a result of demographic changes, projections of increased freight, and land use change, and there are limited transportation options available to address these pressures.
4. The efficiency and convenience offered by the city's grid street pattern can be compromised by poor urban design.

One objective and nine policies have been developed in response to these issues. The objective aims to ensure that development of transport infrastructure and land uses take place in an integrated and planned manner. The policies support this objective by seeking to provide for the safe and efficient operation, improvement and protection of transport infrastructure and by seeking integration of land use planning and existing transport infrastructure. The policies recognise that adverse effects can arise from the transportation network which can affect amenity values and public health, but they also recognise that land use activities can equally impact on the transportation network if not planned for and managed properly. Policies have been developed which seek to manage adverse effects including reverse sensitivity effects on transport infrastructure.

Eleven methods have been developed which will guide how the objective and policies will be implemented.

Policies have also been incorporated throughout the zone specific sections of the Plan, addressing connectivity and circulation, parking and vehicle manoeuvring, road safety, and rail access. Within the district wide section of the Plan, policies have also been included, where it is necessary to draw attention to the transportation network as part of the considerations of that issue.

3.2 Proposed Rule

Under the Operative District Plan, compliance with the Council's Code of Practice for Land Development was required under the Infrastructure rule. This included technical roading details and standards for vehicle crossings, accessways and car parking design. Any deviation from this Code of Practice required a resource consent. The Code of Practice was based on NZS4404:1981 – Code of Practice for Urban Land Subdivision. This New Zealand Standard has been updated and the Council is in the process of developing a bylaw, Bylaw 2013/1 Code of Practice for Land Development and Subdivision Infrastructure (ICC Addendum to NZS4404:2010). This

bylaw outlines technical standards for infrastructure and applies to all engineering, land development and subdivision infrastructure constructed within the Invercargill City Council area and is primarily an engineering document. As a bylaw, the Code of Practice will sit outside the District Plan process and will not be enforced through the RMA. Some of the transport standards relating to work on private land have been brought across to the District Plan and are included in Appendix VIII.

As in the Operative District Plan, the Proposed District Plan includes a District Wide Rule on Transportation (Section 3.20).

Car parking is required as part of development in all areas of the city apart from the Seaport, Smelter Zone and the City Centre Priority Development Precinct in the Business 1 Zone. Under Rule 3.20.1 a table is provided which sets out the off-street car parking requirements for the different types of land use activities. The activities listed are more specific than previously provided in the Operative District Plan. This is to provide a more accurate reflection of the car parking needs associated with an activity.

The size of the car parks and the parking layout are to comply with the Transport Standards detailed in Appendix VIII of the Proposed District Plan. Where parking spaces are provided for a non-residential activity located within or adjoining a Residential Zone, the area comprising the off-street car parking spaces together with their respective access drives and aisles, are to be screened by a close boarded fence, solid wall or hedge not less than 1.8m in height.

Loading facilities and manoeuvring spaces are required on all sites other than those in the Priority Development Precinct, for residences fronting the street in the residential zones, and for infrastructure. The loading facility and manoeuvring space must be designed to enable the vehicles using the site to enter and exit the site in a forward gear, and must comply with the manoeuvring diagram in Appendix VIII.

For residences fronting the street, where there is a garage with its door facing the street and no manoeuvring on the site provided for vehicles to exit the site in forward gear, a visibility splay in accordance with Infogram 3 is to be provided. Infogram 3 has been designed to enable the driver of the vehicle to see up and down the formed road before it is necessary for the vehicle to cross the property boundary. Within this visibility splay all vegetation and structures must be less than 600mm in height.

Where an activity cannot comply with the car parking requirements, loading facilities, and manoeuvring spaces, resource consent is required as a discretionary activity. Discretionary activity status is also given to the construction and use of a new vehicle access from a State Highway.

Rules have also been incorporated throughout the different sections of the Plan requiring consideration and protection of the transportation network. Within the Planning Maps an air noise boundary, outer control boundary, single event sound exposure boundary and Inner control boundary have been identified. The Rules within these areas have been developed to enable the continued operation of the airport and seaport operations whilst also managing the effects on the surrounding land uses.

Note: A recommendation to waive car parking requirements was made in the Heritage Report for applications which relate to the adaptive reuse of a listed heritage building

4. STATUTORY CONTEXT / LEGISLATIVE REQUIREMENTS

4.1 Resource Management Act 1991

In reviewing the District Plan, the Council must follow the process outlined in Schedule 1 of the RMA.

The process under the First Schedule includes notification for submissions (clause 5) and further submissions (clause 8), holding a hearing into submissions (clause 8(b)), and determining whether those submissions are accepted or rejected and giving reasons for the decisions (clause 10).

Clause 29(4) of the First Schedule to the RMA states that after considering a plan the local authority may decline, approve, or approve with modifications, the plan change, and shall give reasons for its decisions.

Under Section 74 of the RMA, in relation to changes to the District Plan, Council must consider Part 2 of the RMA (purposes and principles), Section 32 (alternatives, benefits and costs), and relevant regional and district planning documents.

4.1.1 Part 2 of the RMA

Part 2 of the RMA (ss5-8) sets out the Act's purpose and principles.

The purpose of the RMA is set out in Section 5. I confirm that the provisions for transportation fall within the purpose of the Act. In particular, the provisions are designed to avoid, remedy or mitigate adverse effects on the environment in accordance with Section 5(2)(c) of the RMA.

Section 6 of the RMA sets out matters of national importance which must be recognised and provided for. None of these matters are of particular relevance to the transportation provisions.

Section 7 of the RMA sets out "other matters" for which particular regard shall be had. It is considered that the most relevant matters to the issue of transportation are:

- (ba) The efficiency of the end use of energy*
- (c) Maintenance and enhancement of amenity values*
- (f) Maintenance and enhancement of the quality of the environment.*
- (i) The effects of climate change.*

It is considered that the provisions relating to transportation in the Proposed District Plan demonstrate particular regard to these matters.

Section 8 of the RMA obliges persons exercising functions and powers under the RMA to take account of the principles of the Treaty of Waitangi. Representatives from Te Ao Marama Inc have been part of the Plan Review process as members of the Council's Plan Group who have worked on developing the Proposed District Plan. Consultation with Iwi has also occurred. Increased transportation can alter appreciation for a place, environment or a landmark. The Proposed District Plan has considered the values of Iwi in developing the transportation provisions of the Plan.

4.1.2 Functions of Territorial Authorities under the RMA

Section 31 of the RMA describes the functions of a territorial authority under that Act. One of the functions set out in Section 31(1)(a) is:

“The establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district.”

Under Section 31(1)(b) of the RMA a territorial authority is required to “... control ... any actual or potential effects of the use, development, or protection of land ...”

With respect to the issue of transportation, it is noteworthy that ‘land’ is defined in Section 2 of the RMA and includes the ‘the airspace above land’.

The transportation network is essential to the ongoing viability of most land uses and the functioning of the city. The Provisions of the Proposed District Plan recognise the importance of the transportation network and seek to achieve an integrated planning approach to land use activities and transport infrastructure.

4.1.3 Consideration of alternatives, benefits, and costs

Section 32 of the RMA sets out the Council’s obligations in assessing the alternatives, benefits and costs.

Whilst a Section 32 Report was released at the time of notification of the Proposed District Plan, the Council is required to carry out a further evaluation through the hearing, consideration and deliberation process before making its decision on the Plan Change. Section 6 of this report includes my evaluation of the Proposed District Plan Provisions in accordance with Section 32AA.

4.2. Relevant Planning Policy Documents

The RMA specifies a number of documents which need to be considered when making a decision on a Proposed District Plan, and the weight that should be given to these. These are addressed in the following section.

4.2.1 New Zealand Coastal Policy Statement

Section 75 of the RMA requires that a District Plan must give effect to any New Zealand Coastal Policy Statement. The most relevant provision to the issue of transportation is Policy 9 Ports, set out below:

Policy 9: Ports

Recognise that a sustainable national transport system requires an efficient national network of safe ports, servicing national and international shipping, with efficient connections with other transport modes, including by:

- a. ensuring that development in the coastal environment does not adversely affect the efficient and safe operation of these ports, or their connections with other transport modes; and*

- b. considering where, how and when to provide in regional policy statements and in plans for the efficient and safe operation of these ports, the development of their capacity for shipping, and their connections with other transport modes.*

The Proposed District Plan gives effect to this Policy. The Seaport Zone has been established to enable the construction and operation of services and facilities to meet seaport and cargo handling needs. Provisions within the Proposed District Plan have been established to enable the ability to operate seaport activities within the zone without reverse sensitivity issues arising from adjoining land use activities. Safe, efficient and direct links between the seaport and the State Highway and the Bluff Branch Railway is recognised by the Plan as being particularly important (S2.42 Policy 11).

4.2.2 National Policy Statements

In accordance with Section 75 of the RMA, a District Plan must give effect to National Policy Statements. There are no National Policy Statements of direct relevance to the transportation provisions of the Proposed District Plan.

4.2.3 National Environmental Standards

Section 44A of the RMA prescribes how District Plans must be amended if a rule conflicts with a National Environmental Standard (NES). With the transport sector being one of the fastest growing and largest contributors to New Zealand's greenhouse gas emissions, the NES on Air Quality is relevant. Regional Council's are responsible for managing air quality under the RMA but in developing the transportation provisions of the Proposed District Plan consideration has been given to this issue.

4.2.4 Regional Policy Statement

Under Section 75 of the RMA, a District Plan must give effect to an Operative Regional Policy Statement. The Transportation Section of the RPS is considered relevant to the transportation provisions of the Proposed District. The relevant provisions within this Section of the RPS are set out in Appendix 3.

I consider that the Objectives, Policies and Rules of the Proposed District Plan give effect to the transportation provisions of the RPS. The Proposed District Plan seeks to minimise adverse public health and environmental effects of the transportation network, recognising that transportation infrastructure can have an adverse impact on people's health and on natural and physical resources. The Provisions recognise the importance of the transportation network and seek to manage surrounding land uses so as to avoid, remedy or mitigate potential effects, including reverse sensitivity, on transport infrastructure. Connectivity and integration with the existing transportation network is promoted by the Proposed District Plan and is one of the considerations for subdividing and developing a site. Specific zoning and provisions have also been established to protect the operational requirements of the regionally significant transportation networks, including the airport, seaport, railway and state highways.

4.2.5 Proposed Regional Policy Statement

In accordance with Section 74, regard needs to be given to any proposed Regional Policy Statement. The Proposed Southland Regional Policy Statement was notified

in May 2012. Chapter 16 Infrastructure/Transport is of particular relevance to the Transportation provisions of the Proposed District Plan. The relevant provisions within this chapter have been included as Appendix 3.

The Proposed RPS is similar to the Operative RPS but places more of an emphasis on the integration of transport planning and land use. This is a common theme throughout the Proposed District Plan, with provisions reflecting the need for integration and consideration of transport infrastructure. It is considered that appropriate regard has been given to the Proposed RPS.

4.2.6 Regional Plans

In accordance with Section 74 of the RMA, a District Plan must not be inconsistent with a Regional Plan. The Plan considered most relevant to the issue of transportation is the Air Quality Plan 1999. This sets out the way in which Environment Southland will control and manage discharges including motor vehicle discharges. The Proposed District Plan seeks to manage transport activities in order to protect public health and environmental values. Integration of land use and transport infrastructure is promoted and ribbon development is discouraged through the District Plan provisions. These are consistent with the provisions of the Air Quality Plan relating to motor vehicle emissions.

It is noted that the Proposed Regional Air Plan 2014 – Stage 1 has been recently notified. The focus of Stage 1 is on the discharge of contaminants from domestic heating, outdoor burning, agrichemical and fertiliser use, and fire training, and does not include provision on vehicle emissions.

4.2.7 Iwi Management Plans

Section 74 of the RMA requires that a local authority must take into account any relevant planning document recognised by an Iwi authority and lodged with the territorial authority.

Ngai Tahu has lodged an Iwi Management Plan with the Council. The relevant document is the *Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008 – The Cry of the People - Te Tangi a Tauira*. The need to maintain a high quality of ambient air in Southland is of major concern to Ngai Tahu ki Murihiku. Increased vehicle emissions from increased reliance on motorised vehicles are identified as a particular issue which can affect the amenity values of areas which are culturally and historically significant to Iwi.

The Proposed District Plan has had regard to the matters raised in *Te Tangi a Tauira*. The provisions of the Proposed District Plan encourage infill development and discourage ribbon development. This reduces the reliance on vehicle transportation by encouraging development within close proximity to shops and trade. Public health and environmental values are also identified as being of particular importance, with provisions seeking to manage transport activities in a way that protect these values.

4.2.8 Management Plans and Strategies Prepared under other Acts

A District Plan is required to have regard to management plans and strategies prepared under different Acts. There are number of Plans and Strategies relevant to the issue of transportation. Regard has been given to the following documents:

- New Zealand's Road Safety Strategy
- The New Zealand Transport Strategy
- The Regional Land Transport Strategy
- Invercargill City Council Roading Asset Management Plan 2011.
- The Invercargill City Council Spatial Plan

4.3 Summary

It is considered that the purpose and principles of the RMA are met by the transportation provisions set out in the Proposed District Plan. The proposed provisions fall within the functions of local authorities (amendments are proposed to make this clearer). The requirements of Section 32 of the RMA have been met through the evaluations carried out prior to notification and in this report. The various documents required to be considered have been appropriately addressed in the preparation of provisions relating to transportation.

5. ANALYSIS OF SUBMISSIONS

124 submission points and 29 further submissions were received on provisions relating to the issue of transportation. The submissions relate to the Transportation and Subdivision District Wide Sections of the Plan; and the Zone Specific Policies; Definitions; and Appendix VIII. The submissions are summarised in table format, along with recommended responses, in Appendix 1 of this Report.

The key issues raised in the submissions are:

- Inclusion of Standards for Right of Ways and Private Ways within the District Plan
- Rooding Hierarchy
- Inclusion of the Safer Journeys Initiative
- Transportation - Policy 2 Noise
- Effectiveness of Infogram 3 – Visibility Splay
- Sight lines at Railway Level Crossings.

Note: Submissions raising issues within the Noise Section of the Plan relating to transportation have also been received but will be addressed in a later report on Noise.

5.1. Inclusion of Standards for Right of Ways and Private Ways within the District Plan:

Under the Operative District Plan all infrastructure is required to comply with the City Council's Code of Practice for Land Development. This document sits alongside the District Plan and provides technical details on the rooding network and urban street design, including details on minimum widths of right of ways. The Code of Practice for Land Development is currently in the process of becoming a Bylaw which means that the District Plan will no longer deal with technical rooding details.

It is considered by a submitter that reference to minimum widths of rights of way should be included within the Plan, rather than the Bylaw. I agree, as works on private land fall outside of the scope of the Bylaw and is therefore a relevant consideration of the District Plan.

I, therefore, recommended including standards on the design and construction of private ways and right of ways as part of Appendix VIII (Transport Standards) of the Proposed District Plan. This will include standards for residential and rural development and will specify the minimum width, sealing, drainage, passing bays, turning heads, footpaths and lighting requirements for private ways and right of ways. These standards will apply when new lots are being created and, therefore, a new matter of discretion is recommended within the subdivision rule to address compliance with Appendix VIII.

Commercial and Industrial development can vary so widely. Therefore standards for right of ways and private ways associated with commercial or industrial development will need to be considered on a case by case basis in consultation with the Council's Rooding Manager.

5.1.1 Recommendation

Include a new table setting out the standards for design and construction of private ways and right of ways for residential and rural development, as set out in Appendix 2. The standards have been developed based on the Code of Practice for Land Development Bylaw and through advice of the Council's Roding Manager.

Include a new assessment matter under Rule 3.18.4 as follows:

Rule 3.18.4(x): Whether the access is adequate to service the activities enabled by the subdivision, including compliance with Table 1 in Section 3 of Appendix VIII –Transport Standards.

5.2. Roding Hierarchy

The Roding Hierarchy helps to determine how a road needs to be managed and how adjacent land use activities can use the road. It is a useful tool which is often used to help determine whether or not an activity is suitable to locate on a certain site, as part of the resource consent process. Policy 3 (Section 2.17) seeks to adopt a hierarchy for the roading network based on frequency of vehicle movements.

The Council's Roding Manager submits that the Roding Hierarchy is very high level and unenforceable through the District Plan, considering that it can only be used for guidance. He also notes that a national road classification project is currently underway. The New Zealand Transport Agency further submitted on this point, reiterating the importance of the national roading classification project and commenting that a further plan change could be required in the future to give effect to this new classification.

Environment Southland believes that the roading hierarchy should not be based on traffic frequency movements only, as suggested by Policy 3, and considers that the Roding Hierarchy should take into account the requirements of freight movements within and around the City. They also comment that a project is currently being carried out by the Regional Transport Committee to identify the Region's Strategically Important Transport Network. They consider that the results of this project should guide the development of the Invercargill City Roding Hierarchy.

The National Road Classification Project, noted in submissions, involves categorising roads based on the functions they perform as part of a national network. The aim of the project is to help local government and the Transport Agency Plan, invest in, maintain and operate the road network in a more strategic, consistent, and affordable way throughout the country. The final stages of the project are currently underway.

The Regionally Strategically Important Transportation Networks Project, being undertaken by Environment Southland, provides an indicative model of the region's most significant roads and transportation links based on their economic value (the value of goods or services that pass over them). The model is designed to be reviewed and, where required, updated every three years.

When these projects are completed, the Roding Hierarchy in the Proposed District Plan may need to be reviewed and where required updated, which would need to be done through a Plan Change process. This raises the question as to whether it is more appropriate for the Roding Hierarchy to sit as part of a Roding Assets

Management Plan rather than within the District Plan, where it can be more readily updated and adapted.

The Roding Hierarchy is often used in conjunction with the Code of Practice for Land Development, to help determine access standards and separation distance. As this is now becoming a Bylaw and the District Plan will no longer address technical roading details, I believe the practical response is for the Roding Hierarchy to sit outside of the District Plan also. This will not take away from the role it will play in the decision making process, but will allow it to contain the most up to date information in the most timely manner.

5.2.1 Recommendation

Amend Policy 3 as follows:

Policy 3 Roding Hierarchy: ~~To adopt a hierarchy for the roading network based on frequency of vehicle movements.~~ To have regard to the Council's Roding Hierarchy when considering subdivision, use and development of land.

Explanation: ~~Infogram 2 delineates the Council's roading hierarchy. The Council's Roding Hierarchy is part of the Roding Asset Management Plan and can be found on the Council's website.~~ The frequency and nature of vehicle movements along a road determines how that road must be managed and how adjacent land uses activities can use the road. The roading hierarchy also encourages heavy transport and the associated noise effects away from noise-sensitive areas of the district.

Amend the third paragraph of the Introduction as follows:

The roading hierarchy, ~~as illustrated on infogram 2,~~ which forms part of the Council's Roding Asset Management Plan, encourages heavy transport and the associated noise effects away from, noise-sensitive areas of the district.

5.3 Inclusion of Safer Journeys Initiatives

One submitter has commented that the Safer Journeys Strategy is important in the new design philosophy for all modes of transport and how all areas need to contribute to a safe road environment. They comment that the strategy has not been recognised in the Plan and seek its inclusion, particularly through considerations which involve interactions with the road corridor.

Safer Journeys is a strategy developed by national government to guide improvements in road safety over the period 2010 – 2020. The strategy's vision and long term goal for New Zealand is for "a safe road system increasingly free of death and serious injury." Under Section 74 of the RMA in developing a District Plan the Council must have regard to any strategies prepared under other Acts.

I consider that the Proposed District Plan gives regard to the Safer Journeys Strategy through multiple provisions embedded throughout the different sections of the Plan. The Plan provisions seek to integrate land use with existing transport infrastructure with the aim of creating a safe, efficient and effective transportation network. These include provisions on connectivity and circulation, car parking and vehicle manoeuvring.

The Subdivision Section of the Proposed District Plan gives particular regard to managing development in order to avoid adverse effects on the safe and efficient functioning of transport infrastructure. The provisions recognise that development along State Highways and other strategic arterial roads need to be carefully controlled to ensure that consequent development does not adversely affect the safe and efficient use of the roading network. Objectives and policies have been developed which seek to manage development along strategic arterial roads and avoid ribbon development.

Applications under the Subdivision Rule (Rule 3.18) must address how the development will integrate with the existing communities and infrastructure. As part of this, it is expected that consideration will be given to all modes of transport including walking, cycling and vehicle transportation links. Potential effects on the transportation network, in particular state highways and limited access roads, must also be addressed.

I consider that the Proposed District Plan gives appropriate regard to the Safer Journeys Strategy, particularly the safe roads and roadside section, through the provisions of the Plan. I do, however, recommend a minor change to Subdivision Rule 3.18.4(j) as a consequence of this submission which I consider will better reflect the initiatives of the Safer Journeys Strategy.

5.3.1 Recommendation

Amend Rule 3.18.4(j) as follows:

Potential effects on the safety and efficiency of the transportation network of land uses enabled by the subdivision, in particular State Highways and limited access roads.

5.4 Transportation Policy 2 Noise

Transportation Policy 2 reads – “To control the impact of noise associated with airport and seaport operations.”

A submission from South Port considers that it is not clear what is meant by “to control” the impact of noise associated with seaport operations. They comment that it is critical that the port operations remain a 24/7 operation and consider that it would be better to recognise that the port environment is noisy and that the management of adverse effects needs to be achieved via preventing incompatible land use activities. They seek for the policy to be amended to “appropriately manage” the impact of noise.

A similar submission was received from the New Zealand Aluminium Smelter who also opposed the Policy commenting that it is too onerous and that it should focus more on unreasonable or excessive noise. Two further submissions were received in support of this.

A submission was also received from the Airport who commented that it is unclear what is meant by the word “to control”.

The Noise Section of the Proposed District Plan takes into special consideration the operational requirements of the Airport and Seaport Zones. The noise rules are

reflective of this, controlling the impact of noise from the airport and seaport operations, by setting noise limits which allows for their operational needs, whilst also managing the effects of aircraft and seaport related noise on the surrounding environments. The District Planning Maps identifies an air noise boundary, outer control boundary, single event sound exposure boundary and inner control boundary. Specific rules are provided for activities within these areas in order to protect the airport and seaport from reverse sensitivity effects from incompatible land use.

It is not just “unreasonable” or “excessive” noise that the policy is seeking to manage. For example, the Plan requires noise sensitive activities located within the Single Event Sound Exposure Boundary and the Outer Control Boundary to be insulated from aircraft noise. Aircraft noise is not necessarily excessive but can impact on the amenity values of nearby land uses.

This Policy is considered important in order to manage the impact of noise, not only to protect surrounding land uses, but to protect the operational needs of the airport and port activities. It is accepted that the word “control” be replaced with the word “manage”. This change brings the policy more inline with the wording used throughout the Plan provisions. It is not considered that the word “appropriately” adds any value to the policy and is therefore recommended that the inclusion of this term be rejected.

Although not directly related to the submissions, it is noted that reference should also be made to the railway and state highway within this policy. Rules are provided within the Noise Section of the Plan requiring insulation of noise sensitive activities within forty metres of a railway track and eighty metres of a State Highway. It is therefore recommended that the railway and state highway be recognised by the Policy.

5.4.1 Recommendation:

Amend Policy 2 as follows:

To ~~control~~ manage the impact of noise associated with airport ~~and~~ seaport operations, State Highway and railway networks.

Explanation: Noise from ~~both~~ the airport, ~~and the seaport,~~ State Highway, and railway can significantly affect the amenities of nearby land uses. ~~Appropriate~~ In some cases appropriate noise controls need to be set to protect the ability to undertake operations whilst also managing the effects of ~~aircraft or port-related~~ noise on surrounding areas. In other instances, District Plan rules and zonings are employed to manage the location and design of land use activities in relation to transport networks so as to reduce the chance of reverse sensitivity effects.

5.5 Effectiveness of Infogram 3 – Visibility Splay

Under the Operative District Plan, apart from height, there are no controls on how close a garage can build to the street boundary. This has resulted in garages, with their door facing the street, which has been built on or very close to the street boundary. This has raised concerns for the safety of pedestrians using the footpath from vehicles which are required to reverse onto the formed road with limited visibility.

The Proposed District Plan has attempted to address this issue by requiring a visibility splay to be established and maintained, where there is no manoeuvring space provided on a front site and the garage is built with the garage door positioned in such a way that it is necessary for vehicles to back either on to or off the formed road (Rule 3.20.8). Infogram 3 sets out how this is to be achieved, requiring a 3 metre splay in which all structures and vegetation are to be less than 600mm in height.

The Council's Roading Manager has submitted in opposition to this rule. He considers that Infogram 3 does not provide the desired outcome of providing users of the footpath and the frontage areas with a level of safety from vehicles exiting the property.

I agree with the submitter that although Infogram 3 was developed with the best of intentions, it is problematic when it comes to its implementation.

