

**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

**Council reply on Rangawaka-Transport (TRAN) – Andrew MacLennan on
behalf of Waimakariri District Council**

Date: 30 November 2023

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 read the evidence and tabled statements provided by submitters relevant to the Section 42A Report - Rangawaka-Transport (TRAN).
- 3 I have prepared this Council reply on behalf of the Waimakariri District Council (**Council**) in respect of matters raised through Hearing Stream - 5.
- 4 Specifically, this statement of evidence relates to the matters in the Section 42A Report - Rangawaka-Transport (TRAN).
- 5 I am authorised to provide this evidence on behalf of the Waimakariri District Council.

QUALIFICATIONS, EXPERIENCE AND CODE OF CONDUCT

- 6 Appendix C of my section 42A report sets out my qualifications and experience.
- 7 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.

SCOPE OF REPLY

- 8 This reply follows Hearing Stream 21 – 25 August 2023. Minute 9 from the Hearing Panel provided direction on expert conferencing and set out timeframes for the final reply reports. The Council officers final right of reply for the TRAN Chapter is to be completed by 30 November 2023.
- 9 The main topics addressed in this reply include:
 - Answers to questions posed by the Panel
 - Summary of the JWS's for the TRAN chapter
 - Matters remaining in contention
 - Changes to recommendations in s42A report

- 10 Appendix 1 has recommended amendments to PDP provisions, with updated recommendations differentiated from those made in Appendix A of the s42A report.
- 11 Appendix 2 has an updated table of recommended responses to submissions and further submissions. In response to a question from the Hearing Panel noting that the ‘Officer Recommendation’ column of the appendix included within the s42A report only included ‘accept’ or ‘reject’ and not ‘accept in part’ the updated Appendix 2 has included been updated to describe where a submission point was ‘accepted in part’.
- 12 The following is a key of the proposed amendments:

Appearance	Explanation
Black text	Text as notified.
Red text with <u>underlining</u> or strikethrough	Amendments recommended in section 42A report or reply report.
Blue text with <u>underlining</u> or strikethrough	Additional amendments recommended by the initial Reply Report.
Green text with <u>underlining</u> or strikethrough	Amendments recommended within this Reply Report in response to evidence.
Purple text with <u>underlining</u> or strikethrough	Additional amendments the experts are recommending as part of this JWS.

Answers to questions posed by the Panel

- 13 The following answers to questions posed by the Panel were provided to the Panel on 29 September 2023, and a replicated here to provide a single reply document.

EI-P4 and TRAN-P2

Having heard from submitters and responded to questions from the Hearings Panel on TRAN-P2 and EI-P4, please provide any updated recommendations in respect to these policies. In particular, please consider the appropriateness of these policies, where they would best be located, and whether there is scope to move their location.

- 14 Turning to TRAN-P2, again the scope provided in submissions is somewhat limited. Parties largely sought amendments to specific clauses within the policy, most of which I supported as set out within paragraphs 108 – 112 of my s42A report.
- 15 Waka Kotahi’s submission [275.18] considered that Clauses (6), (7) and (8) are not specific to the Transport chapter and suggested these clauses seek broader measures relating to environmental sustainability. The submission sought the deletion, relocation, or redrafting of these clauses.
- 16 I have re-considered the submission of Waka Kotahi and I agree that clauses (6) – (8) are not specific to transport activities. I also note that given the aspirational nature of the drafting of the policy (‘Encourage where possible’), I consider the outcomes listed within clauses (6), (7) and (8) would need to be offered by an applicant rather than being required by the Council as there are not methods that implement this policy direction.
- 17 Given the lack of specificity to the transport topic I recommended that clauses (6) – (8) be removed from the policy.
- 18 Within the hearing Ms Dale supported the submission of Kāinga Ora that seeks an amendment to the chapeau of TRAN-P2 replacing ‘Promote’ with ‘Encourage’ for consistency with EI-P2.
- 19 I agree with the amendment suggested by Ms Dale. I note that SD-O3(4) of the Proposed Plan seeks to ‘encourage more environmentally sustainable outcomes as part of subdivision and development’. Therefore, I agree that using the same language in both TRAN-P2 and EI-P2 will align with the SD.

