

## PLAN CHANGE 39: BALCLUTHA ZONING

### 3.46 New Zealand Transport Agency Submission

Submitter Number and Name	Submission i.e. whether the submitter supports or opposes specific provisions	Comment / decision sought
New Zealand Transport Agency	<b>Supports in part</b>	<p>NZTA <b>supports</b> the rezoning in principle because:</p> <ul style="list-style-type: none"> <li>• Balclutha will have sufficient residential and industrial development capacity and that long-term supply will be maintained;</li> <li>• It will ensure Balclutha has appropriate provisions to grow sustainably</li> <li>• Formalise some existing zonings to reflect current land use</li> <li>• Ensure efficiency and integration of services while minimising effects of urban development.</li> </ul> <p>NZTA <b>does not support</b> that component of the Plan Change that involves changing the zoning on the north-west of SH 1 at the north eastern end of Balclutha, south of Johnston Road as it will contribute to ribbon zoning that will adversely affect the safety, efficiency and functionality of the SH. NZTA consider it will be difficult to achieve safe access to this land given the vertical and horizontal alignment of the SH. NZTA requests this area remains Rural.</p> <p>NZTA suggests that the proposed Transitional RA adjacent to and south of SH 1 at the north-eastern end of Balclutha should not have direct access to SH 1 but should be accessed from Cherry Lan and Nelson Road, and rules should be included to provide for this.</p>

#### 3.46.1 Discussion and Evaluation

With respect to the two areas of concern NZTA's, we note that these parcels of land were not included in the Plan change maps used in the consultation process with NZTA. Hence, the issues they have raised in their submission have not been previously discussed with them. We note that the SH is a limited access road in this location and agree with NZTA that the vertical and horizontal alignment of the SH is not ideal in this location. We also agree that the northern zoning will promote ribbon development unless a suitable consolidated access point is available. No work has been undertaken to determine if a viable access to the SH can be found that meets with NZTA approval. Hence, we recommend that this Transitional Resource Area be removed and revisited, in consultation with NZTA, at the time of the full District Plan review.

With respect to the Transitional RA to the south of the SH, given that the SH is a LAR at this point, it is appropriate to restrict direct SH access where there are existing legal roads connecting with the SH. Furthermore, the topography indicates that direct access to the SH would be difficult in this location. Hence, we recommend that a new rule be included within the Transitional Resource Area section of the District Plan that provides for this.

### 3.46.2 Recommendation

Submitter Name and Submission Number	Accept / Accept in Part / Reject
New Zealand Transport Agency	Accept

### 3.46.3 Recommended Amendments to Proposed Plan Change

- (a) Remove the Transitional Resource Area zoning over the area land north-west of SH 1 at the north eastern end of Balclutha, south of Johnston Road
- (b) That the following new rule be added to Section 4.5 Transitional Resource Area:

#### **Rule TRA.4 ACCESS**

*That no residential activity, subdivision or other development within the Transitional Resource Area that adjoins Cherry Land or Nelson Road in North Balclutha (Map U2) shall have direct vehicular access to State Highway No.1.*

*Any activity that does not comply with this rule shall be a non-complying activity.*

#### Reason

*The State Highway is a Limited Access Road in this location and the topography is such that direct physical access to it would be difficult to safely construct. Given that both Cherry Lane and Nelson Road already connect to the State Highway in this location, the safety, efficiency and functionality of the State Highway will be protected by ensuring development utilises these existing connections.*