Firstly, as it cannot be governed what will happen on a neighbouring property, the splays would have to be fully contained on the subject site, which in essence will require a set back of 3m from the side boundary and 3m from the front boundary. It could be argued that this will limit the ability to develop the site to its full potential and could compromise good urban design.

Secondly, is the ability to enforce and monitor compliance with this rule. A fence less than 2.2m in height does not require building consent or resource consent and therefore the Council will not have the ability to know when and at what height fences are being constructed. Similarly there are no controls on vegetation. This means that the primary means of enforcing this rule will be through regular monitoring which is not considered good practice, or a good use of staff time and resources.

Thirdly, fencing and vegetation are often used for security and privacy which it can be argued will be compromised by this requirement.

In my opinion the only way to ensure visibility can be achieved is by requiring vehicles to enter and exit the site in a forward direction. For sites of 350 – 400m² this will not always be feasible. It is considered that a non-regulatory approach to the issue of visibility is more practical, and can be achieved through advocating on-site vehicle manoeuvring at the time of development.

The Council's Roading Manager further considers that where manoeuvring space can not be provided having a sufficient distance between the garage door and the footpath is more appropriate. He considers that the setback should be large enough to provide for off street car parking, as he believes that this will help prevent vehicles pulling up behind the garage and impeding the footpath. Although there are bylaws in place to prevent this type of behaviour he believes that this action could be reduced by forward planning at the time of development. He recommends a set back of 6.5m, measured from the garage door to the leading edge of the footpath.

I agree that it is undesirable for garages to be built on the street boundary, and accept that a set back is needed. The submitter's suggestion for the setback to be measured from the leading edge of the footpath is not considered practical as footpaths are variable and subject to change. A set back of 5.2m from the garage door to the street is therefore recommended which will accommodate a standard passenger vehicle. This space can be included as part of the site's car-parking calculation.

5.5.1 Recommendation:

Add new method to Transportation Section 2.17 as follows:

Method (x) - Initiate advocacy for on-site vehicle manoeuvring on residential allotments fronting the street.

Amend Section 2.36 (Residential 1 Zone) Policy 21 as follows:

Policy 21 Car parking and vehicle manoeuvring: ~~To require~~ maintain road safety by providing provision for residents to park their vehicle(s) on-site and to manoeuvre them safely on and off the formed road.

Explanation: ~~The ability to park one's own vehicle "off the road" is important to most people. Space to park at least one car (small dwellings) or two cars is expected. Parking vehicles on a semi-permanent basis on the roadside is a waste of expensive road space. Occasional visitor or delivery vehicle parking on the roadside is normally accepted. There is potential for hazard, especially where motor vehicles cross the public footpath, that needs to be minimised. Provision for off-street car parking minimises the adverse effects on the safety and efficiency of the road from on-street parking and manoeuvring of vehicles. It also enables the retention of on-street parking for short term visitors and improves the visual amenity of the streets by reducing the level of long term on-street parking. Provision for on-site manoeuvring helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or of a site, which can be the cause of accidents~~

Amend Section 2.39 (Residential 3 Zone) Policy 21 as follows:

Policy 21 Car parking and vehicle manoeuvring: ~~To require~~ maintain road safety by providing provision for residents to park their vehicle(s) on-site and to manoeuvre them safely on and off the formed road.

Explanation: ~~The ability to park one's own vehicle "off the road" is important to most people. Space to park at least one car (small dwellings) or two cars is expected. Parking vehicles on a semi-permanent basis on the roadside is a waste of expensive road space. Occasional visitor or delivery vehicle parking on the roadside is normally accepted. There is potential for hazard, especially where motor vehicles cross the public footpath, that needs to be minimised. Provision for off-street car parking minimises the adverse effects on the safety and efficiency of the road from on-street parking and manoeuvring of vehicles. It also enables the retention of on-street parking for short term visitors and improves the visual amenity of the streets by reducing the level of long term on-street parking. Provision for on-site manoeuvring helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or of a site, which can be the cause of accidents~~

Amend Rule 3.20.8 as follows:

3.20.8 For residences fronting the street within the Residential 1, Residential 1A, Residential 2 and Residential 3 Zones: Where no manoeuvring space is provided on-site and a garage is built with the garage door positioned ~~in such~~

~~a way that it will normally be necessary for vehicles to back either on to or off the formed road, a visibility splay shall be provided as per Infogram 3 towards the street, a setback of 5.2 metres shall be provided from the garage door to the property boundary.~~

Delete Infogram 3.

5.6 Railway level crossing

5.6.1 Vehicle access over level railway crossings.

KiwiRail request the addition of a new rule requiring a minimum setback of 30 metres between a new vehicle access and railway level crossings. They comment that this will allow space for vehicles to stop at level crossings, without frustrating someone trying to get out of an adjacent property.

Legal and physical vehicle access is addressed by the Council's Code of Practice for Land Development Bylaw. The Bylaw applies to all engineering, land development and subdivision infrastructure within the road corridor, including the construction and location of accessways. It is therefore not appropriate to include rules in the District Plan on the formation and location of vehicle crossings. It is however considered appropriate to have regard to the effects on the railway network from the use and development of land.

The subdivision provisions adequately provide for consideration of the effects of the development on the transportation network, particularly Rules 3.18.4(B), (J) and (K). If, at the time of subdivision, a new lot requires access over a railway line then the applicant will need to address the effects of the proposal on the safety and efficiency of the rail network. KiwiRail would be involved in this process as an affected party. It is however considered that a minor change to Rule 3.18.4(J) will help clarify this.

Currently, the Proposed District Plan provides no regulatory control on land use activities which require direct access over a railway level crossing. The adverse effects on the safety and efficiency of the railway network is a valid consideration for activities requiring new access over the railway crossing or for a change in land use that will result in an increase in the use of the crossing. I therefore recommend the addition of a new rule to address this matter.

Recommendation

Amend Subdivision Rule 3.18.4(J) as follows:

3.18.4(J) Potential effects on the transportation network of land uses enabled by the subdivision, in particular State Highways, and limited access roads, and railway lines.

Include a new rule to Transportation Section 3.20 as follows:

3.20.13 It is a restricted discretionary activity to carry out a land use activity
(d) that requires direct access over a railway level crossing where there is
currently no direct access, or
(e) a change in land use that results in an increase in use of an existing direct
access over a railway level crossing

The matters over which the Council shall exercise its discretion are:

- a. The potential for adverse effects on the safety and efficiency of the road and railway resulting from the nature, use, location, and design of direct access over a railway level crossing.
- b. The type and degree of control at the level crossing.
- c. The availability of unobstructed sightlines at the level crossing.
- d. The ability to obtain alternative legal access to the site.

5.6.2 Sight lines at railway level crossings.

KiwiRail also raises the concern of safety at level railway crossings. They comment that one of the key factors in maintaining safety is to ensure vehicle drivers are presented with sufficient visibility along the rail tracks and that traffic needing to gain access to adjacent properties and through traffic do not conflict with one another. They have requested that a new rule be added to Section 3.20, requiring all existing and new vehicle access and roads that cross the rail network via a level crossing to be in accordance with the safety sight triangles provided with their submission. They have also requested that a discretionary activity status be given to all buildings and structures within the sight triangles.

The sight triangles referred to by the submitter are set out in Appendix 4 of this report. There are two sight triangles. The first is for level crossings with give way or stop signs, and includes an area measuring 30 metres from the outside railway line and 320 metres along the railway track. The second is a restart triangle, for level crossings with alarms and barrier arms, measuring 5 metres either side of the railway line and the distance along the track dependent upon the type of control in place.

The railway corridor is reasonably wide in Invercargill (often wider than 10 metres) which means that the majority of the restart triangle will fall within the rail corridor itself. To include provisions within these areas would, therefore, be superfluous.

The approach triangle will have more of an effect, particularly within the urban area of the district, which in some instances will encompass entire properties. It is acknowledged that visibility at level crossings is important to minimise the risk of conflict between the road and rail users, but this needs to be effects based. It is difficult to see how development a block away from the intersection will have an effect on visibility when the sites in front of it are already developed. Similarly, an extension or shed at the back of an existing house will have no effect on the visibility at the crossing. In my opinion the sightlines seems excessive and has the ability to have seriously implicate certain sites.

Within the Rural Zones the effects will be less, but it does raise the necessity of this rule, considering the lower traffic volumes. In some instances the level crossing will only be serving one property.

The Policies of the District Plan seek to avoid adverse effects on transportation infrastructure, and therefore it is important that consideration is given to the effect of the subdivision use and development of land adjacent to transport infrastructure. However, I am concerned that the sight triangles presented in the submission may be a step too far. Perhaps a compromise can be reached, but I believe more discussion is needed with KiwiRail on this issue before a decision can be made.

Appendix 4 shows the properties that will be potentially affected by the sightline triangles. Please note that this is indicative only.

6. DISCUSSION OF SECTION 32 MATTERS

Section 32 of the RMA establishes the framework for assessing objectives, policies and rules proposed in a Plan. This requires the preparation of an Evaluation Report. This Section of the RMA was recently amended (since the notification of the proposed District Plan) and the following summarises the current requirements of this section.

The first step of Section 32 requires that objectives are assessed to determine whether they are the most appropriate way to achieve the purpose of the RMA (as defined in Section 5).

The second step is to examine policies and rules to determine whether they are the most appropriate way to achieve the objectives. In this instance, the objectives are those proposed by the District Plan. This assessment includes requirements to:

- Identify the costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions (including effects on employment and economic growth); and
- Identify other reasonably practicable options for achieving the objectives; and
- Assess the efficiency and effectiveness of the provisions in achieving the objectives.

An Evaluation Report was released at the time of notification of the Proposed Plan.

Section 32AA of the RMA requires a further evaluation to be released with decisions, outlining the costs and benefits of any amendments made after the Proposed Plan was notified.

Section 32 states that Evaluation Reports need to contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal. This means that if, in its decision, the Hearings Panel recommends minor changes from what was in the Proposed Plan, a further evaluation can be relatively brief.

6.1 Relevant Section 32AA Matters

A number of changes are recommended in response to the submissions. Many of these are considered only minor changes including those that have been made to the introduction and policy explanations. These provisions are included in the Proposed District Plan for information purposes and to guide plan users and it is therefore not considered necessary to evaluate changes to these areas of the Plan. Minor changes have also been made to several policy titles in order to make the terminology consistent throughout the Plan and some policy wording. These changes are for clarification purposes only and are considered minor in effect.

Listed below are the matters considered relevant for further evaluation:

Section 2.17 Transportation

Issues

- Inclusion of a new issue recognising that incompatible urban and rural development can adversely impact the transportation network.

Policies

- Inclusion of a new Policy that recognises the importance of the regions significant transportation networks.

Methods

- New method on collaboration with key stake holders.
- New method on initiating advocacy for on site vehicle manoeuvring on residential allotments facing the street.

Section 3.18 Subdivision

- Inclusion of a new assessment matter under Rule 3.18.4 addressing compliance with private way and right of way standards.
- Minor amendment to the wording of Rule 3.18.4(J) which places more of a focus on the safety and efficiency of the transportation network and consideration of the railway network.

Section 3.10 Transportation

- Amendment to the table set out in Rule 3.20.1 requiring drive through facilities to provide a minimum number of queuing spaces.
- Amendment to Rule 3.20.8 removing the requirement to comply with Infogram 3 and the addition of a new set back requirement.
- New Rule on direct access over railway level crossings.

Section 4 Definitions

- New definition of circulation roadway.
- New definition of Strategic Arterial Road.

The detail of the proposed changes to which this evaluation refers are set out in **Appendix 2.**

6.2 Section 32AA Further Evaluation

6.2.1 Issues

Incompatible urban and rural development can adversely impact the transportation network and is a significant resource management issue. The new issue recognises this and is supported by objectives, policies and rules within both the District Wide Sections and Zone Specific Sections of the Plan. Consideration of the effects on the transportation network at the time of development is an important matter of consideration and it is therefore appropriate to include such an issue.

6.2.2 Policies

Several changes are recommended to the policies but it is considered that these are minor in nature and do not alter the intent of the provisions. The biggest change to the transportation policies is the inclusion of a new policy specifically recognising the importance of the regionally significant transportation networks. The Airport, Seaport, Railway and State Highways are the primary transport networks of the district and play an essential role in the ongoing land uses of the district and the functioning of

the City. It is also recommended that the main linkage roads between these transportation networks be recognised as significant as they too play a vital role.

The new policy supports Objective 1 by recognising the value of the significant transportation networks and consequently ensures their ongoing and efficient operation. Method 3 requires the mapping of the regionally significant transportation networks and will support this new policy. Rules are also provided which seek to manage subdivision, use and development of land adjacent to these significant transportation networks. Recognising the importance of the regions significant transportation networks and ensuring its protection will ensure ongoing economic and community wellbeing. It is therefore considered appropriate to include this new policy.

Changes have also been recommended to policies within the Zone Specific Section of the Plan. In some instances the changes have resulted in policies being split into two separate policies. This has been done in order to clarify issues and provide consistency between the different sections of the plan. These changes are considered minor and will have no discernible adverse effect on the well-being of the community.

6.2.3 Methods of Implementation

An additional method of implementation is recommended to facilitate collaboration between key stake holders during decision making processes and when developing strategic transportation documents. Working collaboratively with key stakeholders will ensure full consideration is given to the economic, social, cultural and environmental costs and benefits of a proposal. It is anticipated that this will result in better resource management decisions and more effective transportation documents. A new method initiating advocacy for on-site vehicle manoeuvring on residential lots facing the street has also been added to the transportation section. This will be done through facilitation between staff and land owners, encouraging them to think about their site design and how this could be achieved at the initial planning stages. It is considered that this is a more practical response to the issue of vehicle visibility than the regulatory approach originally notified in the Plan.

6.2.4 Rules

It is recommended that standards for private ways and right of ways be included within the District Plan rather than as part of the Council's Code of Practice for Land Development Bylaw. A new table setting out the design and construction of these accesses has been added to Appendix VIII of the Plan. A new assessment matter has consequently been added to Section 3.18.4 (Subdivision) addressing compliance with the private way and right of way standards. These standards will ensure good urban design, safety and efficiency of the transportation network and the road users.

A minor amendment to the subdivision rule 3.18.4(j) is also recommended in order to place a greater emphasis on the safety and efficiency of the transportation network. This amendment is consistent with the Safer Journey's Strategy and will benefit the wider transportation network and road users.

In the Transportation Section of the Plan three main changes to the rules have been made.

Firstly, is the inclusion of queuing spaces for restaurants and take away activities with drive through facilities. It is important that the adequate queuing space is provided between the drive-in order point and the street to ensure that the flow of traffic on the road is not disrupted. Although this may be viewed by the restaurant owner as more regulation, it is often already provided for by drive-through restaurants and will not have a great impact on site design. The importance of protecting the function, safety, efficiency and effectiveness of the transportation network is identified at Objective at Policy level. This rule will support the implementation of these objective and policies by ensuring adverse effects on the road are avoided.

Secondly, it is recommended that 3.20.8 is amended. The change will result in a new set back for garages that face the street and the deletion of Infogram 3. It is considered that a non-regulatory approach to addressing the issue of vehicle visibility will provide a more practical and effective response to this issue. Policies have been consequently amended encouraging on-site manoeuvring at the time of development on lots facing the street. The proposed set back will help avoid vehicles parking on the footpath which will ensure the safety of the road users. This may frustrate land owners developing their sites but it is considered that the positive safety benefits to the community will outweigh these frustrations. As such, the economic effects on affected landowners are considered to be outweighed by the broader social benefits arising from added public safety. It is also noted that, from an urban design perspective, setting garages well back from the street is also favoured as it is considered to improve the visual amenity of street environments.

Thirdly, the inclusion of a new rule addressing land use activities which require access over railway level crossings is recommended. It is appropriate to consider the effects of land use activities which require direct access over a level railway crossing or will result in the increase in the use of the crossing. The railway network is identified as one of the regions significant transportation networks and therefore it is important that the efficiency and safety of the network is maintained. The amount of properties affected by this rule will be small in comparison to the benefits that it will have on the safety and well-being of the community.

6.2.5 Definitions

The inclusion of two new definitions for circulation roadway and strategic arterial road are recommended. It is considered that this will result in a more user friendly Plan and will aid in the interpretation of the provisions.

6.2.6 Conclusion

Most of the recommended changes are minor in nature and therefore it is not necessary or practical to evaluate in detail or quantify the economic, social, cultural, environmental and employment effects of the changes. It is considered that the changes will help ensure the safety and efficiency of the transportation network which is essential to the well-being of the community.

7. CONCLUDING COMMENTS

The transportation network is a significant physical resource, which can affect and be affected by land use activities. Integrated landuse and Transport Planning is therefore vital in ensuring that land uses are connected to an effective and efficient transport network.

124 submission points and 29 further submissions were received on provisions relating to the issue of transportation.

The changes in response to the submissions include new additions to the provisions at issue, policy and rule level and minor changes to the wording of policies and their headings. The key changes include a new issue on the impacts of incompatible urban and rural development on the transportation network, a new policy specifically recognising the importance of the regionally significant transportation networks, and new rules on rights of way and private ways, queuing spaces for drive through restaurants, setbacks for garages fronting the street and access over railway level crossings.

Some of the bigger changes to the notified rules include the deletion of Infogram 3, which set out the required visibility splays for garages fronting the street. The Infogram and associated rule were somewhat problematic and difficult to implement. It is considered that a non-regulatory approach to the issue of visibility is more practical and effective. This will be done through advocating on-site vehicle manoeuvring at the initial planning stages.

It is also recommended that the Roding Hierarchy (Infogram 2) is removed from the District Plan and for it to sit as part of a Roding Asset Management Plan. This is in response to a number of roading classification projects that are currently under way at both a national and regional level, which will mean that the Roding Hierarchy will need to be updated more regularly. This will not change the way the District Plan uses the Roding Hierarchy, but will simply provide for a more up-to-date and accurate document.

Overall it is considered that the changes will help provide for an efficient and effective transportation network that provides for the needs and well being of the community, meeting the purpose of the RMA.

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APPENDIX 1 – RECOMMENDATIONS ON SUBMISSIONS

Submitter	Summary of Submission	Recommendation
SECTION 2.17 TRANSPORTATION		
General		
45.1 NZ Automobile Association	<p>The submitter strongly supports the following approaches outlined in the District Plan:</p> <ul style="list-style-type: none"> – The preparation of a strategic transportation network plan for Invercargill, integrated with that for ES, SDC and other stakeholders. – Specify development standards which protect existing infrastructure and provide for safe, efficient and effective transportation networks. <p>DECISION SOUGHT: Not stated.</p>	Accept
56.25 Jenny Campbell	<p>The submitter believes that more cycle lanes are needed, along with education for car owners about sharing the road, and more bike stands in public places. The submitter also considers promoting the use of buses and more frequent services are essential with more and smaller buses desirable around the suburbs.</p> <p>DECISION SOUGHT: Not stated.</p>	<p>The content of this submission is largely outside of this District Plan process. The Council has strategies and plans in place such as the Southland Regional Public Transport Plan 2012-1015 and the Invercargill Walking and Cycling Strategy 2010 which sets the Council's direction for these services. A new Walking and Cycling Strategy is currently being prepared and will be out for consultation next year.</p> <p>Policies are provided within the District Plan which promotes multi-modes of transport such as pedestrian, cycle, mobility scooter, motor vehicle and public transport.</p>
65.102 ICC Environmental and Planning Services	<p>The submitter considers that reference to minimum widths of right of ways should be included within the Plan, rather than in the Council Bylaw as they refer to standards on private land.</p> <p>DECISION SOUGHT: Include table detailing the minimum widths and dimensions of private rights of way.</p>	<p>Accept.</p> <p><i>Refer to Section 5.1 of the report.</i></p> <p>As discussed in Section 5.1 of the report, it is agreed that standards referring to works on private land should be included in the District Plan rather than the Council's Code</p>

Submitter	Summary of Submission	Recommendation
		<p>of Practice for Land Development and Infrastructure Bylaw. This includes minimum widths for right of ways and private ways and construction standards.</p> <p><u>Recommendation</u></p> <p>Amend Appendix VIII to include standards for the design and construction of private ways and right of ways, as set out in Appendix 2.</p> <p>Include a new assessment matter under the Rule 3.18.4 as follows:</p> <p><u>Rule 3.18.4(x): Whether the access is adequate to service the activities enabled by the subdivision, including compliance with Table1 in Section 3 of Appendix VIII – Transport Standards.</u></p>
<p>69.2 ICC Roading Manager</p>	<p>The submitter considers that the roading hierarchy referenced in the District Plan is very high level and unenforceable through the District Plan and can only be used for guidance. The submitter also notes that a national road classification project is currently underway.</p> <p>DECISION SOUGHT: That the hierarchy is noted, but the intentions of the provisions should be revisited and other policies and bylaws should be used to achieve the outcomes required.</p>	<p>Accept</p> <p><i>Refer to Section 5.2 of the report.</i></p> <p>As discussed in Section 5.2 of the report, it is recommended that the Roading Hierarchy is removed from the District Plan and for it to sit as part of the Roading Asset Management Plan.</p> <p>The following amendments are required in response to this change:</p> <p>Amend the third paragraph of the Introduction as follows:</p> <p><u>“The roading hierarchy, as illustrated on infogram 2, which forms part of the Council’s Roading Asset Management</u></p>

Submitter	Summary of Submission	Recommendation
		<p><u>Plan</u>, encourages heavy transport and the associated noise effects away from noise-sensitive areas of the district.”</p> <p>Amend Policy 3 as follows:</p> <p>Policy 3 Roding Hierarchy: To adopt a hierarchy for the roding network based on frequency of vehicle movements. <u>To have regard to the Council’s Roding Hierarchy when considering subdivision, use and development of land.</u></p> <p>Explanation: Infogram 2 delineates the Council’s roding hierarchy. <u>The Council’s Roding Hierarchy is part of the Roding Asset Management Plan and can be found on the Council’s website.</u> The frequency and nature of vehicle movements along a road determines how that road must be managed and how adjacent land uses activities can use the road. The roding hierarchy also encourages heavy transport and the associated noise effects away from noise-sensitive areas of the district.</p> <p>Amend Method 4 as follows:</p> <p>Method 4 Refer to Identification of the roding hierarchy of the District in the Plan <u>in the Council’s Roding Asset Management Plan.</u></p>
FS28.20 NZ Transport Agency	<p><i>Support submission 69.2</i></p> <p>The further submitter notes that a national roding classification project is underway and considers that reference to this pending classification should be noted. They consider that a further plan change could be required in the future, to give effect to this new classification.</p>	<p>Accept in part</p> <p>See recommendation to submission point 69.2 above.</p>

Submitter	Summary of Submission	Recommendation
	<p>DECISION SOUGHT: The roading hierarchy should be noted. It should also be noted that a new classification is pending</p>	
<p>69.3 ICC Roding Manager</p>	<p>The submitter considers that the Safer Journeys 2020 initiative is important in the new design philosophy for all modes of transport and how all areas need to contribute to a safe road environment. They believe that this is not recognised in the Plan.</p> <p>DECISION SOUGHT: That the Plan recognises the importance of the Safer Journeys 2020 road safety initiative, particularly through any consideration which involves interactions with the road corridor</p>	<p>Accept</p> <p><i>See discussion in Section 5.3 of the report.</i></p> <p>Under Section 74 of the RMA in developing a District Plan the Council must have regard to any strategies prepared under other Acts.</p> <p>It is considered that the District Plan has given appropriate regard to the Safer Journeys Strategy, particularly the safe roads and roadside section, through multiple provisions embedded throughout the different sections of the Plan. A minor change is recommended to Subdivision Rule 3.18.4(j) which it is considered will better reflect the initiatives of the Safer Journeys Strategy.</p> <p>Amend Rule 3.18.4(j) as follows:</p> <p>Potential effects on the <u>safety and efficiency of the</u> transportation network of land uses enabled by the subdivision, in particular State Highways and limited access roads.</p>
<p>FS28.21 NZ Transport Agency</p>	<p>Support submission 69.3 The further submitter agrees that the Safer Journeys 2020 Road Safety Strategy, particularly the initiatives regarding safer roads and roadsides, should be embedded into the objectives, policies and methods of the proposed District Plan.</p>	<p>Accept</p> <p>See reasons and recommendations outlined above in Submission in 69.3.</p>

Submitter	Summary of Submission	Recommendation
	DECISION SOUGHT: That the Proposed Plan gives effect to the Safer Journeys 2020 road safety action plan.	
77.51 Te Runaka o Waihopai and Te Runaka o Awarua	The submitter supports the approach to encourage heavy transport away from noise sensitive areas and the approach to protect public and environmental health and potential negative impacts DECISION SOUGHT: Not stated	Accept
117.23 Southern District Health Board	The submitter specifically supports the approach to include the roading hierarchy and associated policies, to encourage heavy transport along arterial routes and away from noise sensitive areas, and provide guidance for noise sensitive land uses as to where the busier routes are DECISION SOUGHT: Retain	Accept in part It is recommended in response to submission 69.2 that the Roding Hierarchy be removed from the District Plan and sit as part of the Roding Asset Management Plan. Policy 3 will be amended as a consequence of this change but it will not alter how the Roding Hierarchy will be used.
79.28 KiwiRail Holdings Ltd	The submitter considers that the protection of significant transport networks should be included as a matter of discretion for all discretionary activities in the Plan. Include an additional assessment criterion for all discretionary activities: DECISION SOUGHT: <u>"Whether the design, including location, and methods and construction techniques proposed are likely to avoid or mitigate reverse sensitivity effects on the strategic road and rail network.</u> <u>Assessment criteria for vibration:</u>	Reject It is not necessary or in some cases relevant to include assessment matters sought by the submitter for all discretionary activities. The effects on the transportation network, including reverse sensitivity effects, are already included as assessment matters in the sections of the Plan where it is considered necessary. Provisions at both policy and rule level are also provided to avoid reverse sensitivity effects, which allows these matters to be considered as part of a discretionary or non-complying activity.