Recommendation

20 I recommend that TRAN-P2 be amended as follows:

TRAN-P2	Environmentally sustainable outcomes Seek more Promote <u>Encourage</u> ¹ environmentally sustainable outcomes associated with transport, including by promoting : <ol style="list-style-type: none">1. the use of public transport, active transport and sustainable forms of transport;2. the use of green infrastructure;3. the increased utilisation of renewable resources;4. the use of low impact approaches (such as in site, route or structure selection or construction methodology); <u>and</u>5. using low carbon materials in construction;6. changing the way activities that generate high greenhouse gas emissions are delivered;7. offsetting greenhouse gas emissions, where there is a strong likelihood that the offsets will be achieved in perpetuity,² through activities such as planting carbon sequestering trees (excluding wilding or pest species)³ or the establishment and restoration of wetlands; and8. energy efficiency and conservation practices.¹¹
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21 I consider clauses (6) - (8) are not necessary to achieve the objectives of the TRAN chapter. I consider TRAN-P2 will be more efficient and effective at achieving TRAN-O4 if clauses (6) - (8) are removed, as it removes unnecessary provisions.

Please respond to the Panel's question as to how your recommended inclusion of micro-mobility in TRAN-O1 is given effect to through the policies and rules in the Chapter.

22 Within my response to the Hearing Panel questions I noted that the use of micro-mobility devices occurs on infrastructure that is created for pedestrian or cycle use. In this sense, wherever infrastructure for active transport is prioritised (i.e., new shared pathways), this will also be prioritising infrastructure for micro-mobility. Therefore, I considered

¹ Kainga Ora [325.76]

² ECAN [316.31]

³ Canterbury Regional Council [316.31]

that provisions that implement walking and cycling will also implement micro-mobility.

23 To provide greater clarity as to how micro-mobility is given effect to in the PDP, I have reflected on whether the term 'micro-mobility' should be included within the PDP wherever the term 'active transport' is used⁴. Or alternatively, whether a description of 'micro-mobility' should be incorporated into the definition of 'active transport'.

24 My view is that it is simpler that a description of 'micro-mobility' is incorporated into the definition of 'active transport'.

Recommendation

25 I recommend that definition of 'active transport' is amended as follows:

ACTIVE TRANSPORT	means transport involving modes of travel other than conventional motor vehicles and which rely primarily on human power, such as walking and cycling, <u>and includes electric bikes, electric scooters, electric skateboards and other lightweight personally driven electric devices.</u> ⁵
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26 As a consequential amendment I no longer consider 'micro-mobility' should be included within TRAN-O1(5).

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27 I consider the recommended amendment to the definition listed above is minor in nature but provides more clarity as to how 'micro-mobility' modes of transport are considered within the proposed Plan which is more effective in achieving TRAN-O1(5).

⁴ Active transport is referred to within, TRAN-O1(5), TRAN-P2(1), TRAN-P4(5), TRAN-P5(2), TRAN-P9(2), TRAN-MD-11(1)

⁵ MoE [277.15]

Having heard the Panel's questions and considered submitters' evidence, please advise of any updated recommendation in terms of Kāinga Ora's requested amendments to clause 6 of TRAN-P11.

28 I retain the view that it is appropriate that clause (6) of TRAN-P11 includes direction on the management of stormwater within parking access and manoeuvring areas. However, I consider this clause should be refined to ensure the focus of the policy is on managing the adverse effects of stormwater runoff, rather than 'water quality' more broadly. I note that this clause is given effect to through TRAN-R12(2)(b)(ii) and TRAN-MD15 which are focused on the stormwater ponding and stormwater runoff.

Recommendation

29 I recommend that TRAN-P11(6) is amended as follows:

TRAN-P11	<p>Parking and associated access and manoeuvring area</p> <p>Parking (where provided) and associated access and manoeuvring area shall ensure the following:</p> <ol style="list-style-type: none"> 1. ... 6. manage <u>the</u> adverse effects on <u>water quality and</u>¹⁴ stormwater runoff, preferably through the use of low impact stormwater management methods, including water sensitive design, and stormwater collection and attenuation of runoff; 7. ...
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30 The recommended amendments to the clause (6) of the policy listed above ensure that the focus of the clause is on managing the effects of stormwater. I consider the recommended amendments provide more clarity as to how TRAN-P11 and subsequently TRAN-R12(2)(b)(ii) and TRAN-MD15 is to be implemented.

