

**Before the Hearings Panel  
At Waimakariri District Council**

**Under** Schedule 1 of the Resource Management Act 1991

**In the matter of** the Proposed Waimakariri District Plan

**Between** **Various**

**Submitters**

**And** **Waimakariri District Council**

**Respondent**

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**Response to Minute 16 – Updated s42A recommendation TRAN  
Andrew Maclennan on behalf of Waimakariri District Council**

**Date: 8 March 2024**

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**INTRODUCTION:**

1 My full name is Andrew Maclennan. My role in preparing this report is that of an expert planner contracted to the Waimakariri District Council.

2 I have prepared this Council report on behalf of the Waimakariri District Council (**Council**) in respect of matters raised through Minute 16 for the Hearing Panel.

3 Specifically, this report response to paragraph 4.(e) of Minute 16 which states:

*We have carefully considered what is the best way forward for all participants in this process in terms of natural justice and fair process. Having done so, we hereby direct pursuant to s41C of the RMA:*

...

*e. By no later than 4pm Friday 8 March 2024, the s42A reporting officer shall provide the Hearings Panel with an updated s42A recommendation in respect to TRAN-S1 and Tables TRAN-3 and TRAN-4 and a recommendation as to whether the Hearings Panel should require expert conferencing to occur.*

4 I am authorised to provide this evidence on behalf of the Waimakariri District Council

**QUALIFICATIONS, EXPERIENCE AND CODE OF CONDUCT**

5 Appendix D of my Section 42A report - Ranga waka - Transport sets out my qualifications and experience.

6 I confirm that I am continuing to abide by the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023.

**BACKGROUND**

7 The background to this report is set out within paragraphs 7 – 10 of my “Response to Minute 16 – Planning response and s32 evaluation” dated 31 January 2024 (Planning response and s32 evaluation).

8 The 'Planning response and s32 evaluation' and associated evidence provided by Mr Shane Binder provided the justification and technical support for the notified version of Tables TRAN-3 and TRAN-4.

9 Within the 'Planning response and s32 evaluation' I concluded that the notified version of Tables TRAN-3 and TRAN-4, is the most appropriate option as the benefits outweigh the costs, and this option is considered to be the most efficient and effective option for achieving TRAN-O1.

10 The 'Planning response and s32 evaluation' and associated evidence provided by Mr Shane Binder was circulated available to all submitters and further submitters to the TRAN – Transport Chapter on the next working day the 5<sup>th</sup> of February 2024.

11 All submitters to the TRAN – Transport Chapter were able to provide comments and evidence on the information provided no later than 4pm 23 February 2024.

12 No additional comments or evidence on the information provided.

#### **UPDATED S42A RECOMMENDATION**

13 Following a review of the evidence provided by Mr Binder which supports the notified version of Tables TRAN-3 and TRAN-4, my recommendation in respect to TRAN-S1 and Tables TRAN-3 and TRAN-4 is unchanged from the recommendation within my reply report.

14 For completeness I have included this version within Appendix 1

15 Given no further comment or evidence has been provided by submitters, I consider no further expert conferencing is required.

**Date:** 8 March 2024



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Andrew MacLennan  
Consultant Planner

## APPENDIX 1 – RECOMMENDED AMENDMENTS TO TRAN-S1 AND TABLES TRAN-3 AND TRAN-4

The following is a key of the proposed amendments:

Appearance	Explanation
Black text	Text as notified.
Red text with <u>underlining</u> or <del>strikethrough</del>	Amendments recommended in section 42A report.
Green text with <u>underlining</u> or <del>strikethrough</del>	Amendments recommended within the Reply Report in response to evidence.

TRAN-S1	Design standards for new roads	
All Zones	Refer to Table TRAN-3 or Table TRAN-4 below, as applicable.	<p><b>Activity status when compliance not achieved: RDIS</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>TRAN-MD1 - Road design</li> </ul>

**Table TRAN-3: Design standards for new roads where the posted speed limit is 50km/h<sup>1</sup> or less**

Design element					
Road type	Low Volume Local Road	Local Road	Collector Road	Arterial Road	Strategic Road
Typical design AADT	<150	<1,500			
Maximum length (m)	150				
Maximum number of residential units served	20	200			
Road <del>reserve</del> <u>corridor</u> <sup>2</sup> width (m) <sup>2</sup>	16.0	18.0	23.0	24.0	25.0

<sup>1</sup> Schedule 1 Clause 16(2)

<sup>2</sup> Waka Kotahi NZ Transport Agency [275.3]

Footpath (m)	2 x 1.8	2 x 1.8	1 x 1.8 (one side)	1 x 2.0 (one side)	1 x 2.0 (one side)
Shared use path (m) <sup>3</sup>			1 x 2.5 (one side)	1 x 2.5 (one side)	1 x 2.5 (one side)
Parking (m) <sup>4</sup>	2.5 (within carriageway, one side only)	2.0 <sup>3</sup> (within carriageway, each side)	Indented parking bays (outside carriageway, each side)	Indented parking bays (outside carriageway, each side)	Indented parking bays (outside carriageway, each side)
Cycle lane (m) <sup>1</sup>			2 x 1.8	2 x 1.8	2 x 1.8
Traffic lane (m)	4.0 minimum	4.0 minimum	2 x 3.3	2 x 3.5	2 x 3.5
Median (m)				2.0	2.0
Minimum carriageway width (m)	6.5	8.0	10.2	12.6	12.6
<p>1. Where cycle lanes are required these shall be permanently marked.</p> <p>2. The balance of the road <b>reserve corridor</b><sup>4</sup> not occupied by the carriageway, indented parking bays, footpaths and shared use path, may be used for landscaping and installation of services. Services should not be installed under footpaths or shared use path.</p> <p>3. Consultation should be undertaken with the District Council to confirm the location of a shared use path.</p> <p>4. Parking design standards are shown in TRAN-S7, Table TRAN-10.</p>					

**Table TRAN-4: Design standards for new roads where the posted speed limit is 60km/h<sup>5</sup> or above**

Design element					
Road type	Low Volume Local Road	Local Road	Collector Road	Arterial Road	Strategic Road
Typical design AADT	<150	<1,500			
Maximum length (m)	150				
Maximum number of residential units served	20	150			

<sup>3</sup> Waimakariri District Council [367.34]

<sup>4</sup> Waka Kotahi NZ Transport Agency [275.3]

<sup>5</sup> Schedule 1 Clause 16(2)

Road <del>reserve</del> <del>corridor</del> <sup>6</sup> width (m)	20.0	20.0	23.0	24.0	<del>25-30</del> .0 <sup>7</sup>
Shared use path (m) (one side) <sup>1</sup>			2.5	2.5	2.5
Traffic lane (m)	1 x 3.5	2 x 3.3	2 x 3.5	2 x 3.5	2 x 3.5
Total shoulder width (m)	2 x 1.5	2 x 1.5	2 x 1.5	2 x 2.0	2 x 2.5
Minimum sealed shoulder width (m)	2 x <del>0.75-0.5</del> <sup>8</sup>	2 x 1.0	2 x 1.0	2 x 1.5	2 x 2.5
Minimum carriageway width (m)	6.5	9.6	10.0	11.0	12.0
1. Consultation should be undertaken with the District Council to confirm the location of a shared use path.					

<sup>6</sup> Waka Kotahi NZ Transport Agency [275.3]

<sup>7</sup> Waimakariri District Council [367.35]

<sup>8</sup> Waimakariri District Council [367.35]