Submitter	Summary of Submission	Recommendation
	<p>The Council will consider a proposal for a restricted discretionary activity against the criteria below:</p> <ul style="list-style-type: none"> (a) <u>The size, nature and location of the building on the site</u> (b) <u>Special topographical, building features or ground conditions which will mitigate vibration impacts</u> (c) <u>Any characteristics of the proposed use which make compliance with the standard unnecessary</u> 	
INFOGRAMS		
71.47 NZAS Ltd	<p>Support Infogram 1 in part. The submitter would like the Tiwai Wharf shown on this map.</p> <p>DECISION SOUGHT: Amend Infogram 1 to include Tiwai Wharf</p>	<p>Reject</p> <p>The majority of Tiwai Wharf is not on land and is therefore outside of the Council's jurisdiction. This falls within the Coastal Marine Area administered by Environment Southland.</p>
71.48 NZAS Ltd	<p>Support. The submitter supports the roading hierarchy showing identifying Tiwai Rd as a minor arterial road.</p> <p>DECISION SOUGHT: Retain identification of Tiwai Road as a minor arterial road</p>	<p>It is recommended in response to submission point 69.2 above that the Roding Hierarchy be removed from the District Plan and for it to sit as part of the Council's Roding Asset Management Plan. With national and regional roading classification projects currently underway this may result in the hierarchy being changed from what was notified in the Plan. Any changes will be released for consultation with the public and therefore the submitter will have the opportunity to be involved in this process.</p>
SECTION TWO – ISSUES, OBJECTIVES AND POLICIES		
General		
53.3 NZ Transport Agency	<p>The submitter is unclear of the intent of the method that appears throughout the Plan in the zone specific sections, which appears to promote that the NZ Transport Agency will be considered an affected party for all transport issues.</p> <p>The submitter supports that the Plan recognises that the Transport Agency has a significant role in managing the transport network within the District.</p>	<p>Reject</p> <p>It is believed that the submission is referring to the methods within the zone specific sections on recognising sectorial responses. The intention of these methods are not to promote NZTA as an affected party, but to recognise that there are other guidelines and best practice standards developed by other agencies which may need to be considered.</p>

Submitter	Summary of Submission	Recommendation
	<p>DECISION SOUGHT: Retain this method in those sections of the plan that it has been included in, but with the amended wording below:</p> <p><i>Actively seek engagement with the NZ Transport Agency in managing the transport issues within the City.</i></p>	
SECTION 2.17 TRANSPORTATION		
General		
<p>103.18 Invercargill Airport Ltd</p>	<p>The submitter considers that there should be specific airport related objectives and policies inserted into the infrastructure/transportation sections of the District Plan in recognition of its value as critical infrastructure for the district and to reflect decisions made under Plan Change 10.</p> <p>DECISION SOUGHT: Insert new objectives and policies into the transportation and/or infrastructure sections of the Plan recognising the Airport's value as critical infrastructure for the district and to reflect decisions made under Plan Change 10.</p>	<p>Accept in part</p> <p>The Airport, Seaport, Railway, and State Highways, and the arterial roads that link this infrastructures, are significant transportation networks of the district and are essential to the ongoing viability of land use and the functioning of the City. Given the critical role of all of these transportation networks it is not considered appropriate to include new provisions in this section of the Plan which recognise the value of the Airport alone. It is however agreed that a new provision at policy level should be added.</p> <p><u>Recommendation</u></p> <p>Add a new Policy as follows:</p> <p><u>Policy (x) Significant transportation networks:</u> <u>To recognise that the Invercargill Airport, Seaport, Railway, State Highway, and the arterial roads which link this infrastructure are regionally significant transportation networks and are essential to the ongoing viability and functioning of the district.</u></p>

Submitter	Summary of Submission	Recommendation
		<p><u>Explanation:</u> It is important for these regionally significant transportation networks to be maintained and protected to ensure efficient ongoing land uses of the district and the functioning of the City.</p> <p>Although not directly linked to this submission, it is also recommended that Infogram 1 is amended to include the following roads as regionally significant. These roads provide vital linkages between the airport, seaport and State Highways.</p> <ul style="list-style-type: none"> • Bainfield Road (North Road to Queens Drive) <ul style="list-style-type: none"> • Queens Drive (Bainfield to Tay) • Elles Road (Tay to Bluff Road) • Victoria Ave (Dee to Bond) • Bond Street (Victoria to Bluff Road) • Tweed Street (Inglewood to Bond Street) • Stead (Bond Street to Airport Avenue) • Airport Ave (Stead Street to End) • Shannon Street (Gore Street to Foreshore Road)
FS5.33 Invercargill Airport Ltd	<p>The further submitter is concerned that the summary of submissions only summarised the objectives and policies it included in its submission. The further submitter considers that this exclusion has prevented parties from making further submissions on the amendments without obtaining the original submission.</p> <p>DECISION SOUGHT: The further submitter considers that the proposed amendments should have been summarised in full, as was completed for other large infrastructure providers.</p>	<p>The summary of submission is a summary of decisions requested by the submitter only. Interested parties were advised that they could request copies of the full submissions to access the full detail of changes sought. It is considered that the content of the submitter's submission was accurately and fairly reflected in the summary of submissions and was not misleading in anyway.</p>

Submitter	Summary of Submission	Recommendation
117.53 Southern District Health Board	<p>The submitter supports the provisions. The submitter states that references to noise in this section are important for recognising potential for reverse sensitivity problems affecting physical resources of the district's infrastructure which must be sustainably managed.</p> <p>DECISION SOUGHT: Retain</p>	<p>Accept</p>
Introduction		
24.35 South Port NZ Ltd	<p>The submitter is concerned that the introduction to this chapter limits the activities that are undertaken within the Port to "commercial maritime activities". Such activities could include tourism, aquaculture, fishing, boat storage etc. and are not an entirely accurate representation of the activities and operations of the Port.</p> <p>DECISION SOUGHT:</p> <p>Amend the introduction as follows: <u>The port facilities at Bluff and Tiwai connect Invercargill and the region to the rest of New Zealand and the world and are the primary focus for the regions commercial maritime and port activities.</u></p>	<p>Accept</p> <p>The wording suggested by the submitter is a more accurate reflection of the seaport activities.</p> <p>Amend paragraph 6 of the Introduction as follows:</p> <p>The commercial port facilities at Bluff and Tiwai <u>connect Invercargill and the region to the rest of New Zealand and the world and</u> are the region's primary focus for <u>the region's</u> commercial maritime activity and port activities.</p>
FS2.42 NZAS Ltd	<p>Support submission 24.35</p> <p>Given the importance of the Tiwai Wharf to the New Zealand Aluminium Smelter, the further submitter supports the amendment to the introduction</p> <p>DECISION SOUGHT: Amend the introduction as sought by submission 24.35</p>	<p>Accept</p>

Submitter	Summary of Submission	Recommendation
65.39 ICC Environmental and Planning Services	<p>Supports the introduction in part. The submitter considers that it should be clarified within the introduction that the Airport and Seaport are both infrastructure facilities that are addressed under Zone Specific Objectives, Policies and Rules. They are also referred to in the Transportation Objectives and Policies.</p> <p>DECISION SOUGHT: Add a paragraph to the introduction section, similar to: <u>“It should be noted that Airport and Seaport facilities are both infrastructure resources that are addressed elsewhere in the District Plan under the Transportation and Zone Specific Objectives, Policies and Rules.”</u></p>	<p>Accept</p> <p>The amendment sought by the submitter will help guide the users of the Plan to the appropriate sections.</p> <p>Add the following note to the end of the Introduction.</p> <p>Note: <u>The Airport and Seaport facilities are both infrastructure resources that are also addressed under the Infrastructure and Zone Specific Objectives, Policies and Rules for the Airport Operation, Airport Protection and Seaport Zones. This section should be read in conjunction with these Sections of the Plan.</u></p> <p>Delete Note under 2.17.1 Issues:</p> <p>Note: This section should be read in conjunction with the specific Airport and Seaport Zones.</p>
FS5.34 Invercargill Airport Ltd	<p>Support submission 65.39 The further submitter supports the submission but notes an error that refers to the Transportation section of the Plan, where it should refer to the Infrastructure section</p> <p>DECISION SOUGHT: Amend the relief sought to read as follows: <u>“It should be noted that infrastructure associated with Airport and Seaport facilities is also provided for via the infrastructure and zone specific provisions contained within the District Plan”</u></p>	<p>Accept in part.</p> <p>Minor changes are recommended to the wording requested by the submitter. See recommendation above in submission 65.39.</p>
FS7.35 South Port New Zealand Ltd	<p>Support submission 65.39 The further submitter supports the submission but notes an error that refers to the Transportation section of the Plan, where it should refer to the Infrastructure section</p>	<p>Accept in part.</p> <p>Minor changes are recommended to the wording requested by the submitter. See recommendation above in submission 65.39.</p>

Submitter	Summary of Submission	Recommendation
	<p>DECISION SOUGHT: Amend the relief sought to read as follows: <u>"It should be noted that infrastructure associated with Airport and Seaport facilities is also provided for via the infrastructure and zone specific provisions contained within the District Plan"</u></p>	
71.20 NZAS Ltd	<p>Supports introduction. The submitter supports the recognition given to the Tiwai wharf (along with the Bluff Port) as being the region's primary focus for commercial maritime activity</p> <p>DECISION SOUGHT: Retain paragraph 6 of the Introduction</p>	<p>Accept (with amendment)</p> <p>Paragraph 6 has been amended in response to submission 24.35. It is considered that the recommended change better reflects the activities of the port.</p>
103.11 Invercargill Airport Ltd	<p>Supports the introduction in part. The submitter believes that this introduction should be expanded to recognise the importance of the Airport to the district and the region providing a critical transportation linkage.</p> <p>DECISION SOUGHT: Amend to include: <u>"Invercargill Airport services the air transport needs of the business, tourist and local people in the Southland Region. It provides a key linkage between Southland, the rest of New Zealand and the world. Invercargill is a key contributor to the region's economy through facilitation of business opportunities and tourism"</u></p>	<p>Accept in part</p> <p><u>Amend paragraph 5 of the introduction as follows:</u></p> <p>The Invercargill Airport provides the means for services the air transport <u>needs of the business, tourist and local people in the Southland Region. It provides a key linkage between</u> Southland, the rest of New Zealand and the world.</p> <p>The last paragraph of the relief sought by the submitter is not considered necessary.</p>
2.17.1 Issues		
18.82 Environment Southland	<p>Support</p> <p>DECISION SOUGHT: Retain</p>	<p>Accept</p>

Submitter	Summary of Submission	Recommendation
24.36 South Port NZ Ltd	<p>Oppose. The submitter considers that the issue statement should be broadened to recognise that transportation can be adversely affected by urban and rural form and development.</p> <p>DECISION SOUGHT: Include within the issue statement recognition that transportation networks can be adversely affected by incompatible urban and rural form and development.</p>	<p>Accept</p> <p>It agreed that the transportation network can be adversely affected by incompatible urban and rural development and that this is a significant resource management issue.</p> <p>Add new Issue as follows:</p> <p>5. <u>Incompatible urban and rural development can adversely affect the transportation network.</u></p>
65.40 ICC Environmental and Planning Services	<p>Support in part. The submitter notes that the Airport and the Seaport are referred to in the Infrastructure section, the Zone Specific sections, as well as the Transportation section.</p> <p>DECISION SOUGHT: Amend note to include reference to Infrastructure</p>	<p>Accept.</p> <p>See recommendation above in submission 65.39.</p>
FS5.35 Invercargill Airport Ltd	<p>Support submission 65.40 The further submitter agrees that the inclusion would provide greater clarity</p> <p>DECISION SOUGHT: Support relief sought in 65.40</p>	<p>Accept</p>
FS7.36 South Port New Zealand Ltd	<p>Support submission 65.40 The further submitter agrees that the inclusion would provide greater clarity</p> <p>DECISION SOUGHT: Support relief sought in 65.40</p>	<p>Accept</p>
79.16 KiwiRail Holdings Ltd	<p>Support in full Issues 1, 2 and 3. The submitter considers it appropriate to protect significant transport infrastructure from inappropriate subdivision, use and development.</p>	<p>Accept</p>

Submitter	Summary of Submission	Recommendation
	DECISION SOUGHT: Retain Issues 1, 2 and 3 as proposed	
103.12 Invercargill Airport Ltd	<p>Oppose. The submitter believes that the issue statement should also recognise that transportation can be adversely affected by urban and rural form and development</p> <p>DECISION SOUGHT: Amend to include recognition that transportation can be adversely affected by incompatible urban and rural form and development</p>	<p>Accept</p> <p>For the same reasons outlined above in submission point 24.36 above.</p>
2.17.2 Objectives		
18.83 Environment Southland	<p>Support</p> <p>DECISION SOUGHT: Retain</p>	<p>Accept (with amendment)</p>
24.37 South Port NZ Ltd	<p>Support Objective 1 in part. The submitter considers it to be more realistic for the objective to be amended to refer to the management of significant adverse effects, rather than all adverse effects regardless of scale.</p> <p>DECISION SOUGHT: Amend clause [E] as follows: <u>“Manages</u> the potential for <u>significant</u> adverse public health and environmental effects.”</p>	<p>Reject</p> <p>Public health can be affected by issues such as noise, emissions, vibration and dust resulting from transport activities. Environmental effects can arise through increase in greenhouse gas levels in the atmosphere, and stormwater and waste discharges from the road surface and vehicles.</p> <p>It is important that at the time of development transport infrastructure and land use take place in an integrated manner which minimises the potential for adverse public health and environmental effects to occur. The focus at this time should be on ensuring that the potential for any adverse effect is minimised not just significant effects. The submission is therefore rejected on the basis that it would weaken the objective.</p>

Submitter	Summary of Submission	Recommendation
90.9 H W Richardson Group Ltd	<p>Support Objective 1 in part. The submitter considers it to be more realistic for the objective to be amended to refer to the management of significant adverse effects, rather than all adverse effects regardless of scale.</p> <p>DECISION SOUGHT: Amend clause [E] as follows: <i><u>Manages</u> the potential for <u>significant</u> adverse public health and environmental effects.</i></p>	<p>Reject</p> <p>See recommendation above in submission 24.37 above.</p>
103.13 Invercargill Airport Ltd	<p>Support Objective 1 in part. The submitter considers that clause (E) of the objective should be focussed on the management of significant adverse effect, rather than all adverse effects regardless of scale.</p> <p>DECISION SOUGHT: Amend Objective 1 clause (E) as follows: “Minimises <u>Manages</u> the potential for <u>significant</u> adverse public health and environmental effects</p>	<p>Reject</p> <p>See recommendation above in submission 24.37.</p>
53.26 NZ Transport Agency	<p>Support Objective 1.</p> <p>DECISION SOUGHT: Retain Objective 1 but change the wording of Objective 1 (B) to the following: <i>Protects the function, safety, efficiency and effectiveness of the transport system network.</i></p>	<p>Accept.</p> <p>The amendment suggested provides consistency with the wording used in the issues, policies and methods and rule.</p> <p>Amend Objective 1 (B) as follows: “Protects the function, safety, efficiency and effectiveness of the transport system <u>network</u>.”</p>

Submitter	Summary of Submission	Recommendation
77.52 Te Runaka o Waihopai and Te Runaka o Awarua	<p>Support Objective 1.</p> <p>DECISION SOUGHT: Retain</p>	<p>Accept (with amendment).</p> <p>A minor change to the wording of Objective 1 (B) has occurred in response to submission 53.26. The change is minor and does not alter the intent of the objective.</p>
79.17 KiwiRail Holdings Ltd	<p>Support Objective 1. The submitter considers it appropriate to protect significant transport infrastructure from inappropriate subdivision, use and development and considers that the Plan should encourage noise sensitive activities to take appropriate action to mitigate noise impacts associated with transportation networks</p> <p>DECISION SOUGHT: Retain 2.17.2 Objective 1</p>	<p>Accept (with amendment).</p> <p>A minor change to the wording of Objective 1 (B) has occurred in response to submission 53.26. The change is minor and does not alter the intent of the objective.</p>
SECTION 2.17.3 POLICIES		
New Policy		
79.25 KiwiRail Holdings Ltd	<p>The submitter suggests a new policy recognising that separation from significant infrastructure is important to retain amenity for residential development and prevent reverse sensitivity effects on the safe and efficient operation of the rail line.</p> <p>DECISION SOUGHT: Add new policy: <u>“To control the location of subdivision and development of land near roads and the railway line to ensure noise from transport infrastructure does not cause adverse effects on residential amenity and noise sensitive activities, and that subdivision design prevents adverse impacts on the safe and efficient use and operation of strategic roads and railway lines.”</u></p>	<p>Reject</p> <p>The relief sought by the submitter is already provided for by Policy 5. Policy 5 seeks to manage subdivision use and development adjacent to transport infrastructure in such a way as to avoid remedy or mitigate potential effects, including reverse sensitivity effects, on transportation infrastructure. The Policy has been written in more generic terms than the wording suggested by the submitter, so it can be broadly applied to all transport infrastructure and all effects, including noise, dust, and vibration.</p>

Submitter	Summary of Submission	Recommendation
FS30.15 Southern District Health Board	<p>Support submission 79.25 The further submitter considers the suggested new policy seeks to ensure reverse sensitivity issues addressed to protect strategic infrastructure from incompatible developments in close proximity.</p> <p>DECISION SOUGHT: Accept relief sought in submission 79.25.</p>	<p>Reject</p> <p>See recommendation above in submission 79.25.</p>
Policy 1 - Infrastructure		
24.38 South Port NZ Ltd	<p>Support Policy 1.</p> <p>DECISION SOUGHT: Retain.</p>	Accept
34.4 Silver Fern Farms Ltd	<p>Support Policy 1. The submitter explains that transport is vital to the operations of Silver Fern Farms and proximity to good transport networks and links maximises transport efficiency and keeps costs down.</p> <p>DECISION SOUGHT: Retain intent of the policy to provide and operate and safe and efficient transport network.</p>	Accept
FS28.22 NZ Transport Agency	<p>Support submission 34.4 The further submitter supports the recognition of the importance of transport infrastructure.</p> <p>DECISION SOUGHT: Allow decision sought.</p>	Accept
53.27 NZ Transport Agency	<p>Support Policy1.</p> <p>DECISION SOUGHT: Retain Policy 1 as proposed.</p>	Accept

Submitter	Summary of Submission	Recommendation
71.21 NZAS Ltd	Support Policy 1. The submitter supports the recognition given to the importance of transport infrastructure. DECISION SOUGHT: Retain Policy 1	Accept
103.14 Invercargill Airport Ltd	Support Policy 1 in part. The submitter supports the policy but would like the wording changed to be more certain by providing for more “effective” infrastructure, rather than “efficient”. DECISION SOUGHT: Amend Policy 1 as follows: “To provide for the safe and efficient <u>effective</u> operation, improvement and protection of transport infrastructure”.	Reject As raised by the further submitter (FS28.23) the word “efficient” provides an expectation of a higher level of service than the word “effective”. The relief sought by the submitter would weaken the Policy and is therefore rejected.
FS28.23 NZ Transport Agency	<i>Oppose submission 103.14</i> The further submitter does not support changing the word ‘efficient’ to ‘effective’. The NZ Transport Agency considers ‘efficient’ to mean ‘ <i>functioning in the best possible manner with the least waste of time or effort.</i> ’ They consider ‘effective’ to mean ‘ <i>adequate to accomplish a purpose or capable of producing a result.</i> ’ Accordingly, they suggest that Policy 1 as worded provides an expectation of a higher level of service than if the wording were changed to ‘effective’. DECISION SOUGHT: Disallow decision sought.	Accept
Policy 2 - Noise		
24.39 South Port NZ Ltd	Oppose Policy 2 in part. The submitter considers it is not clear what is meant by “to control” the impact of noise associated with seaport operations. It is critical that the Port operations remain a 24/7 operation and therefore noise is inevitable. The submitter suggests it would be better to recognise that the port environment is noisy and that the management of adverse effects needs to be achieved via preventing incompatible land	Accept in Part. <i>Refer to the discussion in Section 5.4 of this report.</i> The Proposed District Plan controls the impact of noise from the airport and seaport by setting noise limits which protect the ability to undertake operations whilst also

Submitter	Summary of Submission	Recommendation
	<p>use activities encroaching on such existing activities.</p> <p>DECISION SOUGHT:</p> <p>Amend this policy to read:</p> <p>To <u>appropriately manage</u> the impact....</p>	<p>managing the effects of aircraft and seaport related noise on surrounding environments. Noise sensitive activities within close proximity to these zones must comply with insulation standards to ensure adverse effects are mitigated, including reverse sensitivity effects.</p> <p>It is accepted that the word “control” be replaced with the word “manage”. This change brings the policy more inline with the wording used throughout the Plan provisions. It is not considered that the word “appropriately” adds any value to the policy and is therefore rejected.</p> <p>It is also recommended that the state highways and railway be recognised within this policy. Although not directly related to this submission it is considered that this is a minor change, as provisions are already in place to manage the impact of noise from these activities.</p> <p>Amend Policy 2 as follows:</p> <p>To control <u>manage</u> the impact of noise associated with airport and <u>seaport operations</u>, <u>State Highway and railway networks</u>.</p> <p>Explanation: Noise from both the airport, and the seaport, <u>State Highway, and railway</u> can significantly affect the amenities of nearby land uses. Appropriate <u>In some cases appropriate</u> noise controls need to be set to protect the ability to undertake operations whilst also managing the effects of aircraft or port-related noise on surrounding areas. <u>In other instances, District Plan rules and zonings are employed to manage the location and design of land use activities in relation to transport networks so as to reduce the chance of reverse sensitivity effects.</u></p>

Submitter	Summary of Submission	Recommendation
71.22 NZAS Ltd	<p>Oppose Policy 2. The submitter considers the policy is too onerous and should be focussed more on unreasonable or excessive noise and should recognise the operational requirements and importance of some operations.</p> <p>DECISION SOUGHT: Amend Policy 2 as follows: "To <u>appropriately</u> control the impact of <u>excessive</u> noise associated with airport and seaport operations, <u>recognising the importance that such operations have for both the district and the region.</u>"</p>	<p>Reject</p> <p><i>Refer to the discussion in Section 5.4 of this report.</i></p> <p>The Noise Section of the Plan takes into special consideration the operational requirements of the Airport and Seaport Zones. The noise limits and associated rules are reflective of these.</p> <p>It is not only the impact of excessive noise that the Policy is seeking to manage. For example the Plan requires noise sensitive activities located within the Single event sound exposure and the outer control boundary to be insulated from aircraft noise. Aircraft noise is not necessarily excessive but can impact on the amenity values of nearby land uses.</p> <p>It is recommended that a new policy be added which recognises the importance of the regionally significant transportation networks as a response to submission 103.18. It is not considered necessary to repeat this again in Policy 2.</p>
FS7.37 South Port New Zealand Ltd	<p>Support in part submission 71.22 The further submitter supports this submission in principle.</p> <p>DECISION SOUGHT: Not stated</p>	See recommendation above in submission 71.22
FS5.36 Invercargill Airport Ltd	<p>Support submission 71.22 The further submitter agrees that the intent of the policy is not clear.</p> <p>DECISION SOUGHT: The further submitter would prefer this policy be deleted,</p>	<p>Reject</p> <p><i>Refer to the discussion in Section 5.4 of this report.</i></p> <p>It is essential to keep the Policy, not only to protect the surrounding land uses from adverse effects, but to also</p>