31 The recommended amendments will not have any greater environmental, economic, social, and cultural effects than the notified provisions. However, there will be benefits from plan integration with regionally planning documents as it is clear the proposed plan as a focus

on the management of adverse effects associated with stormwater runoff, rather than 'water quality/ more broadly.

Please respond to the tabled statement of Mr Rowe for the Fuel Companies and Z-Energy

32 This question is addressed in Mr Wilson's reply.

SUMMARY OF THE JWS'S FOR THE TRAN CHAPTER

Introduction

33 Minute 9 of the Hearing Panel directed expert conferencing on topics within the EI chapter:

Transport engineers only

- *What should the accessway width be within TABLE TRAN7?*
- *When should an accessway be required to build to a road standard?*
- *What matters of discretions should be considered when applicants seek resource consent to breach TRAN-R6?*

Planners only – NZCEP

- *How should the NZCEP be used in the EI chapter?*
- *Should it form part of the permitted standard, or should it be referred to within an advice note?*

Planners only – road standards

- *Is there a need for road standards to be included in the District Plan or can they be held outside the Plan as for the engineering standards, Development Manual, Codes of Practice etc?*

34 These documents are briefly summarised below.

Transport engineers only

35 The experts agreed to amend the formed and legal widths within Table TRAN-7.

- 36 The experts agreed to an amendment to MD6(12).
- 37 The experts agreed to amend the sight distance set out in Table TRAN-19.
- 38 The experts agreed to amend the sight distance set out in Table TRAN-19.
- 39 The experts agree with the concept of replacing Table TRAN-1 and Table TRAN-2, with one table modelled on the example included within paragraph 88 of Mr Swears' evidence. The experts did not reach agreement regarding the thresholds that should be listed in the table.

Planners only – NZECP

- 40 The experts have agreed to amendments to EI-R51, EI-R52, EI-R52A, and EI-R54.
- 41 No agreement was reached between the experts as to how NZECP 34:2001 should be incorporated EI-R54, EI-R55, and EI-R56 related to the 'major electricity distribution lines'.

Planners only – road standards

- 42 The experts have agreed that Tables TRAN-3 and TRAN-4 should be retained within the Proposed Plan.

MATTERS REMAINING IN CONTENTION

TRAN-02 - Parking, loading area and associated access and manoeuvring area

- 43 Ms Dale supports the submission of Kāinga Ora that seeks an amendment to EI-O2(1) to remove the reference to 'parking demand'. She notes that minimum parking standards have been removed from the PDP and are now prohibited by the NPSUD. She also states that there are no rules or methods that stem from this part of the objective.
- 44 I disagree with the amendment supported by Ms Dale, I note that reference to 'parking' within the chapeau of TRAN-02 is qualified by the phrase 'where provided'. In this context I consider catering for parking demand in an efficient, functional and sustainable manner is

appropriate. I note that parking (where provided) is considered within both the policies and methods of the TRAN chapter. Parking and associated access and manoeuvring area is managed with TRAN-P11 and the formation of parking areas are managed by TRAN-R12 and TRAN-R19.

Recommendation

45 No additional amendments to TRAN-O2 are recommended.

TRAN-O4 - Effects of activities on the transport system

46 Ms Dale supports the submission of Kāinga Ora and considers that EI-O3 and EI-P6 are consistent with SD-O3 'Energy and Infrastructure' and UDF-P10 'Managing reverse sensitivity effects'. In contrast, she suggests that TRAN-O4 and TRAN-P15 are not. Given the Transport Chapter is required to achieve the direction set out within SD-O3 and align with UDF-P10, and the commonality between the TRAN and EI provisions, she suggests amendments to ensure these provisions be drafted consistently. She recommends deleting EI-O4 and replacing it with the following:

'The safe, efficient and effective operation, maintenance, repair, upgrading and development of the transport system is not unreasonably constrained or compromised by incompatible activities and development.'

47 I disagree with the amendment supported by Ms Dale, I consider the re-drafting proposed by Ms Dale changes the intent of the objective. Rather than 'avoiding, remedying or mitigating' adverse effects on the transport system, the re-drafted objective requires that transport system is not 'unreasonably constrained or compromised' by incompatible activities and development. Which in my view is considerably weaker than the s42A version of the objective. I also consider the re-drafted version of

the objective would not give effect to Policies 5.8.8(2)⁶ and 6.3.6⁷ of the RPS.

