

Appendix 3 – Summary of Relevant Documents

National Policy Statement on Urban Development

Under section 75, the District Plan must give effect to any national policy statement. However, the only NPS of particular relevance to this report is the National Policy Statement on Urban Development (NPS-UD) as published on 20 July 2020, which came into force on 20 August 2020.

The changes proposed reflect the requirements of the NPS-UD. The NPS-UD does not allow Councils to set minimum car parking requirements. However, the NPS also recognises the need to address associated transport standards such as cycle and mobility parking, and allows the inclusion of provisions such as:

- a. Requiring a minimum number of accessible car parks to be provided for any activity; or
- b. Relating to parking dimensions or manoeuvring standards to apply if:
 - i) a developer chooses to supply car parks; or
 - ii) when accessible car parks are required.

Iwi Management Plans

The requirement to take into account Iwi Management Plans is recognised pursuant to s74(2)(c) of the Act. To take into account means that the matter must be addressed with weight and is a matter of judgement based on the facts and merits of the issue.

The 'Iwi Management Plan' of Kāti Huirapa for the Area Rakaia to Waitaki (1992) does not extend to specific matters in relation to transport provision.

The Mahaanui Iwi Management Plan (2013) outlines the approach for ensuring that cultural values including but not limited to impacts on freshwater resources, mahinga kai, wāhi tapu, wāhi taonga, cultural landscapes and access are taken into account in Resource Management decision making. Section 5.4 "Papatūānuku" addresses regional issues relating to land. In regards to transport:

Issue P16:

"The protection of sites of significance and indigenous biodiversity, and the potential for erosion and sedimentation, are issues of importance to tāngata whenua with regard to land transport infrastructure."

Policy P16.8

"To support sustainable transport measures in urban design and development, including public transport, pedestrian walkways, and cycle ways."

The proposed plan change will support Policy P16.8 by encouraging sustainable transport measures in the design of development, and encouraging the uptake of walking, cycling and (in the future) public transport.

Canterbury Regional Policy Statement

The provisions of the Canterbury Regional Policy Statement (CRPS) are to be given effect to in terms of s75(3) of the Act when determining appropriate planning mechanisms.

Chapter 5 of the operative CRPS provides transport related provisions that all proposed amendments as part of the Plan Review must give effect to. These are broken down into two 'regions'. The 'entire region' refers to those areas within the Greater Christchurch Metropolitan area, including Lyttleton Harbour. The 'wider region' refers to those areas outside of the Christchurch Metropolitan area, for example, Akaroa.

The provisions of relevance are listed below:

Objective 5.2.3 – Transport Network (Wider Region)

A safe, efficient and effective transport system to meet local regional, inter-regional and national needs for transport, which:

- i) supports a consolidated and sustainable urban form;*
- ii) avoids, remedies or mitigates the adverse effects of transport use and its provisions;*
- iii) provides an acceptable level of accessibility; and*
- iv) is consistent with the regional roading hierarchy identified in the Regional Land Transport Strategy.*

Policy 5.3.7 – Strategic land transport network and arterial roads (Entire Region)

In relation to strategic land transport network and arterial roads, the avoidance of development which:

- i) adversely affects the safe, efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and*
- ii) In relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.*

Policy 5.3.8 – Land Use and Transport Integration (Wider Region)

Integrate land use and transport planning in a way

- i) that promotes:*
 - i. the use of transport modes which have low adverse effects;*
 - ii. the safe, efficient and effective use of transport infrastructure, and reduces where appropriate the demand for transport;*
- ii) that avoids or mitigates conflicts with incompatible activities; and*
- iii) where the adverse effects from the development, operation and expansion of the transport system:*
 - i. on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and*
 - ii. are otherwise appropriately controlled.*

Objective 6.2.4 – Integration of transport infrastructure and land use

Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

- i) managing network congestion;*
- ii) reducing dependency on private motor vehicles;*
- iii) reducing emission of contaminants to air and energy use;*
- iv) promoting the use of public and active transport modes;*
- v) optimising use of existing capacity within the network; and*
- vi) enhancing transport safety.*

Policy 6.3.4 Transport effectiveness

Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:

- i) avoiding development that will overload strategic freight routes;*
- ii) providing patterns of development that optimise use of existing network capacity and ensuring that, where possible, new building projects support increased uptake of public and active transport, and provide opportunities for modal choice;*

- iii) providing opportunities for travel demand management;*
- iv) requiring integrated transport assessment for substantial developments; and*
- v) improving road user safety.*

The proposed plan change will improve the District Plan as it relates to transport effectiveness and integration, through requiring integrated transport assessments in certain situations, and enabling the use of active transport modes.

Walking and Cycling Strategy

The Ashburton District Council has recently invested in a walking and cycling strategy. It states why this is important:

‘Our district’s flat terrain is ideal for walking and cycling within urban centres. However, the large distances between towns limits the use of walking or cycling as transport. Many of the roads within the rural network have narrow carriageways, little or no shoulders, and high speed limits. Travel by private car is the main form of transport in our district and between the townships within the district. There is no public transport.’

It then goes on to discuss reasons for the importance:

‘Our walking and cycling network is important for a number of reasons.

- It gives people the opportunity to walk or cycle,*
- Enables an ageing population to move around easily, including mobility devices,*
- Improves health and well-being,*
- Reduces carbon emissions by reducing the number of vehicles on the road, and*
- Supports economic outcomes such as tourism’.*

The strategy identifies *‘the objectives, actions and projects that will help us achieve our vision for walking and cycling in our district.’*

The strategy:

- Provides information on the walking and cycling network that we manage and the work we undertake;*
- Sets out how we will work with our community and stakeholders; and*
- Provides information on our plan to make our district a more active transport friendly area over the next 10 years.*

The proposed plan change takes into account the goals sought in the Ashburton Walking and Cycling Strategy and gives effect to some of the provisions. The inclusion of cycle parking related policies and rules within the District Plan will assist in meeting the goals of the strategy, by providing a regulatory framework for the consideration of goals related to cycle parking.