Submitter	Summary of Submission	Recommendation
	<p>OR</p> <p>If retained, the further submitter considers that the proposed amendment detailed in submission 71.22 is preferable to the notified version.</p>	<p>protect the operational needs of the airport and seaport.</p>
<p>77.53 Te Runaka o Waihopai and Te Runaka o Awarua</p>	<p>Support Policy 2.</p> <p>DECISION SOUGHT: Retain</p>	<p>Accept (with amendment)</p> <p>A minor change is recommended to the wording of the Policy in response to submission point 24.39. The change does not change the intent of the Policy.</p>
<p>103.15 Invercargill Airport Ltd</p>	<p>Oppose Policy 2. The submitter believes it is unclear what is meant by the words “to control” the impact of noise associated with airport operations. The submitter notes that there are noise standards for aircraft and land use management tools to minimise or mitigate the impact of aircraft noise but the submitter is not sure that this is what the policy is referring to.</p> <p>DECISION SOUGHT: Delete Policy 2</p>	<p>Reject</p> <p><i>Refer to the discussion in Section 5.4 of this report.</i></p> <p>This Policy is supported by Method 2 and by the Noise Rules of the District Plan. Noise from the Airport and Seaport can affect the amenity of nearby land uses. It is therefore essential to manage the impact of noise not only to protect surrounding land uses from adverse effects but to also protect the operational needs of the airport and port related activities.</p>
<p>Policy 3 – Roding Hierarchy</p>		
<p>18.84 Environment Southland</p>	<p>Supports in part.</p> <p>The submitter believes that the development of a roading hierarchy should not be based only on traffic frequency movements and points out that the road transport network is utilised to transport the regions freight and produce from farm gate to processing facility then to port. The road hierarchy should therefore take into account the requirements of freight movements within and around the City. The submitter also explains that a project is currently being carried out by the Regional Transport Committee to identify the Regions Strategically Important Transport Network. The results of this</p>	<p>Accept in part</p> <p>It is agreed that the Roding Hierarchy should take into account the requirements of freight movement and should not be based on frequency of vehicle movements alone. It is recommended in response to submission point 69.102 that the Roding Hierarchy be removed from the District Plan and sit within the Roding Department of the Council where it can be readily updated when new information becomes available. I believe that this will address the concerns of the submitter.</p>

Submitter	Summary of Submission	Recommendation
	<p>project should be used to guide the development of the Invercargill City Roding Hierarchy.</p> <p>DECISION SOUGHT: Replace the policy with – To adopt a hierarchy for the roading network taking account of the outcomes of the Regional Strategic Transport Network Project with frequency of traffic movements as the basis for secondary city streets.</p>	
53.28 NZ Transport Agency	<p>Support.</p> <p>DECISION SOUGHT: Retain Policy 3 as proposed.</p>	<p>Accept (with amendment)</p> <p>An amendment to Policy 3 is recommended in response to submission point 69.102.</p> <p>The recommended amendment to Policy 3 will still require consideration of the Roding Hierarchy but will allow more flexibility for it to be updated.</p>
Policy 4 - Standards		
65.40 ICC Environmental and Planning Services	<p>Oppose Policy 4. The submitter considers that this policy should be amended on the grounds that the Plan includes standards for activities within private property, and that the other standards referred to in the Policy are outside the scope of the Plan.</p> <p>DECISION SOUGHT: Amend Policy 4: “To set development standards for road design, vehicle access, loading, <u>and</u> parking and manoeuvring facilities, <u>public</u> transport, and walking and cycling networks.”</p>	<p>Accept</p> <p>Amend Policy 4 as follows:</p> <p>Policy 4 Standards: To set development standards for road design, vehicle access, loading, parking and manoeuvring facilities. public transport, and walking and cycling networks.</p>

Submitter	Summary of Submission	Recommendation
Policy 5 – Adverse effects.		
24.40 South Port NZ Ltd	Support. The submitter considers it is appropriate to protect transport infrastructure from adverse effects arising from the establishment of incompatible activities. DECISION SOUGHT: Retain Policy 5	Accept
53.29 NZ Transport Agency	Support. DECISION SOUGHT: Retain Policy 5 as proposed.	Accept
71.23 NZAS Ltd	Support. The submitter supports the recognition to the potential for reverse sensitivity effects arising from inappropriate subdivision, use and development locating in close proximity to the Tiwai Wharf. DECISION SOUGHT: Retain Policy 5	Accept
79.18 KiwiRail Holdings Ltd	Support in full. The submitter considers it appropriate to protect significant transport infrastructure from inappropriate subdivision, use and development and considers that the Plan should encourage noise sensitive activities to take appropriate action to mitigate noise impacts associated with transportation networks DECISION SOUGHT: Retain Policy 5	Accept
FS28.24 NZ Transport Agency	Support submission 79.18 The further submitter considers that it is appropriate to protect significant infrastructure from the adverse effects of subdivision and land use activities.	Accept

Submitter	Summary of Submission	Recommendation
	DECISION SOUGHT: Allow decision sought.	
90.10 H W Richardson Group Ltd	Support. The submitter considers it is appropriate to protect transport infrastructure from adverse effects arising from the establishment of incompatible activities. DECISION SOUGHT: Retain Policy 5	Accept
FS28.25 NZ Transport Agency	<i>Support submission 90.10</i> The further submitter considers that it is appropriate to protect significant infrastructure from the adverse effects of subdivision and land use activities. DECISION SOUGHT: Allow decision sought.	Accept
103.16 Invercargill Airport Ltd	Support. The submitter considers it is appropriate to protect transport infrastructure from adverse effects arising from the establishment of incompatible activities. DECISION SOUGHT: Retain Policy 5	Accept
Policy 6 – State Highways		
53.30 NZ Transport Agency	The submitter suggests Policy 6 should be amended to recognise that the NZ Transport Agency is the road controlling authority for the District's State highways. Further, while the Transport Agency provides guidance for State highway access design, the submitter considers referring to these as Guidelines is not appropriate and suggests Standards would be a more appropriate means of referring to this guidance.	Accept The point raised by the submitter is accepted. It is important to make the user of the Plan aware that written approval of the New Zealand Transport Agency is required prior to undertaken any works on the State Highway. Amend Policy 6 as follows:

Submitter	Summary of Submission	Recommendation
	<p>Finally, the submitter suggests it is also appropriate to note that the approval of the Transport Agency will be required for any works within State highway road reserves and to see that the Plan be amended to reflect that.</p> <p>DECISION SOUGHT: Retain Policy 6 but amend as follows: “To have regard to any NZ Transport Agency Standards Guidelines when considering regarding the location of new accesses on to, and egresses from, State highways where the speed limit exceeds 50kph.”</p> <p>Add a note to the explanation to this Policy as follows: “Note: Under section 51 of the Government Roding Powers Act 1989, works on State highways cannot be undertaken without the written permission of the NZ Transport Agency.”</p>	<p>State Highways: To have regard to any New Zealand Transport Agency Standards Guidelines when considering <u>regarding</u> the location of new accesses on to, and egresses from, State Highways where the speed limit exceeds 50kph.</p> <p>Explanation: It is important not to compromise the efficiency of the State Highway network. <u>Under Section 51 of the Government Roding Powers Act 1989, works on State Highways cannot be undertaken without the written permission of the New Zealand Transport Agency.</u></p>
Policy 7 – Cross boundary effects		
53.31 NZ Transport Agency	<p>Support.</p> <p>DECISION SOUGHT: Retain Policy 7 as proposed.</p>	Accept
Policy 8 – Public health		
24.41 South Port NZ Ltd	<p>Oppose in part. The submitter states that in some cases it is the management of surrounding land uses, rather than the management of the transportation activities that is required in order to protect public health and environmental values.</p> <p>DECISION SOUGHT: Amend the policy as follows: “Manage transport activities <u>and surrounding land use activities</u> to protect public health and environmental values.”</p>	<p>Accept</p> <p>It is agreed that incompatible land uses located within close proximity to transport activities can have an adverse effect on public health and environmental values.</p> <p>Amend Policy 8 as follows: “To manage transport activities <u>and surrounding land use activities</u> to protect public health and environmental values.”</p>

Submitter	Summary of Submission	Recommendation
77.54 Te Runaka o Waihopai and Te Runaka o Awarua	Support. DECISION SOUGHT: Retain	Accept (with amendment). An amendment is recommended in response to submission 24.41. The recommended change adds to the policy but does not change its intent.
103.17 Invercargill Airport Ltd	Oppose. The submitter states that it can be the management of the surrounding land use, rather than the management of the transportation activities that is required to protect public health. DECISION SOUGHT: Amend Policy 8: “To manage transport activities <u>and surrounding land use activities</u> to protect public health and environmental values”.	Accept See recommendation above under submission point 24.41.
Policy 9 - Integration		
24.42 South Port NZ Ltd	Oppose Policy 9 in part. The submitter considers that requiring “integration” with the land use and the environment is ambiguous and it is not clear what outcomes will be sought by the Council with respect to this obligation. In some cases the avoidance, rather than the integration, of certain land use activities is required in order to adequately protect transportation networks. DECISION SOUGHT: Amend the policy as follows: “ <u>Where appropriate</u> integrate the planning of land use with existing transport infrastructure and provide for future transportation requirements.	Reject Integrated planning will ensure the safe, efficient and effective use of the existing transport infrastructure is maintained and that future transportation needs will be met. When considering land use it is always appropriate to consider how an activity will integrate with existing transportation infrastructure and its effects. Through this process it may be determined that an activity is not suitable to locate at a specific site.
FS28.26 NZ Transport Agency	<i>Oppose submission 24.42</i> The further submitter considers that the intended outcome of this policy is not ambiguous. They comment that integrated planning is about ensuring land use and transport decisions are made and implemented together. This helps ensure growth,	Accept

Submitter	Summary of Submission	Recommendation
	<p>development and land use are supported by sustainable transport infrastructure.</p> <p>The further submitter suggests that the submitter's proposed amendment implies that integrated land use and transport planning is optional. They do agree that in some cases avoidance will be more appropriate than integration. However, they believe that the proposed amendment is not appropriate.</p> <p>DECISION SOUGHT: Disallow decision sought.</p>	
53.32 NZ Transport Agency	<p>Support.</p> <p>DECISION SOUGHT: Retain Policy 9 as proposed.</p>	Accept
71.24 NZAS Ltd	<p>Support. The submitter supports recognition of the importance of integrated planning</p> <p>DECISION SOUGHT: Retain Policy 9</p>	Accept
FS28.27 NZ Transport Agency	<p>Support submission 71.24</p> <p>The further submitter considers that it is appropriate to recognise the importance of integrated planning.</p> <p>DECISION SOUGHT: Allow decision sought.</p>	Accept
79.19 KiwiRail Holdings Ltd	<p>Support in full. The submitter considers that it is appropriate to protect significant transport infrastructure from inappropriate subdivision, use and development.</p> <p>DECISION SOUGHT: Retain Policy 9</p>	Accept

Submitter	Summary of Submission	Recommendation
FS28.28 NZ Transport Agency	<p>Support submission 79.19 The further submitter considers that it is appropriate to recognise the importance of integrated planning.</p> <p>DECISION SOUGHT: Allow decision sought.</p>	<p>Accept</p>
90.11 H W Richardson Group Ltd	<p>Support in part. The submitter considers that the integration of land use planning and transport infrastructure should be undertaken where appropriate, but that this may not be possible in all cases, particularly where this may give rise to reverse sensitivity effects.</p> <p>DECISION SOUGHT: Amend Policy 9 as follows: “To integrate the planning of land use with existing transport infrastructure <u>where appropriate</u> and provide for future transportation requirements.”</p>	<p>Reject See reasons provided under submission point 24.42.</p>
FS28.29 NZ Transport Agency	<p>Oppose submission 90.11 The further submitter suggests that the submitter’s proposed amendment implies that integrated land use and transport planning is optional. They consider that implementing integrated land use and transport planning provides for a sustainable use of physical resources.</p> <p>DECISION SOUGHT: Disallow decision sought.</p>	<p>Accept</p>
New Policy		
103.19 Invercargill Airport Ltd	<p>The submitter recommends the insertion of a district wide policy dealing specifically with bird strike and its potential impact on aircraft safety.</p> <p>DECISION SOUGHT: Insert a District Wide Policy in either 2.9 Infrastructure or 2.17</p>	<p>Reject in part This matter is generally covered by Policy 5 which seeks to manage subdivision, use, and development of land adjacent to transport infrastructure in such a way as to avoid, remedy or mitigate potential effects. It is</p>

Submitter	Summary of Submission	Recommendation
	<p>Transportation as follows: <u>"To discourage activities that encourage the congregation of birds within aircraft flight paths"</u></p>	<p>considered, however, that the explanation could be expanded to draw particular attention to this issue.</p> <p>Amend Explanation to Policy 5, as follows: Controls are necessary so that the effects of subdivision and land use activities are not incompatible with the safe and efficient operation of transportation networks. <u>There are a range of activities that can affect the transportation network including land practices which encourage the congregation of birds near flight paths, land modification which creates wind shear affecting aeroplanes, and obstruction of sightlines along intersections and level railway crossings.</u></p>
2.17.4 METHODS OF IMPLEMENTATION		
79.20 KiwiRail Holdings Ltd	<p>Support in full. The submitter considers that it is appropriate to protect significant transport infrastructure from inappropriate subdivision, use and development.</p> <p>DECISION SOUGHT: Retain all methods in 2.17.4</p>	Accept
Method 8		
71.15 NZAS Ltd	<p>Supports Method 8. The submitter supports recognition of the importance of integrated planning.</p> <p>DECISION SOUGHT: Retain Method 8</p>	Accept
New Method		
18.85 Environment Southland	<p>The submitter explains that the Proposed Regional Policy Statement Method TRAN 6 and TRAN 8 encourages Local Authorities to work collaboratively with road controlling authorities, infrastructure providers, contractors, affected land owners and tangata whenua during decision making processes and when developing strategic transportation documents.</p>	<p>Accept in part</p> <p>It is agreed that during decision making processes and in developing strategic transportation documents, collaboration with key stake holders can provide opportunity for strategic input and integrated planning and decision making.</p>

Submitter	Summary of Submission	Recommendation
	<p>The submitter believes that the current methods do not incorporate collaboration in the transport planning process.</p> <p>DECISION SOUGHT: New method – To work collaboratively with road controlling authorities, infrastructure providers, contractors, affected land owners and tangata whenua during decision making processes and when developing strategic transportation documents.</p>	<p>There are multiple stakeholders that may need to be involved in this process, which extends beyond those listed in the submission. It is therefore recommended that a new method be added which encompasses all stakeholders.</p> <p>Add new method as follows:</p> <p><u>“Collaborating with key stakeholders during decision making processes and when developing strategic transportation documents.”</u></p>
FS2.43 NZAS Ltd	<p>Support submission 18.85 Given the importance of the Tiwai Wharf and the State Highway connection to the smelter, the further submitter supports collaboration with infrastructure providers and land owners during the decision making process and when developing strategic transportation documents.</p> <p>DECISION SOUGHT: Include a new method supporting collaboration when developing strategic transport documents.</p>	<p>Accept</p> <p>See recommendation above under submission point 18.85.</p>
FS4.34 Federated Farmers	<p>Support submission 18.85 The further submitter agrees that to achieve the highest level of stakeholder engagement and the best outcomes for transportation in the area, Council needs to work collaboratively during decision-making processes and when developing strategic transportation documents.</p> <p>DECISION SOUGHT: Not stated</p>	<p>Accept</p> <p>See recommendation above under submission point 18.85.</p>
18.86 Environment Southland	<p>The submitter explains that the Proposed Regional Policy Statement Method TRAN 3 (f) requires Territorial Authorities to provide for development which enables all transport modes to</p>	<p>Reject</p> <p>In the Zone Specific Section of the Plan most of the zones</p>

Submitter	Summary of Submission	Recommendation
	<p>be well connected and provides for public transport, walking and cycling.</p> <p>The submitter believes that the current methods do not specifically provide for incorporation of all transport modes within the planning process.</p> <p>DECISION SOUGHT: New method - to provide for development which enables all transport modes to be well connected and provides for public transport, walking and cycling.</p>	<p>have policies and methods relating to connectivity. In the Residential Zones the connectivity policies require that provision is made for safe, logical and direct access by a variety of transportation modes including pedestrians, cycling, mobility scooter, motor vehicle, and public transport. It is considered that the policies and methods on connectivity within the Zone Specific Section of the Plan are in accordance with Method Tran 3 of the Proposed Regional Policy Statement and are sufficient to cover this issue.</p>
SECTION 2.22 BUSINESS 1 ZONE		
Policy 20 Connectivity and Circulation		
53.35 NZ Transport Agency	<p>Support. The submitter suggests this policy is not tied to an identifiable objective.</p> <p>DECISION SOUGHT: Add an additional Objective 5 to Objectives 2.24.2 regarding car parking, vehicle manoeuvring, loading and unloading. A suggested Objective 6 is worded as follows: “Provide for vehicular connectivity and circulation whilst maintaining the safety and functionality of the State highway within the Business 1 Zone.”</p>	<p>Reject</p> <p>The policy supports Objectives 1, 3 and 5. Good connectivity and circulation will encourage people to utilise the business, retail and entertainment services offered by the zone. Amenity values and people’s social and economic values will also be enhanced through the implementation of this policy.</p>
63.5 Foodstuff (South Island) Properties Ltd	<p>Support in part. The submitter considers that main retail and business frontages need to be safe and attractive places for pedestrians, but that consideration needs to be given to operational requirements of larger size retail and vehicle oriented activities.</p> <p>DECISION SOUGHT: Give consideration to the operational requirements of larger size retail and vehicle oriented activities</p>	<p>Reject</p> <p>The Policy does not take away from the operational requirements of larger size retail and vehicle orientated activities but simply encourages a safe, comfortable and a stimulating and enjoyable experience for pedestrians.</p>

Submitter	Summary of Submission	Recommendation
SECTION 2.23 BUSINESS 2 ZONE		
Policy 18 Connectivity and Circulation		
53.37 NZ Transport Agency	<p>Support. The submitter suggests this policy is not tied to an identifiable objective.</p> <p>DECISION SOUGHT: Add an additional Objective 3 to Objectives 2.23.2 regarding car parking, vehicle manoeuvring, loading and unloading. A suggested Objective 3 is worded as follows: <u>“Provide for vehicular connectivity and circulation whilst maintaining the safety and functionality of the State highway within the Business 3 Zone.”</u></p>	<p>Reject</p> <p>The policy supports Objectives 1 and 2 through connecting the business, commercial, cultural and social activities to the areas serving the catchments of Waikiwi, Windsor, Glengarry, South City, and the Bluff Town Centre. Amenity values and peoples enjoyment of these areas will also be enhanced through the implementation of this policy.</p>
63.13 Foodstuff (South Island) Properties Ltd	<p>Support in part. The submitter considers that main retail and business frontages need to be safe and attractive places for pedestrians, but that consideration needs to be given to operational requirements of larger size retail and vehicle oriented activities.</p> <p>DECISION SOUGHT: Give consideration to the operational requirements of larger size retail and vehicle oriented activities.</p>	<p>Reject</p> <p>For the same reasons outlined above in submission 63.5.</p>
FS27.9 Progressive Enterprises Ltd	<p>Support submission 63.13</p> <p>DECISION SOUGHT: Not stated.</p>	<p>See recommendation above in Submission 63.13.</p>
SECTION 2.24 BUSINESS 3 ZONE		
Policy 16 Connectivity and Circulation		
53.40 NZ Transport Agency	<p>The submitter considers that Policy 16 (B) is not clear as to the Council's policy on activities affecting the State Highways within this zone. The policy identifies recognition and maintenance of the functionality of the State highway; however the explanation does not provide additional detail as to how this will occur or what it means. The submitter considers it likely that the Council is expecting to adopt an approach similar to</p>	<p>Accept in part</p> <p>It is agreed that Policy 16B is not clear. It is considered that the policy would be better reflected as two separate policies.</p> <p>Amend Policy 16 as follows:</p>

Submitter	Summary of Submission	Recommendation
	<p>that in other Business Zones in the Plan, and as such, we seek a similar relief.</p> <p>DECISION SOUGHT: Reword Policy 16 (B) as follows: <u>“To avoid impacts of activities within the zone on the functionality of the State highway network.”</u></p> <p>Amend the explanation to the policy by adding the below sentence: <u>“Failure to provide parking, loading and manoeuvre areas can result in the use of the State highway for these activities, which means that the efficiency and effectiveness of the highway can be compromised.”</u></p>	<p>Policy 16 Connectivity and circulation <u>Car Parking</u></p> <p>(A) To require the provision of adequate off-street car parking and efficient and convenient provision for service vehicles.</p> <p>(B) To recognise and maintain the functionality of the State Highway.</p> <p>Explanation: <i>In the Business 3 Zone it is the expectation that requirements for car parking and for vehicle manoeuvring, loading and unloading will be met on-site, avoiding adverse effects on the roading network.</i></p> <p>Policy (x) <u>Sate Highways: To recognise and maintain the functionality of the State Highway.</u></p> <p>Explanation: <u>The State Highway is one of the major transportation networks of the district. It is important that land use and development does not compromise the efficiency of the Sate Highway.</u></p>
SECTION 2.25 BUSINESS 4 ZONE		
Policy 13 Car Parking		
53.42 NZ Transport Agency	Support DECISION SOUGHT: Retain Policy 13 as proposed.	Accept (with amendment) It is considered that the policy would be better reflected as two separate policies. Amend Policy 13 as follows:

Submitter	Summary of Submission	Recommendation
		<p>Policy 13 Car Parking</p> <p>(A) To require the provision of adequate off-street car parking and efficient and convenient provision for service vehicles.</p> <p>(B) To recognise and maintain the functionality of the State Highway.</p> <p>Explanation: In the Business 4 Zone it is the expectation that requirements for car parking and for vehicle manoeuvring, loading and unloading will be met on-site, avoiding adverse effects on the roading network.</p> <p>Policy (x) State Highways: <u>To recognise and maintain the functionality of the State Highway.</u></p> <p>Explanation: <u>The State Highway is one of the major transportation networks of the district. It is important that land use and development does not compromise the efficiency of the State Highway.</u></p>
SECTION 2.26 BUSINESS 5 ZONE		
Policy 17 - Connectivity		
53.46 NZ Transport Agency	Support. DECISION SOUGHT: Retain Policy 17 as proposed.	Accept

Submitter	Summary of Submission	Recommendation
SECTION 2.29 AND 2.30 INDUSTRIAL 1 AND 1A ZONE		
Policy 15 – Connectivity and Circulation		
53.48 NZ Transport Agency	<p>Support. The submitter suggest that if sites are well connected there will be a reduced requirement for vehicles to make short trips on the State highway or other roads and this will help maintain the functionality and efficiency of State highways and other strategic arterial roads.</p> <p>DECISION SOUGHT: Retain Policy 15 as proposed.</p>	Accept
Policy 16 – Connectivity and Circulation		
53.49 NZ Transport Agency	<p>Support.</p> <p>DECISION SOUGHT: Retain Policy 16 as proposed.</p>	Accept
Policy 17 – Connectivity and Circulation		
53.50 NZ Transport Agency	<p>Support</p> <p>DECISION SOUGHT: Retain Policy 17 as proposed.</p>	Accept
SECTION 2.31 INDUSTRIAL 2 ZONE		
Policy 12 – Connectivity and Circulation		
53.51 NZ Transport Agency	<p>Support. The submitter suggests that if sites are well connected there will be a reduced requirement for vehicles to make short trips on the State highway. This will help maintain the functionality and efficiency of the State highways.</p> <p>DECISION SOUGHT: Retain Policy 12 as proposed.</p>	Accept
Policy 13 Connectivity and Circulation car parking and vehicle manoeuvring		
53.52 NZ Transport Agency	<p>Support.</p> <p>DECISION SOUGHT: Retain Policy 13 as proposed.</p>	Accept

Submitter	Summary of Submission	Recommendation
65.71 ICC Environmental and Planning Services	<p>Support subject to amendment of the title, which the submitter considers should be consistent throughout the Plan to ensure the document is user friendly.</p> <p>DECISION SOUGHT: Amend the Title to Policy 13: Connectivity and Circulation car parking and vehicle manoeuvring</p>	<p>Accept</p> <p>It is agreed that the Policy headings should be consistent throughout the Plan. There are several inconsistencies throughout the Policy headings and therefore changes are recommended to the following:</p> <p>Business 1 Zone – Policy 21 Business 3 Zone – Policy 4, Policy 16 Business 5 Zone – Policy 17 Hospital Zone – Policy 11 Industrial 1 & 1A Zone – Policy 16 and Policy 17 Industrial 2 – Policy 13 Residential 1 Zone – Policy 2 Residential 2 Zone – Policy 2 Residential 3 Zone – Policy 2 Seaport Zone – Policy 11</p> <p>The changes are set out in Appendix 2.</p>
SECTION 2.32 INDUSTRIAL 3 ZONE		
Policy 13 – Connectivity and Circulation, Car Parking and Vehicle Manoeuvring		
53.53 NZ Transport Agency	<p>Support.</p> <p>DECISION SOUGHT: Retain Policy 13 as proposed.</p>	<p>Accept</p>
SECTION 2.33 INDUSTRIAL 4 ZONE		
Policy 11 – Road Safety		
53.54 NZ Transport Agency	<p>Support. The submitter suggests that the upgrading of an intersection is not an appropriate policy and considers that it would be more appropriate for the policy to promote the upgrading of the intersection.</p>	<p>Accept in part An upgrade of the Colyer Road and State Highway Intersection is necessary to minimise disruption of flow and to minimise effects on the efficiency and safety of the State Highway. It is agreed that the Policy is not appropriately worded but it is considered that the relief sought by the submitter does not provide enough direction.</p>