48 Finally, in my view the re-drafted version of the objective is beyond the scope of the submissions. There are two submissions that seek amendments of this nature to the objective. Kainga Ora [325.67] seeks deletion of the word 'avoided' and Waka Kotahi [275.16] seeks amendments to ensure the transport system is not constrained or compromised. There are no submissions seeking the introduction of a qualifier such as 'unreasonably'.

Recommendation

49 No additional amendments to TRAN-O4 are recommended.

TRAN-P15 - Effects of activities on the transport system

50 Ms Dale supports the submission of Kāinga Ora and considers that TRAN-P15 be deleted and replaced with the following:

Manage adverse effects of incompatible activities and development on the transport system to the extent considered reasonably practicable, including by the following:

1. managing access to the road corridor, and activities and development adjacent to road/rail level crossings, particularly where it is necessary to achieve protection of the safe and efficient functioning of the transport system, including those parts of the

⁶ *Integrate land use and transport planning in a way:*

(1) ...

(2) *that avoids or mitigates conflicts with incompatible activities; and*

⁷ *Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:*

(1) ...

(5) *Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.*

transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure;

2. ensure incompatible activities do not compromise or constrain the safe, effective and efficient operation, maintenance, repair, upgrading and development of the transport system; and

3. providing for ease of access for service and emergency service vehicles.

51 In my view this re-drafted version of TRAN-P15 is beyond the scope of the submissions. Kainga Ora [325.79] submitted on TRAN-P15 seeking amendments which reflect the amendments sought to TRAN-O4. Specifically, the submission seeks amendments to Clause (2) replacing 'avoiding, remedying or mitigating' with 'managing'. I consider the amendments recommended by Ms Dale are much more extensive than the scope provided within the Kainga Ora submission.

Recommendation

52 No additional amendments to TRAN-P15 are recommended.

EI-R2 - Provision of new, and additions or upgrades to existing, land transport infrastructure

53 Mr Smith considers it is not in the best interests of an efficient, safe and sustainable road network if 'the new road should connect to road that can accommodate the amount of traffic that is generate[d]', because the road that can best accommodate additional traffic is the one that is built and maintained to standards that will carry the most traffic. He states that if the existing lower classification road to which the connection is required does not have sufficient capacity to provide for the development's traffic then these adverse effects of the development should be remedied.

54 Finally, he suggested that Activity Status when the hierarchy requirements for the connected road are not met should be Discretionary.

55 I retain the view set out within paragraph 160 of my s42A report.

Recommendation

56 No additional amendments to TRAN-R2 are recommended.

TRAN-R6 - Formation of a new vehicle accessway Table TRAN-3, Table TRAN-7.

57 Ms Williams (Transport Engineer) supports amendments sought by Kāinga Ora to TRAN-R6, Table TRAN-3, and Table TRAN-7. These amendments are considered within the JWS.

EI-R5 - Formation of a new vehicle crossing

58 Mr Pearson supports the submission of Waka Kotahi, within paragraphs 8.12-8.14 of his Evidence in Chief (EiC) he raises a potential issue in Table TRAN-8, he states:

“8.12. This is now where I would like to bring the attention to a potential issue in Table TRAN-8, which could result in an onerous requirement for a new vehicle crossing to the state highway. To be a permitted activity under TRAN-R5 it requires that TRAN-S3 be met, which also requires that Table TRAN-8 be met (where applicable). As currently proposed, Table TRAN-8 requires all new vehicle crossings to the state highway to be a Diagram E, Perspective E standard, whether this is less than 30 vehicle movements per day or greater.

8.13. Typically a Diagram C, Perspective C, would be appropriate for up to 3 dwellings and/or 3 allotments, which equates to approximately 30 vehicle movements. Anything above this would require a more significant treatment, such as the Diagram E, Perspective E to manage effects on the state highway.

8.14. As proposed, this could require a significant number of landowners to obtain a resource consent for a Diagram C, Perspective C onto the state highway where it may be appropriate, and they meet all the other standards in TRAN-S3. I consider this to be an onerous requirement to landowners.