Ashburton District Parking Strategy 2021

The Ashburton District Council has recently prepared a parking strategy for the district. It sets out the desired outcomes for parking across our district and identifies a range of methods that can help meet our objectives.

The Strategy has five objectives that seek to guide the strategy and future parking decisions within the District:

A. Support placemaking, amenity and good urban design outcomes.

When used effectively, parking management can help to make our town centres safer, more vibrant, sustainable and equitable. This makes our town centres places where people like to spend time. For example, this means supporting our new streetscape upgrades in the Ashburton town centre with parking management that complements the high-quality urban environment we have provided.

B. Support the economic development of town centres

Managing parking appropriately can help to improve the local economy. This can be done by prioritising parking spaces in town centres for uses that help businesses, like short-term parking and loading, while prioritising quieter and more appropriate locations for long-term parking or camper vans to help bring in tourists. Parking spaces can also be flexible over time for parking or uses such as outdoor dining if a café is using the building but may convert back to a carpark if the café moves.

C. Support environmental outcomes

Parking needs to be managed in a way that moves us towards achieving a balanced and sustainable environment. We can do this by providing dedicated parking for emerging technologies and schemes, such as electric vehicles and car sharing, and encouraging more environmentally friendly forms of transport like walking and cycling/micro-mobility.

D. Supporting the Walking and Cycling Strategy

The methods we use to manage parking will have an impact on walking and cycling. This strategy needs to be aligned with our Walking and Cycling Strategy and help to accomplish its objectives. This means making bicycle parking available near to key destinations; and prioritising street space for walking and cycling routes.

E. Ensure parking is managed for the context

Parking needs to be managed in a way that makes sense for our district and the localities within it. Not all places are the same and our strategy needs to be tailored for our people. This means parking restrictions are appropriate for the level of parking demand; and enforcement of parking restrictions is effective and affordable to the Council. This also could involve technology such as parking space sensors and associated Apps.

The strategy then goes on to discuss how District Plan policies are connected:

'District Plan parking policies set out the outcomes we are trying to achieve in terms of parking. Because projects such as new streets and land developments need to align with the District Plan, setting policies that align with this strategy will make sure future projects help to achieve its objectives.'

The Strategy also makes the following statements relevant to this plan change:

'The District Plan will no longer require a minimum number of car parks for a development. This removal of 'minimums' was a requirement of the National Policy Statement on Urban Development 2020. However, the rules can require that a developer outlines how parking will be addressed for the development

through an Integrated Transport Assessment. The rules can also set out the design requirements and what level of mobility and bicycle parking is provided.'

The strategy also seeks the development of Parking Management Plans:

'Parking Management Plans (PMPs) set out the appropriate interventions/measures that will be used to manage parking in specific areas and how a specific area will meet the objectives of this Parking Strategy. We will develop plans for each of our towns and larger settlements. The first plan to be prepared will be for the Ashburton town centre.'

'The Parking Management Plan for each town or settlement will address the specific situation in that location. These plans will target known problems using the interventions described in the action plan while helping to meet the overall plan objectives. The same interventions won't necessarily apply in every town or settlement.'

'The Parking Management Plan for each town or settlement will include:

- An assessment of current parking patterns. For instance, how much parking there is, how it is used and when it is most busy.*
- An assessment of how parking supply and demand is likely to change in the future, for example as a result of new developments and Council projects.*
- Recommended short-, medium- and long-term parking management measures.'*

The proposed plan change has been informed by the objectives of the Ashburton District Parking Strategy. The plan change will regulate the provision of mobility parking. The strength of policies proposed in this regard, recognises the objectives of the Ashburton Parking Strategy, and confirms design requirements for these spaces when they are required. Furthermore, the proposal to require ITA's as a restricted discretionary activity in some situations recognises the importance of considering effects through a resource consent process. While the quantity of car parking provided is outside the scope of a restricted discretionary assessment, the effects of vehicle trip generation can be considered.

Resource Management Act 1991

Clause 31: Functions of territorial authorities under this Act

(1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:

(a) 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.

Purpose and Principles (Part II) of the Resource Management Act

Section 5 in Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

Section 6 of the Act sets out a number of matters of national importance which need to be recognised and provided for, and includes among other things and in no order of priority, the protection of outstanding natural features and landscapes, the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna, and the protection of historic heritage.

Section 7 identifies a number of “other matters” to be given particular regard by a council in the consideration of any assessment for resource consent, and includes the efficient use of natural and physical resources, and the maintenance and enhancement of amenity values. Of particular relevance to this plan change are:

Section 7(b) The efficient use and development of natural and physical resources.

Section 7(f) The maintenance and enhancement of the quality of the environment.

Section 7(i) The effects of climate change.

The transport provisions proposed in this plan change would support the efficient use of the transport network, as a physical resource of regional and local importance. The quality of the environment would be maintained and enhanced by the promotion of a safe, efficient and sustainable transport network. The effects of climate change would be indirectly avoided and mitigated by the promotion of sustainable forms of transport through the provisions for high trip generating activities and cycle parking.

Section 8 requires a council to take into account the principles of the Treaty of Waitangi. This principles are relevant to engagement during plan change preparation (such as meaningful consultation prior to notification) and in the content of plan provisions (in this case consideration of the cultural value of provisions that promote a sustainable transport network).

Overall the proposed Plan Change 5 is considered to meet the relevant provisions of Part 2 of the RMA and to achieve the purpose of the RMA being sustainable management of natural and physical resources.