Submitter	Summary of Submission	Recommendation
	<p>DECISION SOUGHT: Retain Policy 11 but amend as follows: “To restrict all access to and egress from the Industrial 4 Zone by industrial traffic to Colyer Road and to <u>promote the</u> upgrade <u>of</u> the Colyer Road/State Highway 1 intersection to a standard commensurate with the volume of traffic using it.”</p>	<p>Amend Policy 11 as follows: “To restrict all access to and egress from the Industrial 4 Zone by industrial traffic to Colyer Road and to <u>require the</u> upgrade <u>of</u> the Colyer Road/State Highway 1 intersection to a standard commensurate with the volume of traffic using it.”</p>
<p>FS9.2 Ballance Agri-Nutrients Ltd</p>	<p>Support in part submission 53.54 The further submitter considers it is more appropriate to promote the upgrade of the intersection.</p> <p>The further submitter is also concerned that the policy doesn't adequately cater for lawfully existing activities that have existing access points off SH1. (The further submitter notes that while it does have an access off Colyer Rd, it requires its other access points for the ongoing operation of its business).</p> <p>DECISION SOUGHT: Allow submission 53.54 AND Amend policy to exclude existing lawfully established uses that have existing cross points off SH1.</p>	<p>Reject</p> <p>This Policy is specific to the Industrial 4 Zone. The Industrial 4 Zone has no existing Industrial activities and therefore it is not necessary to consider existing use rights within the Policy. For sake of clarification the submitters Balance Agri-Nutrients site is located within the Industrial 3 Zone.</p>
Policy 12 – Rail Access		
<p>53.55 NZ Transport Agency</p>	<p>Support.</p> <p>DECISION SOUGHT: Retain Policy 12 as proposed.</p>	<p>Accept</p>
<p>79.21 KiwiRail Holdings Ltd</p>	<p>Support. The submitter considers that sidings and rail access should be encouraged in appropriate zones to facilitate the movement of goods by rail.</p>	<p>Accept</p>

Submitter	Summary of Submission	Recommendation
	DECISION SOUGHT: Retail Policy 12	
FS46.39 Leven Investment Ltd and others	<p><i>Support in part submission 79.21</i> The further submitter agrees that sidings and rail access should be encouraged in appropriate zones to facilitate the movement of goods by rail (appropriate zones include all Enterprise, Industrial and Business Zones which adjoin the rail network).</p> <p>DECISION SOUGHT: Not stated</p>	Accept
SECTION 2.34 OTATARA ZONE		
Policy 16 Car parking and vehicle manoeuvring		
65.74 ICC Environmental and Planning Services	<p>Support, subject to amendment of the explanation and the reasons given for requiring on-site car parking</p> <p>DECISION SOUGHT: Rewrite explanation to reflect the intention of the policy.</p>	<p>Accept</p> <p>Amend Policy 16 Explanation as follows:</p> <p><u>The ability to park one's own vehicle "off the road" is important to most people. The vehicle is more convenient to the dwelling and is seen to be more secure. Space to park at least one car (small dwellings) or two cars is expected on the smaller historic allotments of Otatara. Parking vehicles on a semi-permanent basis on the roadside is a waste of expensive road space. Occasional visitor or delivery vehicle parking on the roadside is normally accepted. Provision for off street car parking and manoeuvring minimises the adverse effects on the safety and efficiency of the road. It also enables the retention of on-street parking for short term visitors and improves the visual amenity of the streets by reducing the level of long term on-street parking.</u></p>

Submitter	Summary of Submission	Recommendation
SECTION 2.36 & 2.38 RESIDENTIAL 1 AND RESIDENTIAL 2 ZONES.		
Policy 21 - Car parking and vehicle manoeuvring		
53.61 NZ Transport Agency	Support. DECISION SOUGHT: Retain Policy 21 as proposed.	Accept (with amendment) A minor amendment is recommended to the wording of this policy however the intent of the policy has not changed.
65.78 ICC Environmental and Planning Services	Support, subject to amendment of the explanation and the reasons given for requiring on-site car parking. DECISION SOUGHT: Rewrite explanation to reflect the intention of the policy.	Accept Please refer to submission point 69.14. It is considered that the submitter's submission is met by the changes recommended in response to this submission point.
SECTION 2.39 RESIDENTIAL 3 ZONE		
Policy 21 Car parking and vehicle manoeuvring		
53.63 NZ Transport Agency	Support. DECISION SOUGHT: Retain Policy 21 as proposed.	Accept A minor amendment is recommended to the wording of this policy however the intent of the policy has not changed.
65.84 ICC Environmental and Planning Services	Support, subject to amendment of the explanation and the reasons given for requiring on-site car parking. DECISION SOUGHT: Rewrite explanation to reflect the intention of the policy.	Accept Please refer to submission point 69.14. It is considered that the submitter's submission is met by the changes recommended in response to this submission point.
SECTION 2.40 RURAL 1 ZONE		
Policy 20 - Car parking and manoeuvring		
53.66 NZ Transport Agency	Support DECISION SOUGHT: Retain Policy 20 as proposed.	Accept.
SECTION 2.41 RURAL 2.		
Policy 19 – Car parking and vehicle manoeuvring		

Submitter	Summary of Submission	Recommendation
53.68 NZ Transport Agency	Support DECISION SOUGHT: Retain Policy 19 as proposed.	Accept
SECTION 2.42 SEAPORT ZONE		
Policy 11 – Connectivity		
24.58 South Port NZ Ltd	Support. DECISION SOUGHT: Retain.	Accept
SECTION 2.43 SMELTER ZONE		
2.43.3 Policy 12 Connectivity		
71.43 NZAS Ltd	Support in part. The submitter supports the policy but seeks an amendment for clarity. DECISION SOUGHT: NZAS seeks that Policy 12 be amended as follows: “To promote connectivity between the Smelter Zone, the seaport at Bluff and the New Zealand Aluminium Smelter’s own wharf at Tiwai, and <u>the connections provided with wider Invercargill district via</u> the roads servicing the site.”	Accept Amend Policy 12 as follows: “To promote connectivity between the Smelter Zone, the seaport at Bluff, and the New Zealand Aluminium Smelter’s own wharf at Tiwai, and <u>the connections provided with wider Invercargill city district via</u> the roads servicing the site.”
SECTION 2.14 SUBDIVISION		
Objective 7		
53.21 NZ Transport Agency	Support DECISION SOUGHT: Retain Objective 7 as proposed.	Accept
Policy 4 – Transportation Networks		
53.24 NZ Transport Agency	Support. DECISION SOUGHT: Retain Policy 4 as proposed.	Accept
88.11 Federated Farmers	The submitter strongly favours the use of site standards to address the potential risks identified and encourages Council to	Accept in part

Submitter	Summary of Submission	Recommendation
	<p>use the existing Development Contributions policies, or Financial Contributions to reflect any marginal cost imposed on the Council as a result of development or subdivision.</p> <p>DECISION SOUGHT:</p> <ul style="list-style-type: none"> • Adopt the Policy as proposed, using site standards to inform development and or subdivision. • Make use of Development or Financial Contributions to reflect any marginal costs resulting from development or subdivision, rather than attempting to deal with these issues through an inflexible planning approach. 	<p>It is considered that the submitters request is partly met by Method 2 which provides for the production and dissemination of design guidelines on subdivision.</p> <p>There are no existing developments or financial contribution policies and the Council has no immediate plans for the adoption of these.</p>
SECTION THREE DISTRICT WIDE RULES		
New Rule		
<p>79.24 KiwiRail Holdings Ltd</p>	<p>The submitter considers that there is a need to include a district wide rule requiring setbacks and buffers along the rail corridor to ensure amenity can be encouraged for noise sensitive developments.</p> <p>DECISION SOUGHT: Add a new rule, set out below, to deal with buildings setbacks, setbacks of trees and shrubs, setbacks for fencing, and screening of storage areas along the rail corridor.</p> <p>Add new rule:</p> <p>Buildings, balconies and decks shall be setback at least 10 metres from the rail corridor boundary and;</p> <p>Trees and shrubs shall be setback at least 10 metres from the rail corridor boundary and shall not comprise of weed species and;</p> <p>Trees and shrubs shall be maintained such that they do not encroach into the setback; and</p>	<p>Reject</p> <p>It is not clear what environmental effects the submitter is seeking to address by the relief sought. It is considered that the Proposed District Plan appropriately controls reverse sensitivity effects from noise sensitive activities under Rule 3.13.9. Under this rule noise sensitive activities are required to comply with insulation standards if they are located within 40 metres of a railway track.</p> <p>It is not practical for the Council to place controls on trees and shrubs as it would be very difficult to enforce and monitor such rules. It is, however, noted that KiwiRail have their own powers under Section 77 of the Railways Act 1995 to deal with this matter.</p> <p>The matters surrounding fencing are a private issue between the landowner and KiwiRail. These matters are outside of the scope of the District Plan. Like vegetation, KiwiRail has certain powers under the Railways Act 1995 to address fences or walls which are a safety concern.</p>

Submitter	Summary of Submission	Recommendation
	<p>Fences or walls adjoining the rail corridor boundary shall be:</p> <ul style="list-style-type: none"> - Setback or sited in a way that enables maintenance to be undertaken without requiring access to the rail corridor, and - maintained in a good state of repair fit for purpose and free of graffiti; and <p>Storage and Service areas shall be screened so they are not visible from the rail corridor; and</p> <p>Where buildings, other than residential, are developed introduce appropriate screening and other provisions for service areas and storage areas facing the rail corridor.</p>	<p>Screening of storage and service areas facing the railway corridor is not considered an issue of particular concern. If the railway line passes through an industrial or commercial area then that is the type of activity that they can expect to see. If resource consent is required then effects on amenity and mitigation measures will be considered as part of this process.</p>
<p>FS11.3 HW Richardson Group Ltd</p>	<p><i>Oppose submission 79.24</i> The further submitter is concerned that the details of the proposed rule were not included in the Summary of Submissions, and as a landowner of property along the rail corridor would like further consultation to better understand the nature and extent of any such setback requirements, particularly in relation to existing legally established buildings and activities.</p>	<p>See recommendation reasons above in response to submission 79.24.</p> <p>The summary of submission is a summary of decisions requested by the submitter only. Interested parties were advised that they could request copies of the full submissions to assess the full detail of changes sought.</p>
<p>FS45.3 Leven Investments Ltd and others</p>	<p><i>Oppose submission 79.24</i> The further submitter considers that new rules for buildings setbacks, fencing and screening of storage areas along the rail corridor will introduce unnecessary regulatory controls. The further submitter considers that the performance standards of the Proposed Plan already address setbacks adequately.</p>	<p>Accept</p> <p>See reasons above in response to submission 79.24.</p>
<p>Section 3.20 Transportation</p>		
<p>71.60 NZAS Ltd</p>	<p>Support. The submitter suggests the inclusion of a new provision stating that the Transportation rule does not apply within the Smelter Zone</p> <p>DECISION SOUGHT: Amend 3.20 by adding the following: <u>“Rules 3.20.1 – 3.20.12 do not apply in the Smelter Zone.”</u></p>	<p>Accept in part</p> <p>For the same reasons set out in submission 71.59 below.</p>

Submitter	Summary of Submission	Recommendation
<p>79.35 KiwiRail Holdings Ltd</p>	<p>The submitter is concerned with safety, including sight lines at level crossings. Although level crossing accidents make up a lower proportion of accidents, they have a greater probability of death or serious injury than other road accidents. They comment that one of the key factors in maintaining safety is to ensure vehicle drivers are presented with sufficient visibility along the rail tracks and that traffic needing to gain access to adjacent properties and through traffic do not conflict one another.</p> <p>DECISION SOUGHT: Add a new rule and criteria to section 3.20 as follows:</p> <p>2. All existing and new accesses and roads that cross the rail network via a level crossing must be in accordance with the sight triangles provided in Appendix XXX (Railway Level Crossing and Site Triangles and Explanations.)</p> <p>Vehicle access across the rail network or activities which do not comply with performance standards in Appendix XX Safe Sight Distances are a discretionary activity.</p> <p>Add new discretionary criteria :</p> <p>Buildings or structures within a sightline area applying to a level crossing with sightline controls</p> <p>a) The proposal will not have an adverse effect on the safety of the level crossing for vehicles and pedestrians.</p> <p>b) The proposal will not adversely affect visibility and safe sight distances particularly to the extent vehicles entering and exiting the level crossing can see trains.</p> <p>Explanation: Any proposed new vehicle access across the rail network must</p>	<p>Reject in part (more discussion necessary)</p> <p><i>Refer to discussion in Section 5.6 of this report.</i></p> <p>Rule 1 is not accepted. Vehicle crossings are a matter of the Council's Code of Practice for Land Development Bylaw. It is not considered appropriate to include rules on existing vehicles crossings that have been legally established, unless there is a change in land use that results in an increase in the number of movements over the level crossing (See recommendation to submission point 79.34 below, which addresses this matter).</p> <p>The rules specifying development standards for level crossings need to be carefully considered. It is acknowledged that safety at railway level crossings is important to minimise the risk of conflict between road and rail users, but this needs to be effects based.</p> <p>Sightlines can be easily implemented for greenfield development but the majority of the urban areas adjacent to the level crossings are already developed. It is difficult to see how development a block away from the intersection will have an effect on visibility when the sites in front of it are already developed. Similarly, an extension or shed at the back of an existing house will have no effect on the visibility at the crossing. In my opinion the sightlines seems excessive and have the ability to seriously implicate certain sites.</p> <p>Within the Rural Zones the effects will be less, but it does raise the necessity of this rule, considering the lower traffic volumes. In some instances the level crossing will only be serving one property.</p> <p>It is considered that further discussion is needed with</p>

Submitter	Summary of Submission	Recommendation
	<p>have the written approval of KiwiRail Holdings Limited. Discretion is restricted to the safety and efficiency effect the proposed access may have on the railway line.</p>	<p>KiwiRail before a decision on sight triangles can be made.</p>
<p>71.59 NZAS Ltd</p>	<p>Oppose in part. The submitter does not consider that these rules apply to the Smelter Zone.</p> <p>DECISION SOUGHT: Amend 3.20.1 – 3.20.12 within the Smelter Zone</p>	<p>Accept in part</p> <p>Because of the large and isolated nature of the smelter site and the self contained and extensive nature of the smelter operation is not considered necessary to regulate car parking, and loading and vehicle manoeuvring in the Smelter Zone.</p> <p>Rule 3.20.1 clearly sets out that the off street car parking requirements do not apply to the smelter zone and accordingly rules 3.20.2 – 3.20.5 do not apply either. It is not considered necessary to clarify these rules further.</p> <p>An amendment is required to Rule 3.20.6 in order to exempt the Smelter Zone from the Loading Facilities and Manoeuvring Spaces requirements set out in Rules 3.20.6 – 3.20.10.</p> <p>As the Smelter Zone does not adjoin a State Highway Rules 3.20.11 and 3.20.12 do not apply. It is not considered necessary to clarify these rules further.</p> <p>Amend Rule 3.20.6 as follows:</p> <p>3.20.6 Loading Facilities and Manoeuvring Spaces: Provision is to be made for loading and unloading facilities and manoeuvring spaces on site for vehicles servicing that activity, except:</p> <p>(A) For infrastructure.</p> <p>(B) Within the Priority Development Precinct in the</p>

Submitter	Summary of Submission	Recommendation
		<p>Business 1 Zone.</p> <p><u>(c) Within the Smelter Zone</u></p> <p>(C) <u>(D)</u> For residences fronting the street within the Residential 1, Residential 1A, Residential 2 and Residential 3 Zones.</p>
<p>102.18 Chorus NZ Ltd</p>	<p>Support the rules in part. The submitter notes that parking is only required for the activities included in the table, which does not include telecommunications or radiocommunication. The submitter also notes that there is an exception made for infrastructure from the provisions of loading and manoeuvring.</p> <p>DECISION SOUGHT: Retain with amendment to include specific exception that un-staffed utility structures are not required to provide car parking, loading or manoeuvring spaces.</p>	<p>Reject</p> <p>It is not considered necessary to clarify this point.</p> <p>Only land use activities specified in the table are required to provide off street car-parking. It is not considered practical or necessary to also list the activities that do not require off street car parking</p> <p>The Loading and Manoeuvring Spaces Rule (Rule 3.20.6) clearly states that infrastructure is exempt from the requirements of the rule. The definition of “infrastructure” as defined in Section 4 of the Proposed District Plan includes the receiving and sending of communications, which includes telecommunication and radio communication facilities.</p>
<p>104.17 Telecom NZ Ltd</p>	<p>Support rules in part. The submitter notes that parking is only required for the activities included in the table, which does not include telecommunications or radio communication. The submitter also notes that there is an exception made for infrastructure from the provisions of loading and manoeuvring.</p> <p>DECISION SOUGHT: Retain with amendment to include specific exception that un-staffed utility structures are not required to provide car parking, loading or manoeuvring spaces.</p>	<p>Reject</p> <p>For the same reasons outlined above in response to submission point 102.18.</p>

Submitter	Summary of Submission	Recommendation
52.12 NZ Police	<p>Support Rule 3.20.1 in part. The submitter believes it should be made more explicit that telecommunication and radio communication facilities are not required to provide any off street car parking.</p> <p>DECISION SOUGHT: Amend Rule 3.20.1 to provide an exception for un-staffed radio communication facilities from the requirements for car parking.</p>	<p>Reject</p> <p>For the same reasons outlined above in response to submission point 102.18.</p>
74.12 Bunnings Ltd	<p>Support 3.20.1 in part. The submitter suggests that "Building Improvement Centres" should be included in this table with a lower parking requirement than retail sales.</p> <p>DECISION SOUGHT: Amend the table at 3.20.1 to add "Building Improvement Centre" with a parking requirement of <u>"One space per 50m² of GFA"</u></p>	<p>Reject</p> <p>This submission provides no reason as to why the car parking requirement should be lower for Building Improvement Centres compared to other retail activities. The request sought does not include provision for staff car-parking which in my view could create an issue for this activity, which is likely to have high staffing needs.</p>
75.17 McDonalds Restaurants (NZ) Ltd	<p>Support 3.20.1 in part. The submitter suggests that "Drive-through restaurants" be included in this table as the car parking requirements are different to traditional restaurants</p> <p>DECISION SOUGHT: Amend the table at 3.20.1 to add "Drive-through restaurants" with a parking requirement of: <u>"12 spaces per 100m² or 1 space per 3 seats and a minimum of 5 queuing spaces from the drive in order point"</u></p>	<p>Accept in part</p> <p>A drive through restaurant often includes an eat-in restaurant and therefore needs to provide the required number of car parks specified in the table for a restaurant. If it does not contain a restaurant it is considered a take-away food activity and will need to meet the car parking requirements specified in the table for this activity. Therefore it is not considered necessary to include separate car parking standards for drive through restaurants, however, the submission does raise the need for queuing spaces. It is important that adequate queuing spaces are provided on the site to ensure that the flow of traffic on adjoining streets is not disrupted.</p> <p>Amend the activity table as follows:</p>

Submitter	Summary of Submission	Recommendation
		<p>Bars, cafes, restaurants and taverns – One staff car park per two staff or part thereof on the site at anyone time, plus one car park per four clients to be accommodated in the establishment.</p> <p><u>For establishments which contain a drive-through facility a minimum of five queuing spaces are to be provided from the drive in order point.</u></p> <p>Take-Away food Activity – One car park per 50m² of retail floor area or part thereof.</p> <p><u>For take-away food outlets which contain a drive through facility a minimum of five queuing spaces are to be provided from the drive in order point.</u></p>
<p>78.27 Ministry of Education</p>	<p>Oppose Rule 3.20.1. The submitter opposes the inclusion of parking standards for educational activities. The submitter considers these issues are dealt with through the designation process. The submitter asserts that new schools designated under the RMA would involve a Traffic Impact Assessment. The submitter also considers the parking requirements would not support their moves to encourage alternative modes of transport</p> <p>DECISION SOUGHT: Delete Educational Activity and associated parking requirements from the table in 3.20.1.</p>	<p>Reject</p> <p>The designation process is separate to the resource consent process and does not alter the need for provisions in the District Plan. The definition of educational activity in Section 4 of the Proposed District Plan provides for a wide range of educational activities including primary schools, intermediate schools, secondary schools, kohanga reo, language schools, learning centres and tertiary education. Not all of these facilities will become designated sites and therefore it is important that the car-parking standards are provided in the District Plan for these activities.</p> <p>The car-parking calculations have taken into consideration the alternative modes of transport, such as buses, walking and cycling, that are often utilised for educational activities. The requirement of 1 car park per 10 students over the legal driving age and one staff park per two staff members is considered reasonable, recognising that even with alternative modes of transport some students and staff will</p>

Submitter	Summary of Submission	Recommendation
		choose to drive their own vehicles.
52.13 NZ Police	Support Rule 3.20.6. DECISION SOUGHT: Retain	Accept
69.14 ICC Roading Manager	<p>Oppose Rule 3.20.8. The submitter considers that Infogram 3 does not provide the desired outcome of providing users of the footpath and frontage areas with a level of safety from vehicles exiting the property. The submitter considers that, where manoeuvring space cannot be provided, having a sufficient distance between the garage door and the footpath is more appropriate. The submitter also considers that this space should be adequate to provide for off-street parking.</p> <p>DECISION SOUGHT: Require, where possible, that vehicles enter and exit their property in a forward direction; AND Where this is not provided, a minimum distance of 6.5m be provided, measured from the garage door to the leading edge of the footpath.</p>	<p>Accept in part.</p> <p><i>Refer to discussion in Section 5.5 of the report.</i></p> <p>It is agreed that although Infogram 3 was developed with the best of intentions it does have some flaws when it comes to its implementation. It is considered that the issue of visibility would be better addressed through a non-regulatory approach, by encouraging on site vehicle manoeuvring at the time of development. It is agreed that it is undesirable for garages to be built on the street boundary and it is therefore recommended that a set back of 5.2m be imposed from the garage door to the street boundary.</p> <p>Add new method to Transportation Section 2.17 as follows:</p> <p>Method (x) - Initiate advocacy for on-site vehicle manoeuvring on residential allotments fronting the street.</p> <p>Amend Section 2.36 (Residential 1 Zone) Policy 21 as follows:</p> <p>Policy 21 Car parking and vehicle manoeuvring: To require <u>maintain road safety by providing provision</u> for residents to park their vehicle(s) on-site and to manoeuvre them safely on and off the formed road.</p> <p>Explanation: The ability to park one's own vehicle "off the</p>

Submitter	Summary of Submission	Recommendation
		<p>road” is important to most people. Space to park at least one car (small dwellings) or two cars is expected. Parking vehicles on a semi-permanent basis on the roadside is a waste of expensive road space. Occasional visitor or delivery vehicle parking on the roadside is normally accepted. There is potential for hazard, especially where motor vehicles cross the public footpath, that needs to be minimised. <u>Provision for off-street car parking minimises the adverse effects on the safety and efficiency of the road from on-street parking and manoeuvring of vehicles. It also enables the retention of on-street parking for short term visitors and improves the visual amenity of the streets by reducing the level of long term on-street parking. Provision for on-site manoeuvring helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or of a site, which can be the cause of accidents</u></p> <p>Amend Section 2.39 (Residential 3 Zone) Policy 21 as follows:</p> <p>Policy 21 Car parking and vehicle manoeuvring: To require <u>maintain road safety by providing</u> provision for residents to park their vehicle(s) on-site and to manoeuvre them safely on and off the formed road.</p> <p>Explanation: The ability to park one’s own vehicle “off the road” is important to most people. Space to park at least one car (small dwellings) or two cars is expected. Parking vehicles on a semi-permanent basis on the roadside is a waste of expensive road space. Occasional visitor or delivery vehicle parking on the roadside is normally accepted. There is potential for hazard, especially where motor vehicles cross the public footpath, that needs to be minimised. <u>Provision for off-street car parking minimises the adverse effects on the safety and efficiency of the road</u></p>

