

**Submission on Proposed Timaru District Plan - He Po. He Ao. Ka Awatea.**

**Form 5 Submission on publically notified proposal for policy statement or plan, change or variation**

*Clause 6 of Schedule 1, Resource Management Act 1991*

**To:** Timaru District Council - Planning Unit

**Date received:** 14/12/2022

**Submission Reference Number #:**74

This is a submission on the following proposed plan (the **proposal**): Proposed Timaru District Plan - He Po. He Ao. Ka Awatea.

**Submitter:**

H B

**Address for service:**

15 Verran Place Christchurch 8052  
New Zealand

**Email:** globepanning@gmail.com

**I wish to be heard:** Yes

**I am willing to present a joint case:** Yes

Could you gain an advantage in trade competition in making this submission?

- **No**

Are you directly affected by an effect of the subject matter of the submission that

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition

- **No**

**Submission points**

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**Point 74.1**

**Section:** TRAN – Transport

**Sub-section: Policies**

**Provision:**

**TRAN-P9 Non-transport related activities**

Encourage road and railway corridor to be used for:

1. Other co-located network utilities;
2. Non-transport related activities which contribute to public amenity values and well-being while:
  - a. Mitigating any adverse effects on the safety, efficiency and functionality of the transport corridor, including in the future; and
  - b. Being consistent with the character and qualities of adjoining zones.

**Sentiment:** Amend

**Submission:**

The car driving experience along State Highway 1 from Christchurch to Timaru has popularly been known as a dull driving experience. At the same time the area suffers from a lack of indigenous flora. Less than 0.5% of the plains still supports native vegetation (Meurk, C., 2004). Providing for a green corridor would promote an outcome for the benefit of the environment.

**Relief sought**

Add Clause 3: Provide for a green corridor of indigenous vegetation plantings along the whole of State Highway 1 in Rural areas between the Ashburton District Council boundary in the north to the Waimate District Council boundary in the south.

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**Point 74.2**

**Section:** TRAN – Transport

**Sub-section:** Policies

**Provision:**

**TRAN-P1 Active transport**

Encourage active transport modes such as cycling and walking by:

1. ensuring safe pedestrian access to building entrances;
2. requiring permeable road layouts;
3. requiring footpaths and other active transport infrastructure;
4. requiring consolidated settlement patterns;
5. requiring secure, sheltered cycle parking that is located in a convenient and safe position and which ensures pedestrian safety; and
6. encouraging the provision of end-of-journey facilities for staff such as bicycle parking, showers, lockers and dedicated changing spaces.

**Sentiment:** Amend

**Submission:**

Tran P1 and other provisions encourages cycling within settlements but not necessarily between settlements. Although cyclists aren't in theory excluded from State Highway 1 the road is dominated by private vehicles despite heavy costs including congestion, air pollution, greenhouse emissions and poor health outcomes (Howden-Chapman et al., 2010). Studies show that fear of cycling in car-dependent New Zealand arises mainly from other causes than risk of injury, associated with the marginal status of cyclists on the public road.

## Relief sought

Add new 7th clause: encourage a cycleway along State Highway 1 between the Ashburton District Council boundary in the north to the Waimate District Council boundary in the south.

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### Point 74.3

**Section:** GRUZ – General Rural Zone

**Sub-section:** Rules

**Sentiment:** Amend

**Submission:**

The car driving experience along State Highway 1 from Christchurch to Timaru has popularly been known as a dull driving experience. At the same time the area suffers from a lack of indigenous flora. Less than 0.5% of the plains still supports native vegetation (Meurk, C., 2004). Providing for a green corridor would promote an outcome for the benefit of the environment. This outcome can be supported by a rule requiring that no trees or shelterbelts are to be planted alongside SH1 unless they are of an indigenous variety.

## Relief sought

Add a new clause or amend GRUZ-R15 to state that 'no trees or shelterbelts shall be planted within 15m of SH1 unless they are of an indigenous variety'.

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### Point 74.4

**Section:** SUB – Subdivision

**Sub-section:** Standards

**Provision:**

SUB-S7 Roads, cycleways and pedestrian access		
2.	A 5m wide access lot is vested to Timaru District Council in accordance with the Geraldine Downs walking and cycling tracks specific control areas as showing on the Planning map.	<b>Matters of discretion restricted to:</b>
<b>Geraldine Downs - Walking and Cycling tracks specific control areas</b>		1. the extent to which the proposal would affect the ability for the Geraldine Downs Walking and Cycling tracks to be established.

**Sentiment:** Amend

**Submission:**

Provisions elsewhere in the Plan encourage cycling within settlements but not necessarily between settlements. Although cyclists aren't in theory excluded from State Highway 1 the road is dominated by private vehicles despite heavy costs including congestion, air pollution, greenhouse emissions and poor health outcomes (Howden-Chapman et al., 2010). Studies show that fear of cycling in car-dependent New Zealand arises mainly from other causes than risk of injury, associated with the marginal status of cyclists on the public road.

## Relief sought

A 5m wide access lot is vested to Waka Kotahi or Timaru District Council for the provision of a cyclelane as a result of any

subdivision of land adjoining SH1 from the Ashburton District Council boundary in the north to the Waimate District Council boundary in the south.

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**Point 74.5**

**Section:** Designations

**Sentiment:** Amend

**Submission:**

NZTA has a designation for State Highway 1 from the Ashburton District Council boundary in the north to the Waimate District Council boundary in the south. There is no explicit provisions for redressing the general lack of indigenous flora or cycling between settlements. Providing for a green corridor with more indigenous plantings and /or a cycle land or cycle way would promote active transport modes resulting in an outcome for the benefit of the environment.

**Relief sought**

Support the roll over of the highway designation into the new Plan to provide for State Highway 1 provided indigenous plantings and separated cycle lanes are encouraged and/or provided for through reference under Conditions.

## Michelle Reeves

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**From:** GlobePlanning <globeplanning@gmail.com>  
**Sent:** Monday, 23 January 2023 6:49 am  
**To:** PDP  
**Subject:** Re: Proposed Timaru District Plan Incomplete Submission - HB

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Apologies for the delay in responding Megan, at this stage the submission is considered complete without need for further clarification of details. Further information can be made available at the hearing. Would be willing to address your concern with the Hearings Panel at any stage of the process as required.

On Thursday, December 15, 2022, PDP <[pdp@timdc.govt.nz](mailto:pdp@timdc.govt.nz)> wrote:

Hi,

Thank you for submitting on the Proposed Timaru District Plan. The submission is considered incomplete as full name of the submitter is not provided. I copy of the submission received is attached for your information.

Please provide the full name of submitter to complete the submission by returning this email.

Please note the submission closes 5pm today, if information received later than the close of submission, the submission are likely considered as late submission.

Regards

Megan



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