Submitter	Summary of Submission	Recommendation
		<p><u>from on-street parking and manoeuvring of vehicles. It also enables the retention of on-street parking for short term visitors and improves the visual amenity of the streets by reducing the level of long term on-street parking. Provision for on-site manoeuvring helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or of a site, which can be the cause of accidents</u></p> <p>Amend Rule 3.20.8 as follows:</p> <p>3.20.8 For residences fronting the street within the Residential 1, Residential 1A, Residential 2 and Residential 3 Zones: Where no manoeuvring space is provided on site and a garage is built with the garage door positioned in such a way that it will normally be necessary for vehicles to back either on to or off the formed road, a visibility splay shall be provided as per Infogram 3 <u>towards the street, a setback of 5.2 metres shall be provided from the garage door to the property boundary.</u></p> <p>Delete Infogram 3.</p>
53.81 NZ Transport Agency	<p>Support Rule 3.20.11.</p> <p>DECISION SOUGHT: Retain Rule 3.20.11 as proposed.</p>	<p>Accept</p>
79.34 KiwiRail Holdings Ltd	<p>Oppose Rule 3.20.11 in part. The submitter considers that the terminology should reflect the RMA and incorporate the term “legal and physical access” as a requirement.</p> <p>The submitter is concerned with potential conflicts at level crossings and seek a 30m setback between new vehicle accessways and railway crossings.</p> <p>DECISION SOUGHT:</p>	<p>Accept in part</p> <p><i>Refer to discussion in Section 5.6 of the report.</i></p> <p>Legal and physical vehicle access is addressed by the Council’s Code of Practice for Land Development Bylaw. The Bylaw applies to all engineering, land development and subdivision infrastructure within the road corridor, including the construction and location of access ways. It</p>

Submitter	Summary of Submission	Recommendation
	<p>Add a new clause after 3.20.12 as follows: <u>“Every owner or occupier shall provide legal and physical vehicular access to a site. Access, parking or loading areas shall be from an existing formed legal road, to enable vehicles to enter the site.</u> <u>Advisory note:</u> <u>A property access which crosses the rail network does not constitute legal access. Sites which adjoin the railway line or designation shall provide an alternative access to a legal road which does not require a crossing of a railway line or designation.”</u> AND Add a further clause 3.20.14 as follows: <u>“New vehicle access ways shall be located a minimum of 30 metres from a railway level crossing.”</u></p>	<p>is therefore not appropriate to include rules in the District Plan on the formation and location of vehicle crossings.</p> <p>It is however considered appropriate to have regard to the effects on the railway network from the use and development of land.</p> <p>The subdivision provisions adequately provide for consideration of the effects of the development on the transportation network, particularly Rules 3.18.4(B), (J) and (K). If, at the time of subdivision, a new lot requires access over a railway line then the applicant will need to address the effects of the proposal on the safety and efficiency of the rail network. KiwiRail would be involved in this process as an affected party. It is however considered that a minor change to Rule 3.18.4(J) will help clarify this.</p> <p>It is recommended that a new rule be added to Section 3.20 to address the effects of land use activities on the railway network.</p> <p>Recommendation:</p> <p>Amend Rule 3.18.4(J) as follows:</p> <p>3.18.4(J) Potential effects on the transportation network of land uses enabled by the subdivision, in particular State Highways, <u>and limited access roads, and railway lines.</u></p> <p>Include a new rule in Section 3.20 as follows:</p> <p>3.20.13 <u>It is a restricted discretionary activity to carry out a land use activity:</u> (a) <u>that requires direct access over a railway level crossing where there is currently no direct access; or</u></p>

Submitter	Summary of Submission	Recommendation
		<p>(b) <u>a change in land use that results in an increase in use of an existing direct access over a railway level crossing.</u></p> <p><u>The matters over which the Council shall exercise its discretion are:</u></p> <p>a. <u>The potential for adverse effects on the safety and efficiency of the road and railway resulting from the nature, use, location, and design of direct access over a railway level crossing.</u></p> <p>b. <u>The type and degree of control at the level crossing.</u></p> <p>c. <u>The availability of unobstructed sightlines at the level crossing.</u></p> <p>d. <u>The ability to obtain alternative legal access to the site.</u></p>
<p>53.82 NZ Transport Agency</p>	<p>Support Rule 3.20.12. The submitter notes that NZTA is best placed to determine the location, dimensions, formation and surfacing of vehicle accesses and egresses on to State highways, and seek that affected party status be identified in the Plan.</p> <p>DECISION SOUGHT: Amend Rule 3.20.12 by inserting an additional matter, as follows: “(D) Whether the written approval of the NZ Transport Agency has been obtained.”</p>	<p>Reject</p> <p>Affected parties are a matter for notification under Section 95 of the RMA. If a consent authority does not publicly notify an application for resource consent, it must decide whether there are any affected persons and give limited notification of the application to these persons. A person is not deemed affected if they have provided their written approval to the activity. The relief sought by the submitter is therefore not accepted but it is acknowledged that it is important to make the user of the Plan aware that written approval of the New Zealand Transport Agency is required prior to undertaking any works on the State Highway. It is therefore recommended that the following note be added at the bottom of Rule 3.20.11.</p> <p><u>Note:</u> <u>Written approval of the New Zealand Transport Agency is required for any works on the State Highway.</u></p>

Submitter	Summary of Submission	Recommendation
Subdivision Rule 3.18.4		
79.26 KiwiRail Holdings Ltd	<p>The submitter suggests a new matter be included addressing reverse sensitivity effects, particularly noise and vibration effects</p> <p>DECISION SOUGHT: Add a new matter: “<u>The size, shape and arrangement of allotments and how this achieves the setbacks and will enable the development to address reverse sensitivity noise and vibration effects from adjacent or nearby land transport networks</u>”</p>	<p>Reject</p> <p>It is considered that Rule 3.18.4(K) already provides for consideration of these matters. The extent to which the subdivision avoids reverse sensitivity issues will involve the ability to meet the required set backs.</p>
FS5.32 Invercargill Airport Ltd	<p>Support in part submission 79.26 The further submitter supports the relief sought by the submitter but believes the scope should be further expanded to encompass regionally significant transportation infrastructure</p> <p>DECISION SOUGHT: Support relief sought in 79.26 but expand to encompass regionally significant transportation infrastructure</p>	<p>Reject</p> <p>For the same reasons outlined above in submission point 79.26.</p>
FS7.34 South Port New Zealand Ltd	<p>Support in par submission 79.26 The further submitter supports the inclusion of the suggested assessment matter, however they do consider the scope should be further expanded to encompass regionally significant transportation infrastructure</p> <p>DECISION SOUGHT:</p>	<p>Reject</p> <p>For the same reasons outlined above in submission point 79.26.</p>

Submitter	Summary of Submission	Recommendation
FS30.16 Southern District Health Board	<p>Support submission 79.26</p> <p>The further submitter considers the relief sought seeks to ensure reverse sensitivity issues addressed to protect strategic infrastructure from incompatible developments in close proximity</p> <p>DECISION SOUGHT: Accept relief sought</p>	<p>Reject</p> <p>For the same reasons outlined above in submission point 79.26.</p>
53.80 NZ Transport Agency	<p>Support Rule 3.18.4(J). The submitter considers that NZTA is best placed to determine the potential transportation effect of resultant land uses, particularly on State Highways, and seek that affected party status be identified in the Plan.</p> <p>DECISION SOUGHT: Amend Rule 3.18.4 by inserting an additional matter, as follows: “(U) Whether the written approval of the NZ Transport Agency has been obtained.”</p>	<p>Reject</p> <p>Affected parties are a matter for notification under Section 95 of the RMA. See discussion above in response to submission 53.82. The NZ Transport Agency will not always be an affected party to a subdivision application and is only one of many parties who could be considered affected. It is not considered appropriate to list affected parties in this section of the Plan.</p>
79.31 KiwiRail Holdings Ltd	<p>Support Rule 3.18.4(K). The submitter considers that it is important that the significant transport infrastructure is protected from inappropriate subdivision, use and development</p> <p>DECISION SOUGHT: Retain 3.18.4 (K)</p>	<p>Accept</p>
ZONE SPECIFIC RULES		
Section 3.33 Otatara Zone – Rules 3.33.13 – 3.33.18		
101.4 NZ Fire Service Commission	<p>Support in part. The submitter supports these provisions in large, but would like to see provision made for unimpeded access for fire service appliances to water supplies.</p> <p>DECISION SOUGHT: Amend 3.37.33 by including a new bullet point: <u>...”(B) It is located so that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an</u></p>	<p>Accept</p> <p>It is important for accessway to be wide enough to accommodate fire appliances.</p> <p>Add the following to Rule 3.37.33.</p> <p><u>(B) It is located so that fire appliances have unimpeded</u></p>

Submitter	Summary of Submission	Recommendation
	<p><u>accessway, from the property boundary to the connection point; and...</u></p> <p>And subsequent renumbering.</p>	<p><u>vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and...</u></p>
Section 3.37 Residential 3 Zone – Rule 3.37 – 3.37.33		
<p>101.5 NZ Fire Service Commission</p>	<p>Support in part. The submitter supports these provisions in large, but would like to see provision made for unimpeded access for fire service appliances to water supplies.</p> <p>DECISION SOUGHT: Amend 3.37.33 by including a new bullet point: <u>...”(B) It is located so that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and...</u></p> <p>And subsequent renumbering.</p>	<p>Accept</p> <p>It is important for accessway to be wide enough to accommodate fire appliances.</p> <p>Add the following to Rule 3.37.33.</p> <p><u>(B) It is located so that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and...</u></p> <p>This is consistent with the standards for private ways and right of ways within the Residential 3 Zone, set out in Appendix VIII – Transportation Standards.</p>
Section 3.38 Rural 1 Zone – Rules 3.38.15 – 3.38.20		
<p>101.6 NZ Fire Service Commission</p>	<p>Support in part. The submitter supports these provisions in large, but would like to see provision made for unimpeded access for fire service appliances to water supplies.</p> <p>DECISION SOUGHT: Amend 3.37.33 by including a new bullet point: <u>...”(B) It is located so that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and...</u></p> <p>And subsequent renumbering.</p>	<p>Accept</p> <p>It is important for accessway to be wide enough to accommodate fire appliances.</p> <p>Add the following to Rule 3.37.33.</p> <p><u>(B) It is located so that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and...</u></p> <p>This is consistent with the standards for private ways and</p>

Submitter	Summary of Submission	Recommendation
		right of ways within the Rural 1 Zone, set out in Appendix VIII – Transportation Standards.
Section 3.39 Rural 2 Zone – Rules 3.39.13 – 3.39.18		
101.7 NZ Fire Service Commission	<p>Support in part. The submitter supports these provisions in large, but would like to see provision made for unimpeded access for fire service appliances to water supplies.</p> <p>DECISION SOUGHT: Amend 3.37.33 by including a new bullet point: ...“(B) It is located so that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and...”</p> <p>And subsequent renumbering.</p>	<p>Accept</p> <p>It is important for accessway to be wide enough to accommodate fire appliances.</p> <p>Add the following to Rule 3.37.33.</p> <p><u>(B) It is located so that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and...</u></p> <p>This is consistent with the standards for private ways and right of ways within the Rural 2 Zone, set out in Appendix VIII – Transportation Standards.</p>
SECTION FOUR DEFINITIONS		
Definition of “Strategic arterial roads”		
69.9 ICC Roading Manger	<p>The submitter considers that the term “strategic arterial roads”, as referred to in 2.14.2 Objective 7, should be defined in the Plan to ensure their purpose is protected and utilised to enhance the strategic transport route for the city and province.</p> <p>DECISION SOUGHT: Include definition of “strategic arterial roads”</p>	<p>Accept</p> <p>Add definition to Section 4 as follows:</p> <p><u>Strategic arterial road – An arterial or regional road identified on the Council’s Roading Hierarchy, set out in the Roading Asset Management Plan.</u></p>
FS28.32 NZ Transport Agency	<p>Support submission 69.9</p> <p>The further submitter suggests that this and other categories of the road classification should be listed in the definitions section</p>	<p>Accept</p> <p>It is suggested in response to submission point 69.2 that</p>

Submitter	Summary of Submission	Recommendation
	<p>of the proposed District Plan. They comment that this will make the Plan easier to use and assist in the delivery of the relevant proposed objectives and policies.</p> <p>DECISION SOUGHT: Allow decision sought.</p>	<p>the Rooding Hierarchy be removed from the Proposed District Plan and for it to sit as part of a Rooding Asset Management Plan. It is considered more appropriate for the rooding classification to be defined alongside the Rooding Hierarchy rather than within the District Plan.</p>
APPENDIX VIII – TRANSPORT STANDARDS		
New Standard		
<p>79.38 KiwiRail Holdings Ltd</p>	<p>The submitter suggests that a new standard be inserted to require sightlines around railway level crossings. The submitter has developed an access way restriction and ‘sight triangles’ which create areas free of physical obstructions (erected, placed or grown). The diagram is sought to address the need to avoid the poor location of land uses including structures, vegetation and signage which can obstruct the required safety sightlines for railway level crossings.</p> <p>DECISION SOUGHT: Inset new standard for “Safe Sightline Distances” as provided in submission entitled “Railway Level Crossing Sight Triangles and Explanations”</p>	<p>Reject</p> <p>See discussion above in response to submission 79.35</p>
1. Car Parking Standards - (3)		
<p>53.87 NZ Transport Agency</p>	<p>Support. The submitter considers that the use of the term “access route” is uncertain, as access routes can refer to State highway functions, through to footpaths and cycleways. A more appropriate term would be footpath in this instance.</p> <p>DECISION SOUGHT: Amend standard 3 as follows: (3) <i>Where the required parking area is outside the building, it shall connect to the building via a footpath.</i></p>	<p>Reject</p> <p>It is not expected that all car parking areas are to be connected to a building via a footpath; to require this would in some cases be unreasonable and unnecessary. It is considered that this standard would be made clearer by clarifying it as a pedestrian access route.</p> <p>Amend Standard 3 as follows:</p> <p>(3) <i>Where the required parking area is outside the building, it shall connect to the building via an <u>pedestrian</u> access route.</i></p>

Submitter	Summary of Submission	Recommendation
1. Car Parking Standards - (4)		
53.88 NZ Transport Agency	<p>Support. The submitter considers that the use of the term is vague, and could potentially be misconstrued as referring to standards for road development.</p> <p>DECISION SOUGHT: Amend standard 4 by either:</p> <p>(a) Amending the standard to refer to on site parking or carpark aisle areas; or</p> <p>(b) Inserting a definition of “vehicle circulation routes”.</p>	<p>Accept</p> <p>It is considered that this standard can be made clearer by amending the standard to refer to “car parking circulation roadway”. This is a term used Austroad Part 11 – Traffic Engineering Practice and is defined as “a roadway used to gain access to parking aisles from entry and exit points of the facility.” It is recommended that the same definition be added to the District Plan.</p> <p>Amend standard (4) as follows:</p> <p><u>Vehicle Car parking circulation routes</u>-roadway</p> <p>(4) Vehicle <u>Car parking circulation routes</u> roadways shall have:</p> <p>(a) A width of no less than 3.5m for one way circulation routes and 6.5m for two way circulation routes. Where pedestrians have to use the vehicle-circulation route <u>roadway</u> to reach a pedestrian access route the widths shall be increased by 800mm.</p> <p>Amend Standard 5 as follows:</p> <p>(5) Where a vehicle-circulation route <u>roadway</u> crosses a pedestrian access route, adequate visibility shall be provided. At the crossing, the vehicle circulation route <u>roadway</u> shall have a gradient no more than 1 in 20 for a distance of 6.0m back from the <u>pedestrian</u> access route and visibility displays shall be provided.</p> <p>Amend standard 7 as follows:</p>

Submitter	Summary of Submission	Recommendation
		<p>(7) Where buildings are required to be serviced only by courier vans, the loading space shall be no less than 6.0m long, 3.0m wide and 3.2m high. Circulation routes <u>roadways</u> between the street and loading spaces for courier vans shall:</p> <p>(a) Provide a height clearance of no less than 3.0m.</p> <p>(b) Have geometrics complying with paragraphs 4 (a) and (b) and 5.</p> <p>Note: Where buildings are required to be serviced by vehicles larger than courier vans, circulation routes <u>roadways</u> and loading spaces should be specifically designed.</p> <p>Add new definition to Section Four as follows:</p> <p><u>Circulation Roadway - a roadway used to gain access to parking aisles from entry and exit points of the facility.</u></p>
53.89 NZ Transport Agency	<p>The submitter considers it is not clear whether the “pedestrian access route” referred to in standard 4a has the same meaning as “access route” referred to in Standard 3. For consistency, the same term should be used for both, and in our view that term should be footpath.</p> <p>DECISION SOUGHT: Amend Standard 4 (a) as follows: Where pedestrians have to use the vehicles circulation route to reach a footpath the widths shall be increased by 800mm.</p>	<p>Accept in part</p> <p>It is recommended that Standard 3 is amended, in response to submission point 53.87, to refer to a “pedestrian” access route. This is consistent with the wording used in Standard 4 and therefore removes any potential for conflict or confusion.</p>
1. Car Parking Standards - (7)		
53.90 NZ Transport Agency	<p>Oppose The submitter does not agree with the inclusion of provisions applying to the servicing of building by courier vans only. This does not take business growth or existing use rights into consideration, and will result in inadequate loading facilities</p>	<p>Reject</p> <p>Existing use rights are lost if the effects of an activity changes in character, intensity and or scale. Therefore if</p>

Submitter	Summary of Submission	Recommendation
	<p>for some activities.</p> <p>DECISION SOUGHT: Delete standard 7.</p>	<p>an activity grows beyond its existing capacity and is required to be serviced by vehicles larger than courier vans, it will need to provide adequate loading spaces and circulation roadways to provide for this activity or it is deemed to be a discretionary activity under Rule 3.20.6.</p> <p>It is considered that the Note provided under Standard 7 provides appropriate guidance on this matter.</p>
2. Manoeuvring Standard		
<p>53.91 NZ Transport Agency</p>	<p>The submitter considers the standard would benefit from better use of explanatory labels, and should be titled as being for private motor cars.</p> <p>DECISION SOUGHT: Amend the standard to clearly identify that it relates to manoeuvring for private motor cars, and provide better labels to enhance understanding and legibility.</p>	<p>Accept in part</p> <p>It is agreed that the figure should be amended to include a title specifying that the standard applies to a private passenger vehicle only. It is unclear what labels the submitter wants to add to the figure in order to make it clearer. Putting too many labels on it could over complicate the standard.</p>
<p>69.15 Rooding Manager</p>	<p>Support in part. The submitter considers that the drawing should be noted as that for a “standard car” and is not appropriate for other sizes of vehicles</p> <p>DECISION SOUGHT: Amend the diagram to note that it is for a “standard car</p>	<p>Accept.</p>

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APPENDIX 2 – RECOMMENDED CHANGES TO THE PROPOSED DISTRICT PLAN

(Underline indicates recommended additions, strikethrough indicate recommended deletions.)

SECTION TWO ISSUES, OBJECTIVES AND POLICIES

2.14 Subdivision

Objective 7(pg 2 – 51): No change

Policy 4 Transportation networks (2-52): No change

***Explanation:** No change*

2.17 Transportation (2- 60)

The transportation network links the Invercargill City District internally and externally as illustrated on *Infogram 1: Transportation Networks of the District*.

Invercargill City is the main transport hub for Southland. The Invercargill City District is surrounded by agriculture and horticulture land use activities. Planted production forestry is also widespread throughout Southland. There are significant concentrations of large scale industry in and around Invercargill. Raw material for these activities and produce from them, together with minerals, are transported to and through the district.

The roading hierarchy, ~~as illustrated on Infogram 2~~ which forms part of the Council's Roding Asset Management Plan, encourages heavy transport and the associated noise effects away from noise-sensitive areas of the district.

The main trunk rail line of the South Island terminates at Invercargill. Branch lines extend from Invercargill to Bluff and Wairio.

~~The Invercargill Airport provides the means for~~ services the air transport needs of the business, tourist and local people in the Southland Region. It provides a key linkage between Southland, the rest of New Zealand and the world.

~~The commercial port facilities at Bluff and Tiwai~~ connect Invercargill and the region to the rest of New Zealand and the world and are the region's primary focus for the region's commercial maritime activity and port activities.

The transportation network is a significant physical resource which can affect and be affected by land use activities.

The transportation network includes provision made for a variety of personal transport modes, including bicycle, pedestrian, and public transport, as well as private motor vehicle. Invercargill's grid street pattern enables an efficient transport network with good connectivity.

Changes in behaviour as a result of fluctuations in availability and price of fuel and changes in technology need to be anticipated.

Note: The Airport and Seaport facilities are both infrastructure resources that are also addressed under the Infrastructure and Zone Specific Objectives, Policies and Rules for the Airport Operation, Airport Protection, and Seaport Zones. This section should be read in conjunction with these sections of the Plan.

2.17.1 Issues

The significant resource management issues for transport are:

1. No change
2. No change
3. No change
4. No change
5. Incompatible urban and rural development can adversely affect the transportation network.

Note: ~~This section should be read in conjunction with the specific Airport and Seaport Zones.~~

2.17.2 Objectives

Objective 1: Development of transport infrastructure and land use takes place in an integrated and planned manner which:

- (A) Integrates transport planning with land use.
- (B) Protects the function, safety, efficiency and effectiveness of the transport ~~system~~ network.
- (C) Minimises potential for reverse sensitivity effects to arise from changing land uses.
- (D) Provides for positive, social, recreational, cultural and economic outcomes.
- (E) Minimises the potential for adverse public health and environmental effects.

2.17.3 Policies

Policy 1 Infrastructure: No change

Explanation: No change

Policy 2 Noise: To ~~control~~ manage the impact of noise associated with the airport and seaport operations, State Highway and railway network.

Explanation: Noise from ~~both the airport, and the seaport,~~ State Highway, and railway can significantly affect the amenities of nearby land uses. Appropriate In some cases appropriate noise controls need to be set to protect the ability to undertake operations whilst also managing the effects of ~~aircraft or port-related~~ noise on surrounding areas. In other instances, District Plan rules and zonings are employed to manage the location and design of land use activities in relation to transport networks so as to reduce the chance of reverse sensitivity effects.

Policy 3 Rooding Hierarchy: ~~To adopt a hierarchy for the rooding network based on frequency of vehicle movements.~~ To have regard to the Council's Rooding Hierarchy when considering subdivision, use and development of land.

Explanation: Infogram 2 delineates the Council's rooding hierarchy. The Council's Rooding Hierarchy is part of the Rooding Asset Management Plan and can be found on the Council's website. The frequency and nature of vehicle movements along a road determines how that road must be managed and how adjacent land uses activities can use the road. The rooding hierarchy also encourages heavy transport and the associated noise effects away from noise-sensitive areas of the district.

Policy 4 Standards: To set development standards for ~~road design, vehicle access, loading, parking and manoeuvring facilities. public transport, and walking and cycling networks.~~

Explanation: No change

Policy 5 Adverse Effects: No change

Explanation: Controls are necessary so that the effects of subdivision and land use activities are not incompatible with the safe and efficient operation of transportation networks. There are a range of activities that can affect the transportation network including land practices which encourage the congregation of birds near flight paths, land modification which creates wind shear affecting aeroplanes, and obstruction of sightlines along intersections and level railway crossings

Policy 6 State Highways: To have regard to any New Zealand Transport Agency ~~Guidelines standards when considering~~ regarding the location of new accesses onto, and egresses from, State Highways where the speed limit exceeds 50 kph.

Explanation: It is important not to compromise the efficiency of the State Highway network. Under section 51 of the Government Rooding Powers Act 1989, works on State Highways cannot be undertaken without the written permission of the New Zealand Transport Agency.

Policy 7 Cross Boundary Effects: No change

Explanation: No change

Policy 8 Public Health: To manage transport activities and surrounding land use activities to protect public health and environmental values.

Explanation: No change

Policy 9 Integration: No change

Explanation: No change

Policy (x) Significant transportation networks: To recognise that the Invercargill Airport, Seaport, Railway, State Highway, and the arterial roads which link this infrastructure are regionally significant transportation networks

and are essential to the ongoing viability and functioning of the district.

Explanation: It is important for these regionally significant transportation networks to be maintained and protected to ensure efficient ongoing land uses of the district and the functioning of the City.

2.17.4 Methods of Implementation

Method 1 No change

Method 2 No change

- (A) No change
- (B) No change
- (C) No change
- (D) No change

Method 3 No change

Method 4 Refer to Identification of the roading hierarchy of the District in the Plan in the Council's Roading Asset Management Plan.

Method 5 No change

Method 6 No change

Method 7 No change

Method 8 No change

Method 9 No change

Method 10 No change

Method 11 No change

Method 12 Collaborating with key stakeholders during decision making processes and when developing strategic transportation documents.

Method 13 Initiate advocacy for on-site vehicle manoeuvring on residential allotments fronting the street.

ZONE SPECIFIC

Business 1 Zone

Policy 20 Connectivity and Circulation (pg 2- 83):

(A) No change

(B) No change

Explanation: No change

Policy 21 ~~Car~~ Parking (2- 83):

- (A) No change
- (B) No change
- (C) No change

Explanation: No change

2.23 Business 2 (Suburban Shopping and Business) Zone

Policy 18 Connectivity and Circulation (2 – 89):

- (A) No change
- (B) No change

Explanation:

- (A) No change
- (B) No change

Policy 19 Parking (2 – 90):

- (A) No change
- (B) No change

Explanation:

- (A) No change
- (B) No change

2.24 Business 3 (Specialist Commercial) Zone

Policy 4 ~~Access and e~~Connectivity and Circulation (2 - 93): No change

Explanation: No change

Policy 16 ~~Connectivity and circulation~~ Car Parking (2 – 95):

- (A) No change
- ~~(B) To recognise and maintain the functionality of the State Highway.~~

Explanation: No change

Policy (x) State Highways: To recognise and maintain the functionality of the State Highway.

Explanation: The State Highway is one of the major transportation networks of the district. It is important that land use and development does not compromise the efficiency of the State Highway.

Method 6 (2 -96) No change

(D) No change

2.25 Business 4 (Neighbourhood Shop) Zone

Policy 13 Car Parking (pg 2 – 99):

(A) No change

~~(B) To recognise and maintain the functionality of the State Highway.~~

Explanation: No change

Policy (x) State Highways: To recognise and maintain the functionality of the State Highway.

Explanation: The State Highway is one of the major transportation networks of the district. It is important that land use and development does not compromise the efficiency of the State Highway.

Method 6 (2 – 100) No change

(D) No change

2.26 Business 5 (Rural Service) Zone

Policy 17 Connectivity and circulation (2 -103) : No change

Explanation: No change

Method 7 (2 – 104) No change

(A) No change

2.27 Hospital Zone

Policy 11 Car parking and vehicle manoeuvring (Pg 2 -107): No change

Explanation: No change

Method 6 (Pg 2-108) No change

(E) Connectivity – No change

2.29 Industrial 1 (Light) Zone

Policy 15 Connectivity and Circulation (Pg 2 -113): No change

~~**Policy 16 Connectivity and Circulation**~~ **Car Parking (Pg 2 – 113):** No change

~~**Policy 17 Connectivity and Circulation**~~ **State Highway (Pg 2 - 113):** No change

Explanation: No change

Method 6 (Pg 2 -114) Initiate environmental advocacy for:

(E) Connectivity – No change

2.30 Industrial 1A (Marine) Zone

Policy 15 Connectivity and Circulation (Pg 2 – 113): No change

~~**Policy 16 Connectivity and Circulation**~~ **Car Parking (Pg 2 -113):** No change

~~**Policy 17 Connectivity and Circulation**~~ **State Highway Pg 2 – 113):** No change

Explanation: No change

2.30 Industrial 2 (Urban) Zone

Policy 12 Connectivity and Circulation (Pg 2 – 120): No change

Explanation: No change

~~**Policy 13 Connectivity and circulation**~~ **eCar parking and vehicle manoeuvring (2 – 120):** No change

Explanation: No change

Method 6 (Pg 2 -121) Initiate environmental advocacy for:

(E) Connectivity – No change

2.31 Industrial 3 (Large) Zone

Policy 13 Connectivity and circulation including accessibility for heavy vehicles (Pg 2 -125): No change

Explanation: No change

Policy 14 Car Parking and vehicle manoeuvring (2 -125): No change

Explanation: No change

Method 6 (Pg 2-126): Initiate environmental advocacy for:

(C) Connectivity – No change

2.33 Industrial 4 (Awarua) Zone

Objective 5 (Pg 2 -128): No change

Policy 11 Road safety (Pg 2 -131): To restrict all access to and egress from the Industrial 4 Zone by industrial traffic to Colyer Road and to require the upgrade of the Colyer Road/State Highway 1 intersection to a standard commensurate with the volume of traffic using it.

Explanation: No change

Policy 12 Rail access (Pg 2 -131): No change

Explanation: No change

Method 8 (Pg 2 -132) Initiate environmental advocacy for:

(D) No change

2.34 Otatara Zone

Policy 16 Car parking and vehicle manoeuvring (Pg 2 -136): No change

Explanation: ~~The ability to park one's own vehicle "off the road" is important to most people. The vehicle is more convenient to the dwelling and is seen to be more secure. Space to park at least one car (small dwellings) or two cars is expected on the smaller historic allotments of Otatara. Parking vehicles on a semi-permanent basis on the roadside is a waste of expensive road space. Occasional visitor or delivery vehicle parking on the roadside is normally accepted. Provision for off street car parking and manoeuvring minimises the adverse effects on the safety and efficiency of the road. It also enables the retention of on-street parking for short term visitors and improves the visual amenity of the streets by reducing the level of long term on-street parking.~~

Method 6 (2 -137) Initiate environmental advocacy for:

(F) Connectivity –. No change

2.36 Residential 1 Zone Residential 1A (Medium Density) Zone

Policy 2 Connectivity and circulation (Pg 2 -142): No change

Explanation: No change

Policy 21 Car parking and vehicle manoeuvring: ~~To require~~ maintain road safety by providing ~~provision~~ for residents to park their vehicle(s) on-site and to manoeuvre them safely on and off the formed road.

Explanation: ~~The ability to park one's own vehicle "off the road" is important to most people. Space to park at least one car (small dwellings) or two cars is expected. Parking vehicles on a semi-permanent basis on the roadside is a waste of expensive road space. Occasional visitor or delivery vehicle parking on the roadside is normally accepted. There is potential for hazard, especially where motor vehicles cross the public footpath, that needs to be minimised. Provision for off-street car parking minimises the adverse effects on the safety and efficiency of the road from on-street parking and manoeuvring of vehicles. It also enables the retention of on-street parking for short term visitors and improves the visual amenity of the streets by reducing the level of long term on-street parking. Provision for on-site manoeuvring helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or of a site, which can be the cause of accidents~~

2.38 Residential 2 (Bluff and Omaui) Zone

Policy 2 **Connectivity and circulation (pg 2 -152):** No change

Explanation: No change

Policy 21 **Car parking and vehicle manoeuvring (Pg 2 – 147):** ~~To require maintain road safety by providing provision~~ for residents to park their vehicle(s) on-site and to manoeuvre them safely on and off the formed road.

Explanation: ~~The ability to park one's own vehicle "off the road" is important to most people. Space to park at least one car (small dwellings) or two cars is expected. Parking vehicles on a semi-permanent basis on the roadside is a waste of expensive road space. Occasional visitor or delivery vehicle parking on the roadside is normally accepted. There is potential for hazard, especially where motor vehicles cross the public footpath, that needs to be minimised. Provision for off-street car parking minimises the adverse effects on the safety and efficiency of the road from on-street parking and manoeuvring of vehicles. It also enables the retention of on-street parking for short term visitors and improves the visual amenity of the streets by reducing the level of long term on-street parking. Provision for on-site manoeuvring helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or of a site, which can be the cause of accidents~~

Method 6 (2 -155) Initiate environmental advocacy for:

(F) Connectivity – No change

2.39 Residential 3 (Large Lot) Zone

Policy 2 **Connectivity and circulation (Pg 2- 157):** No change

Explanation: No change

Policy 21 **Car parking and vehicle manoeuvring (Pg 2 – 147):** ~~To require maintain road safety by providing provision~~ for residents to park their vehicle(s) on-site and to manoeuvre them safely on and off the formed road.

Explanation: ~~The ability to park one's own vehicle "off the road" is important to most people. Space to park at least one car (small dwellings) or two cars is expected. Parking vehicles on a semi-permanent basis on the roadside is a waste of expensive road space. Occasional visitor or delivery vehicle parking on the roadside is normally accepted. There is potential for hazard, especially where motor vehicles cross the public footpath, that needs to be minimised. Provision for off-street car parking minimises the adverse effects on the safety and efficiency of the road from on-street parking and manoeuvring of vehicles. It also enables the retention of on-street parking for short term visitors and improves the visual amenity of the streets by reducing the level of long term on-street parking. Provision for on-site manoeuvring helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or of a site, which can be the cause of accidents~~

Method 6 (Pg 2 – 162) Initiate environmental advocacy for:

(G) Connectivity – No change

2.40 Rural 1 Zone

Policy 20 Car parking and vehicle manoeuvring (Pg 2 – 167): No change

Explanation: No change

Method 6 (Pg 2 -167) Initiate environmental advocacy for:

(F) Connectivity – No change

2.40 Rural 2 (Rural Transition) Zone

Policy 19 Car parking and vehicle manoeuvring (Pg 2 – 173): No change

Explanation: No change

Method 7 (Pg 2 -173) Initiate environmental advocacy for:

(F) Connectivity – No change

2.42 Seaport Zone

Policy 11 Connectivity and circulation (Pg 2 – 176): No change

Explanation: No change

Method 6 (Pg 2 – 177) Initiate environmental advocacy for:

(C) Connectivity – No change

2.43 Smelter Zone

Policy 12 Connectivity (Pg 2 – 180): To promote connectivity between the Smelter Zone, the seaport at Bluff and the New Zealand Aluminium Smelter's own wharf at Tiwai, and the connections provided with the wider Invercargill City District via the roads servicing the site.

Explanation: No change

INFOGRAMS

Infogram 1 (Pg 2 -181)

Amend title as follows:

~~Transportation Networks of the District~~ Regionally Significant Transportation Networks.

Add the following arterial roads:

- Bainfield Road (North Road to Queens Drive)
- Queens Drive (Bainfield to Tay)
- Elles Road (Tay to Bluff Road)
- Victoria Ave (Dee to Bond)
- Bond Street (Victoria to Bluff Road)
- Tweed Street (Inglewood to Bond Street)
- Stead (Bond Street to Airport Avenue)
- Airport Ave (Stead Street to End)
- Shannon Street (Gore Street to Foreshore Road)

See amended Infogram attached as Appendix (x)

Infogram 2 (Pg 2 - 183)

Remove from District Plan as sit as part of the Council's Roading Assets Management Plan.

SECTION THREE RULES

DISTRICT WIDE

3.18 Subdivision (Pg 3 – 32)

3.18.4 Applications under Rule 3.18.3 above shall address the following matters which will be among those taken into account by the Council:

- (A) No change
- (B) No change

- (C) No change
- (D) No change
- (E) No change
- (H) No change
 - (a) No change
 - (1) No change
 - (2) No change
 - (3) No change
 - (4) No change
 - (5) No change
 - (b) No change
 - (1) No change
 - (2) No change
 - (3) No change
- (I) No change
- (X) Whether the access is adequate to service the activities enabled by the subdivision, including compliance with Table 1 in Section 3 of Appendix VIII –Transport Standards.
- (J) Potential effects on the safety and efficiency of the transportation network of land uses enabled by the subdivision, in particular State Highways, ~~and~~ limited access roads, and railway lines.
- (K) No change
- (L) No change
- (M) No change
- (N) No change
- (O) No change
- (P) No change
- (Q) No change
- (R) No change
- (S) No change.

(T) No change

3.20 Transport (Pg 3 – 36)

3.20.1 Off-Street Car Parking Requirements: All land use activities specified in the table below, except within the Seaport, Smelter Zone and the City Centre Priority Development Precinct in the Business 1 Zone, shall provide the following minimum off-street car parking facilities:

(Note: Where more than one activity takes place on the site, parking is assessed for each activity separately and be cumulative.)

Where staff parking is to be provided, all such spaces are to be so identified.

Activity	Parking requirement
Animal Boarding Activity	No change
Bars, cafes, restaurants, taverns	One staff car park per two staff or part thereof on site at any one time, plus one car park per four clients to be accommodated in the establishment. <u>For establishments which contain a drive-through facility a minimum of five queuing spaces are to be provided from the drive in order point.</u>
Child Day Care Activity	No change
Commercial Recreation Activity	No change
Communal Activity	No change
Community Service	No change
Educational Activity (Existing) as listed in Appendix V	No change
Educational Activity	No change
Essential Services	No change
Freight Depots	No change
Healthcare Activity	No change
Industrial Activity (Not otherwise listed)	No change
Home Occupation	No change
Home Stay	No change
Hospital Activity	No change
Marae Activity	No change
Nursery Activity	No change
Professional and Personal Services	No change
Recreational Activity	No change
Residential Activity	No change
Residential Care Activity	No change.
Retail Sales	No change
Roadside Sales Activity on State Highways	No change
Service Station	No change

Activity	Parking requirement
Supermarket	No change
Take-Away Food Activity	One car park per 50m ² of retail floor area or part thereof. <u>For establishments which contain a drive-through facility a minimum of five queuing spaces are to be provided from the drive thru order point.</u>
Veterinary Clinic	No change
Vehicle Repair, Servicing and Storage	No change
Visitor Accommodation	No change

3.20.2 Car parking design: No change

3.20.3 Parking Spaces for Non-Residential Activities: No change

(A) No change

(B) No change

3.20.4 Activity Status: No change

3.20.5 No change

(A) No change

(B) No change

(C) No change

(D) No change

3.20.6 Loading Facilities and Manoeuvring Spaces:

(A) No change

(B) No change

(c) Within the Smelter Zone

~~(C)~~ (D) For residences fronting the street within the Residential 1, Residential 1A, Residential 2 and Residential 3 Zones.

3.20.7 No change

(A) No change

(B) No change

3.20.8 For residences fronting the street within the Residential 1, Residential 1A, Residential 2 and Residential 3 Zones: Where no manoeuvring space is provided on site and a garage is built with the garage door positioned in such a way that it will normally be necessary for vehicles to back either on to or off the formed road, a visibility splay shall be provided as per Infogram 3 towards the street, a setback of 5.2 metres shall be provided from the garage door to the property boundary.

3.20.9 No change

3.20.10 No change

(A) No change

3.20.11 **Accesses to, and Egresses from, Roads:** No change

(A) No change

(B) No change

3.20.12 No change

(A) No change

(B) No change

(C) No change

3.20.13 It is a restricted discretionary activity to carry out a land use activity:
(c) that requires direct access over a railway level crossing where there is currently no direct access; or
(d) a change in land use that results in an increase in use of an existing direct access over a railway level crossing.

The matters over which the Council shall exercise its discretion are:

- a. The potential for adverse effects on the safety and efficiency of the road and railway resulting from the nature, use, location, and design of direct access over a railway level crossing.
- b. The type and degree of control at the level crossing.
- c. The availability of unobstructed sightlines at the level crossing.
- d. The ability to obtain alternative legal access to the site.

ZONE SPECIFIC RULES

3.33 Otatara Zone

Rule 3.33.15 (pg 3-76)

3.33.15 No change

(A) No change

(B) So that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and

(B) No change

(C) No change

(D) No change

(E) No change

3.37 Residential 3 Zone

Rule 3.37.33 (Pg 3-81)

3.37.33 A fire fighting connection, in accordance with Appendix B of SNZ PAS 4509:2008 is to be located more than six metres and less than 90 metres from any proposed habitable building on the site. The connection point is to be designed so that:

(A) No change

(B) So that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and

(B) No change

(C) No change

(D) No change

(E) No change

3.38 Rural 1 Zone

3.38.17 A fire fighting connection, in accordance with Appendix B of SNZ PAS 4509:2008 is to be located more than six metres and less than 90 metres from any proposed building on the site. The connection point is to be designed so that:

(A) No change

(B) So that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and

(B) No change

(C) No change

(D) No change

(E) No change

3.39 Rural 2 Zone

3.39.16 A fire fighting connection, in accordance with Appendix B of SNZ PAS 4509:2008 is to be located more than six metres and less than 90 metres from any proposed building on the site. The connection point is to be designed so that:

(A) No change

(B) So that fire appliances have unimpeded vehicular access, including a minimum width of 4m for an accessway, from the property boundary to the connection point; and

(B) No change

(C) No change

(D) No change

(E) No change

INFOGRAMS

Delete Infogram 3.

SECTION FOUR DEFINITIONS

Access Lot: No change

~~**Arterial Routes:** Means those routes identified as State Highways/Major Arterials and Minor Arterials on Infogram 2.~~

Car Parking: No change

Circulation roadway – A roadway used to gain access to parking aisles from entry and exit points of the facility.

Loading: No change

Loading Facilities and Manoeuvring Spaces: No change

Strategic arterial road – An arterial road or regional road identified on the Council's Roading Hierarchy, set out in the Roading Asset Management Plan.

Vehicle Access: No change

SECTION FIVE APPENDICES

APPENDIX VIII – transport standards

1. CAR PARKING STANDARDS

NOTES:

- (A) On road parking requirements: No change
- (B) Accessible car parking spaces: No change

Car Parking Areas

- (1) No change
- (2). No change
- (3). Where the required parking area is outside the building, it shall connect to the building via a pedestrian access route.

Figure 1

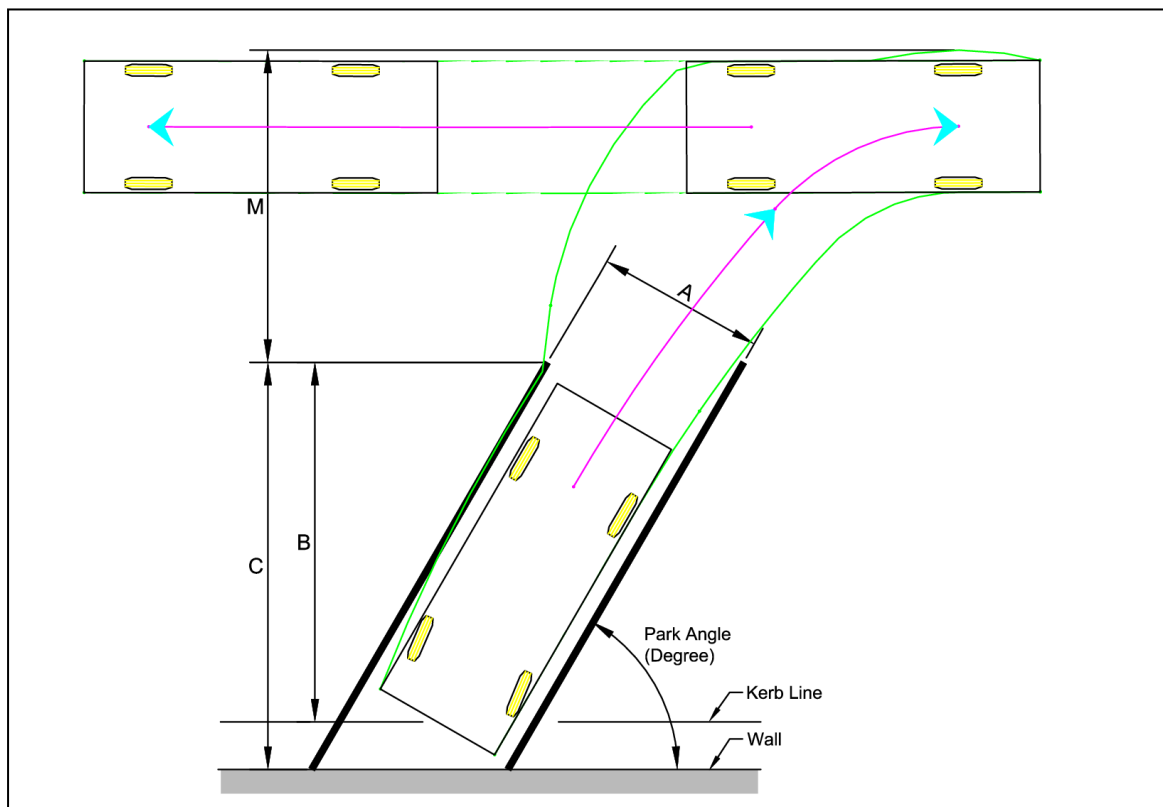


Table 1: Car Park Dimensions

Angle Degree	A	B	C	M	B + M	C + M
0	2.3	2.3	2.3	3.0	5.3	5.3
30	2.5	4.5	4.9	2.9	7.4	7.8
45	2.5	5.1	5.6	3.7	8.8	9.3
60	2.5	5.3	6.0	4.6	9.9	10.6
90	2.5	4.8	5.4	5.8	10.6	11.2

NOTES:

- a. Maximum kerb height = 150mm

Vehicle Car parking circulation routes roadway

- (4) Vehicle circulation routes shall have:
- A width of no less than 3.5m for one way circulation routes and 6.5m for two way circulation routes. Where pedestrians have to use the ~~vehicle~~ route roadway to reach a pedestrian access route the widths shall be increased by 800mm.

- No change

Note: No change

- No change

- (5) Where a ~~vehicle~~ circulation route roadway crosses a pedestrian access route, adequate visibility shall be provided. At the crossing, the ~~vehicle~~ circulation ~~route~~ roadway shall have a gradient no more than 1 in 20 for a distance of 6.0m back from the pedestrian access route and visibility displays shall be provided.

Queuing spaces

- (6) No change

Table 2: Queuing Spaces

Storage capacity of car park (Number of vehicles)	Length of queuing space (m)
0-20	6.0
21-50	10.5
51-100	15.0
101-150	19.5
151-200	24.0

NOTES:

(A) No change

(B) No change

Spaces and circulation for courier van delivery vehicles

(7) No change

(a) No change

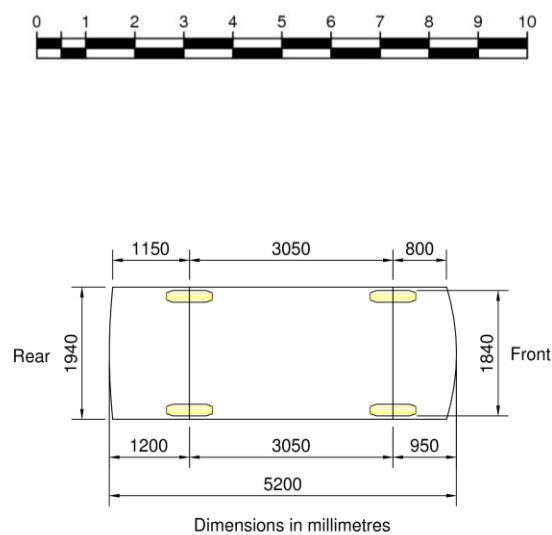
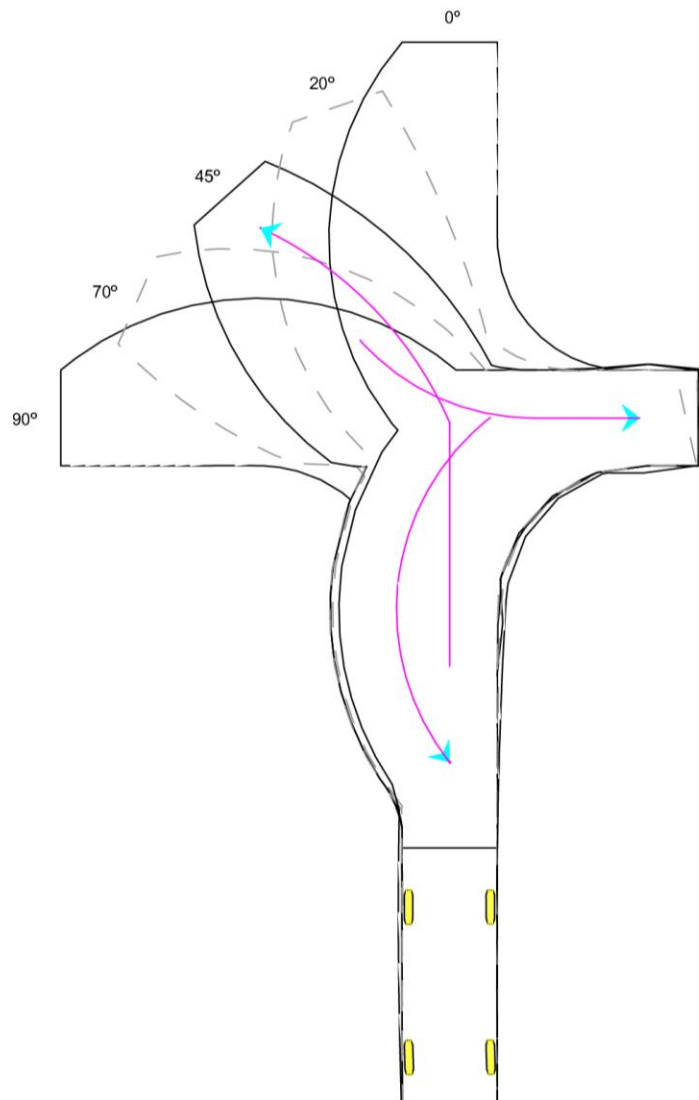
(b) No change

Note: Where buildings are required to be serviced by vehicles larger than courier vans, circulation ~~routes~~ roadways and loading spaces should be specifically designed.

[SEE OVER PAGE FOR APPENDIX VIII.2 MANOEUVRING STANDARD]

2. MANOEUVRING STANDARD – Private passenger vehicle

Figure 1



3. Private Ways and Right of Ways

(1) Private ways and right of ways are to be designed and constructed to comply with the standards set out in Table 1.

Table 1: Private Way and Right of Way Standards.

Residential 1, 1A, and 2 Zones			
Number of Lots	2-3	4-6	7+
Minimum Width	3.6m	4.5m	9m
Formed Movement lane	3m (sealed 5m in from property boundary)	3m (sealed 5m in from property boundary)	6m (sealed 5m in from property boundary)
Drainage	Interceptor sump required where more than 40m ² of impermeable area is graded towards the street.	Interceptor sump required where more than 40m ² of impermeable area is graded towards the street.	Interceptor sump required where more than 40m ² of impermeable area is graded towards the street.
Passing Bays	=	=	Every 50m, as set out in Figure 1.
Turning Heads	=	=	As set out in Figure 2.
Footpaths	=	=	Single sided, 1.5m width for concrete or 1.8m width for asphalt.
Lighting	=	=	Constructed and designed in accordance with Class P4 of AS/NZS 1158.
Residential 3 Zone			
Number of Lots	1-3	4-6	7+
Minimum Width	4m	4.5m	9m
Formed Movement lane	3m (sealed 5m in from property boundary)	3m (sealed 5m in from property boundary)	6m (sealed 5m in from property boundary)
Drainage	Interceptor sump required where more than 40m ² of impermeable area is graded towards the street.	Interceptor sump required where more than 40m ² of impermeable area is graded towards the street.	Interceptor sump required where more than 40m ² of impermeable area is graded towards the street.
Passing Bays	=	=	Every 50m, as set out in Figure 1.
Turning Heads	=	=	As set out in Figure 2.
Footpaths	=	=	Single sided, 1.5m

			<u>width for concrete or 1.8m width for asphalt.</u>
<u>Lighting</u>	=	=	<u>Constructed and designed in accordance with Class P4 of AS/NZS 1158.</u>
<u>Rural 1, 2, and Otatara Zones</u>			
<u>Number of Lots</u>	<u>2-6</u>	<u>7+</u>	
<u>Minimum Width</u>	<u>6m</u>	<u>9m</u>	
<u>Formed Movement lane</u>	<u>In accordance with Figure 3.</u>	<u>6m</u>	
<u>Drainage</u>	=	=	
<u>Passing Bays</u>	<u>Every 200m</u>	=	
<u>Turning Heads</u>	=	=	
<u>Footpaths</u>	=	=	
<u>Lighting</u>	=	=	

Note: Commercial and Industrial development will be considered on a case by case basis in consultation with the Council's Roading Manager.

Add the following figures:

- Figure 1 Passing bay detail
- Figure 2 No exit turning areas.
- Figure 3 Rural accessway layout.

Figure 1 – Passing bay detail.

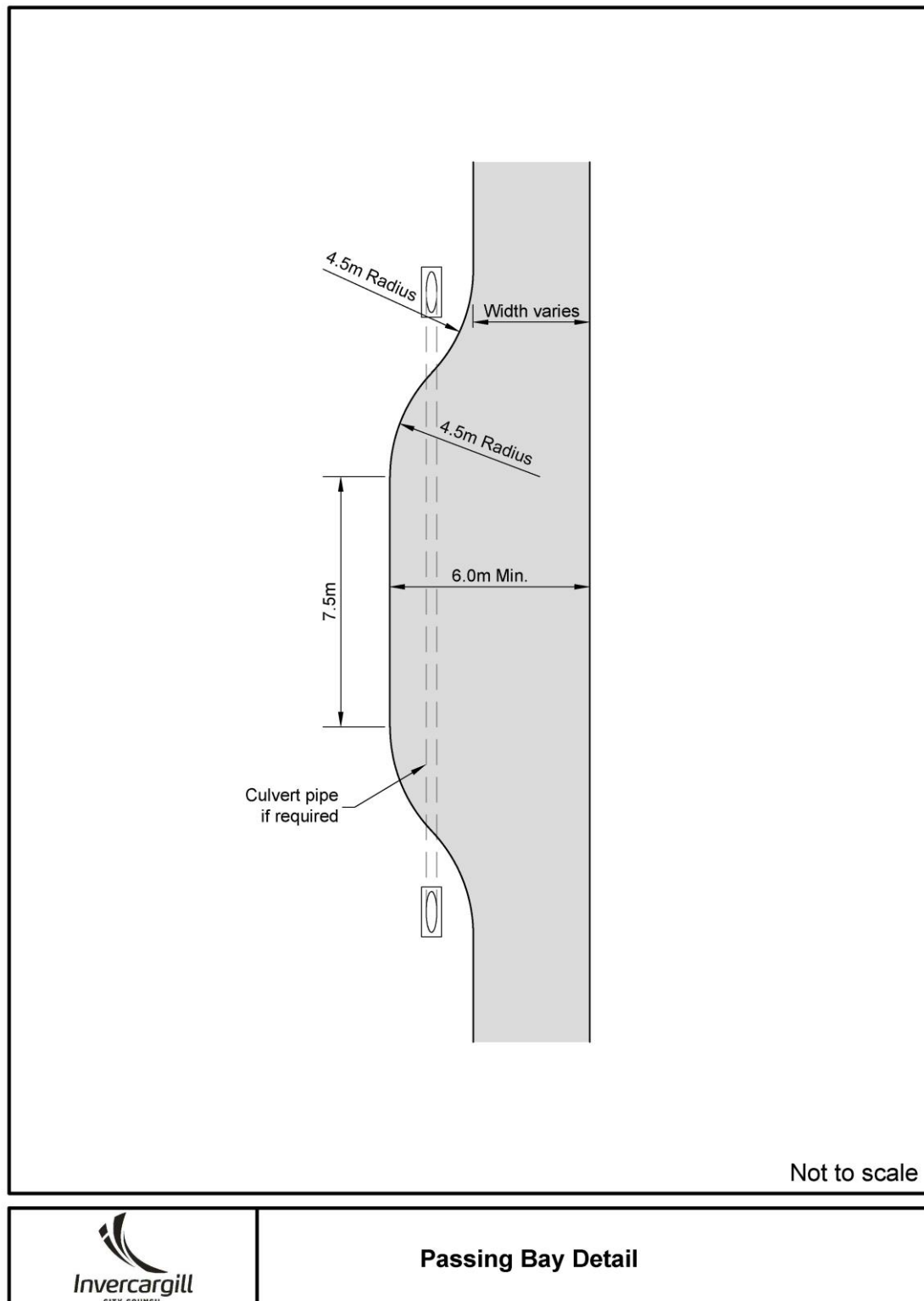
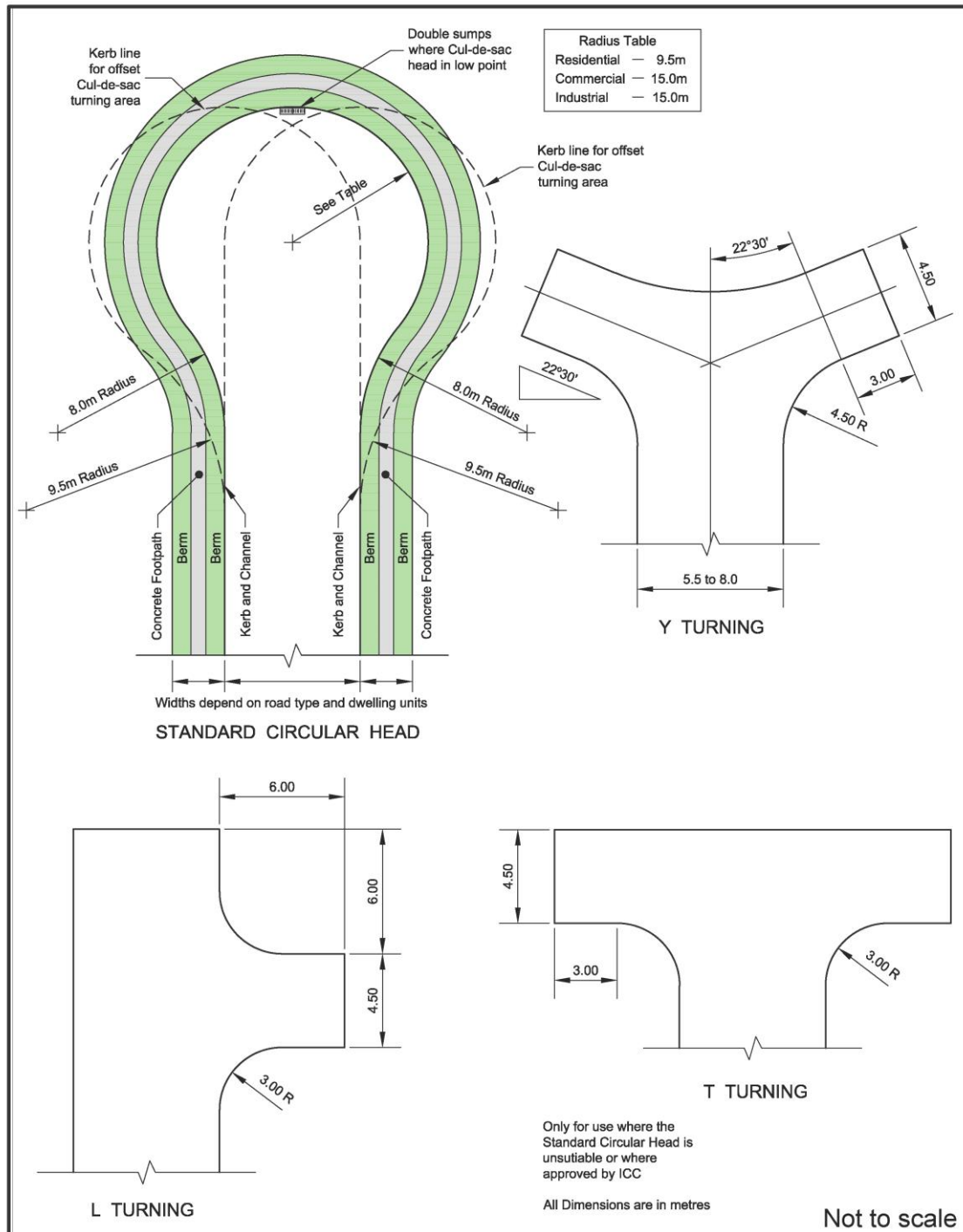
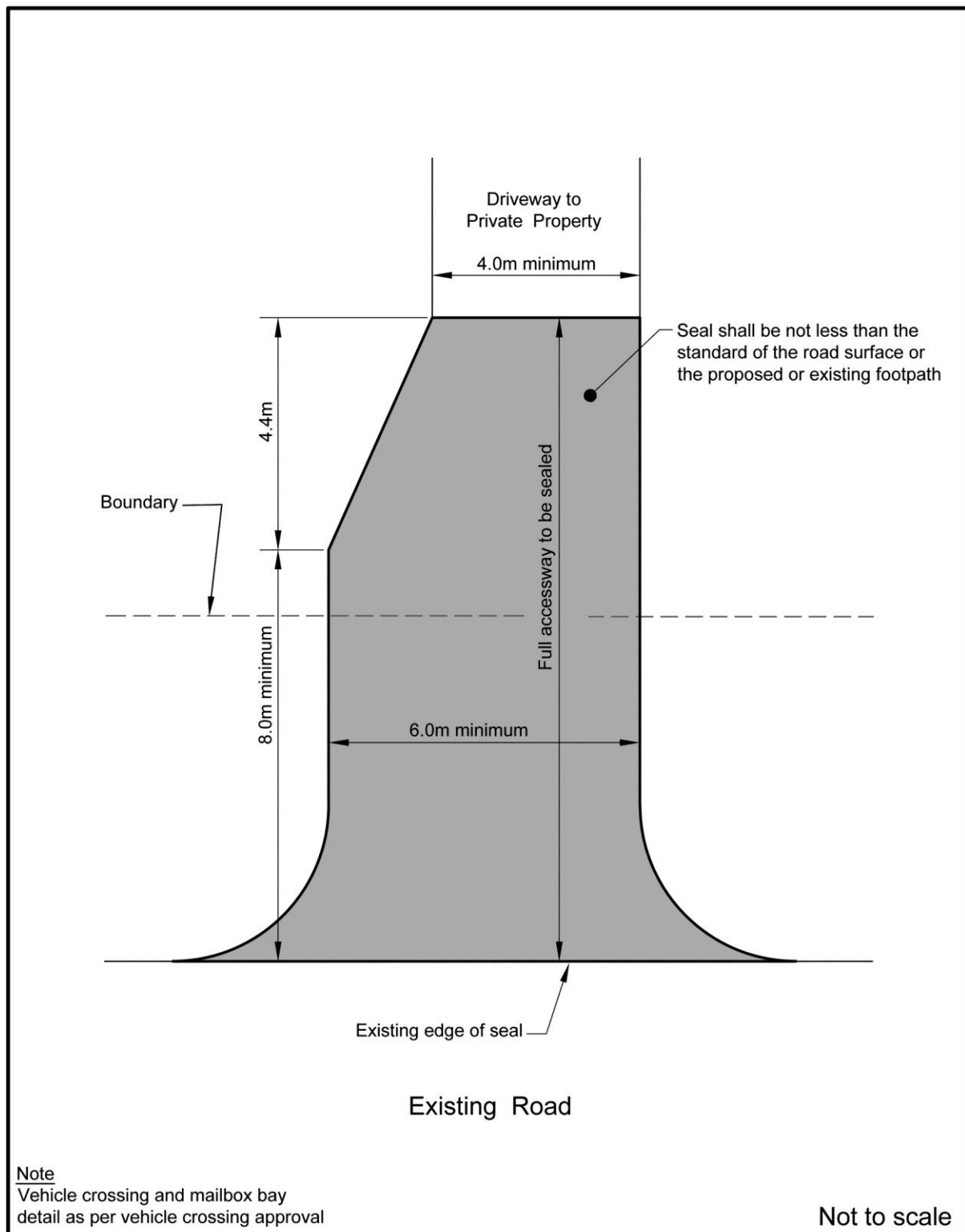


Figure 2 – No exit turning areas



CUL-DE-SAC STANDARD DETAILS
Dimensions of no-exit turning areas

Figure 3 – Rural Accessway Layout.



RURAL ACCESSWAY LAYOUT
(Two to six dwellings)

APPENDIX 3 – REGIONAL POLICY STATEMENT PROVISIONS

OPERATIVE REGIONAL POLICY STATEMENT

5.11 TRANSPORTATION

Objective 11.1

To minimise the adverse effects of transportation modes and infrastructure on natural and physical resources, so that these resources can be managed in such a way that they are able to meet the needs of future generations.

Objective 11.2

To minimise the adverse effects on the region's transportation infrastructures, so that these physical resources are managed in such a way that they are able to meet the needs of future generations.

Objective 11.3

To enable -

- a the provision of an adequate transportation infrastructure;
- b transportation systems which provide accessibility for the people of the Region;
and
- c resolution of cross-boundary transportation issues.

5.11.4 POLICIES

Policy 11.2

Provide for the continuance, maintenance and enhancement of existing facilities and infrastructure associated with the operation of ports, while avoiding wherever practicable, or remedying or mitigating, any adverse effects on the environment.

Policy 11.3

Require statutory resource management documents to include provisions that avoid, remedy or mitigate the adverse effects on the Region's transportation infrastructures, so that these physical resources can be managed in such a way that they are able to meet the needs of future generations.

Policy 11.4

Require district and regional plans to include provisions that avoid, remedy or mitigate the adverse effects of transportation and transportation infrastructure on natural and physical resources, so that these resources can be managed in such a way that they are able to meet the needs of future generations.

Policy 11.5

Promote energy conservation and efficiency within the land transportation sector.

Policy 11.6

Promote the introduction of accords, or other instruments, which relate to aircraft flight paths and operating regimes for aircraft approaching and leaving airfields.

Policy 11.7

Minimise the adverse impacts upon natural resources, in particular water quality, by road and railway maintenance activities including:

- i managing the use of oil as a dust suppressant on unsealed roads;
- ii managing drainage ditch construction and maintenance; and,
- iii managing spraying of verge vegetation.

Policy 11.8

Minimise the adverse effects of waste discharges on water quality from vehicles carrying stock or passengers, campervans and vehicle washing facilities on water quality.

Policy 11.9

Minimise the effects of the movement of livestock on public roads.

Policy 11.10

Provide for the extraction of gravel from environmentally appropriate locations in order to enable the transportation networks of the Region to be maintained at a reasonable cost.

Policy 11.11

Encourage the establishment of traffic free areas.

PROPOSED REGIONAL POLICY STATEMENT

16.6 Objective

Objective TRAN.1 – Transport and land use

Development of transport infrastructure and land use take place in an integrated and planned manner which:

- a) integrates transport planning with land use;
- b) protects the function, safety, efficiency and effectiveness of the transport system;
- c) minimises potential for reverse sensitivity issues to arise from changing land uses;
- d) provides for positive social, recreational, cultural and economic outcomes;
- e) minimises the potential for adverse public health and environmental effects.

16.7 Policies

Policy TRAN.1 – Transport decision making

Local authorities shall ensure other local authorities, road controlling authorities, infrastructure providers, affected landowners, and tangata whenua are provided with the opportunity for strategic involvement in transport decision-making processes.

Policy TRAN.2 – Strategic planning

Develop a strategic transportation network plan for Southland that provides for existing and future transport requirements.

Policy TRAN.3 – Transport infrastructure protection

Protect regionally strategic transport infrastructure.

Policy TRAN.4 – Integration of existing and future transport infrastructure

Integrate land use planning with transport infrastructure planning and provide for future transportation requirements.

Policy TRAN.5 – Management of built environment

Avoid, remedy or mitigate the adverse effects of development on transport infrastructure.

Policy TRAN.6 – Protection of health and environmental values

Manage transport activities to protect public health and environmental values.

APPENDIX 4 – KIWIRAIL SIGHT TRIANGLES.

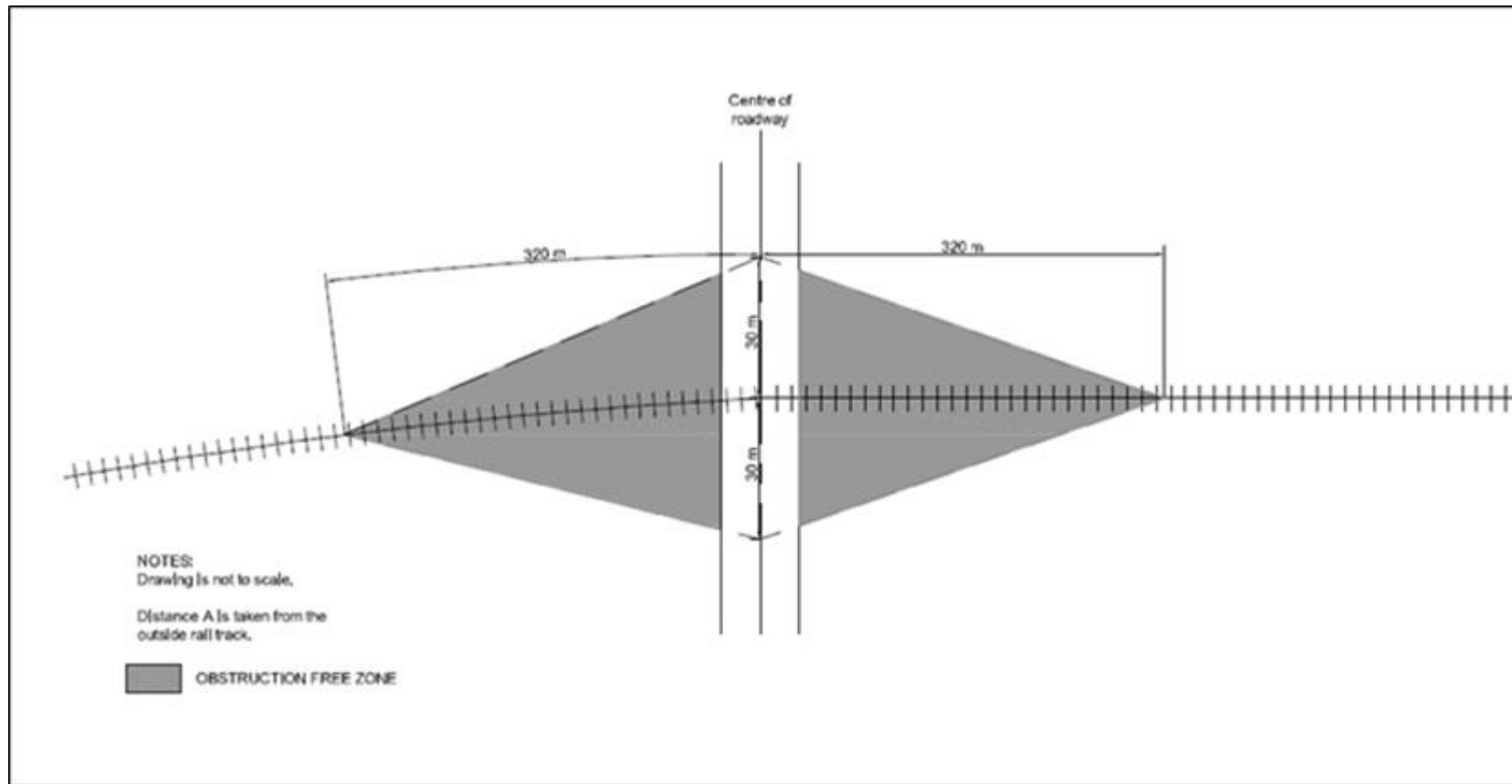


Figure 1: Approach Sight Triangles for Level Crossings with “Stop” or “Give Way” Signs

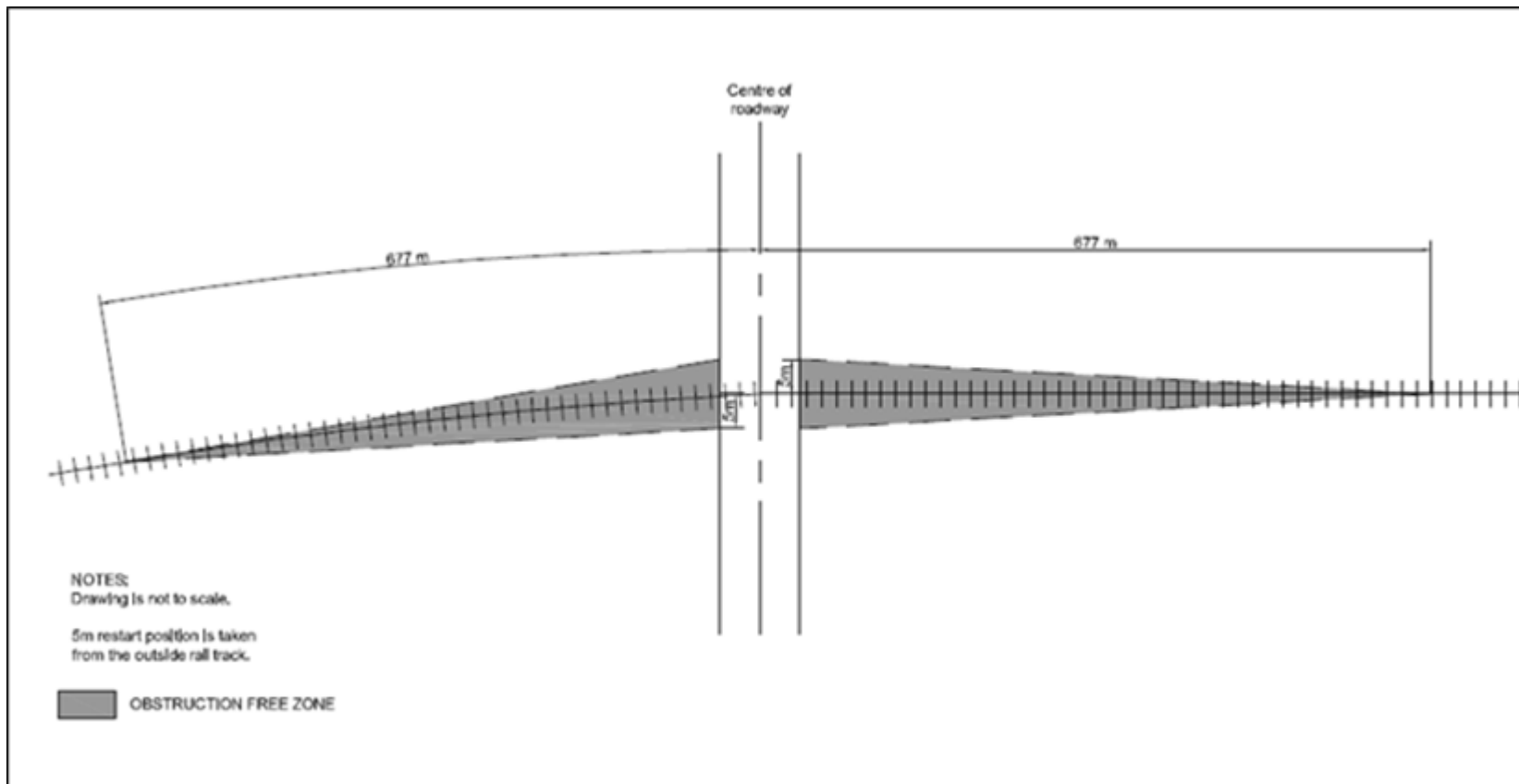


Figure 2: Restart Sight Triangles for all Level Crossings

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APPENDIX 5 –INFOGRAM 1 REGIONALLY SIGNIFICANT TRANSPORTATION NETWORKS.