8.15. This may be considered out of scope as Waka Kotahi did not support on either TRAN-S3 nor Table TRAN-8. However, if consideration can be given to this matter by the panel, then I recommend that Table TRAN-8 be amended as follows:”

Table TRAN-8: Design standard for a new [vehicle crossing](#) on a sealed [road](#) where the posted speed limit is 60km/hr or above

Heavy vehicle movements per week	Average daily traffic volume (vmpd)	Located on State Highway	Design standard
≤ 1	≤ 30	No n/a	TRAN-APP2 , Diagram C, Perspective C
≤ 1	≤ 30	Yes	TRAN-APP2, Diagram E, Perspective E
> 1	31 – 100	No	TRAN-APP2 , Diagram D, Perspective D
> 1	31 – 100	Yes	TRAN-APP2 , Diagram E, Perspective E

59 I agree with Mr Pearson that the requirement to construct a new vehicle crossing to a Diagram E standard for a site with less than 30 vehicle movements per day is onerous and unnecessary. As such, I agree with Mr Pearson’s suggested amendment to remove this row from Table TRAN-8.

60 In terms of scope for this recommended amendment, I note that paragraph 5 of the Waka Kotahi submission states:

5. The submission from Waka Kotahi seeks amendments to the proposed Waimakariri District Plan to ensure that Waka Kotahi can carry out its statutory obligations, reduce interpretation and processing complications for decision makers and to provide clarity for district plan users.

61 Given this, I consider the amendment suggested by Mr Pearson would reduce interpretation and processing complications for decision makers and to provide clarity for district plan users. I consider this submission point provides the scope for this recommended amendment.

Recommendation

62 I recommended that the third row of Table TRAN -8 be deleted as follows:

Table TRAN-8: Design standard for a new vehicle crossing on a sealed road where the posted speed limit is 60km/hr or above

Heavy vehicle movements per week	Average daily traffic volume (vmpd)	Located on State Highway	Design standard
≤ 1	≤ 30	No	TRAN-APP2, Diagram C, Perspective C
≤ 1	≤ 30	Yes	TRAN-APP2, Diagram E, Perspective E ⁸
> 1	31 – 100	No	TRAN-APP2, Diagram D, Perspective D
> 1	31 – 100	Yes	TRAN-APP2, Diagram E, Perspective E

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63 The recommended amendments to Table TRAN-8 resolve an error in the Proposed Plan that could have resulted in a considerable number of landowners over-engineering their accessways unnecessary or seeking a resource consent to establish a suitable accessway. Given this, I consider the suggested amendment is both an efficient and effective method of achieving a safe and efficient transport system as required by TRAN-O1.

TRAN-R20 - High traffic generators and TRAN-1: High Traffic Generation Thresholds

64 Ms Williams (Transport Engineer) supports amendments sought by Kāinga Ora to TRAN-R20. In addition, Mr Swears (Transport Engineer) supports amendments sought by Waka Kotahi to TRAN-1. These amendments are considered within the JWS.

65 Following questions from the hearing panel I have re-consider whether a definition of 'High traffic generator' is required within the Proposed Plan. I note that the phrase 'High traffic generating activities' is used within TRAN-P5, 'High traffic generators' is used within TRAN-R20 and TRAN-MD11. However, when read in isolation I consider it is not clear that the phrase 'High traffic generating activities' is used within TRAN-P5 is referring to the assessment undertaken in TRAN-R20.

⁸ Waka Kotahi NZ Transport Agency [275.01]

66 Given this, I recommend that a new definition of 'High traffic generating activities' be included within the Proposed Plan as follows:

<u>HIGH TRAFFIC GENERATING ACTIVITIES</u>	<u>any activity that requires a Basic ITA or Full ITA as required by Table TRAN-1.⁹</u>
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67 I also recommend consequential amendments to: TRAN-R20, TRAN-MD11, and Table TRAN-19 replacing 'High traffic generators' with 'High traffic generating activities' for consistency across the Proposed Plan.

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168. I consider the recommended amendment to the provisions listed above are minor in nature but provides more clarity as to how these provisions are to be implemented which is more effective in achieving the objectives of the TRAN chapter.

TRAN-Table19

68 Mr Swears supports amendments sought by Waka Kotahi to TRAN-Table 19. These amendments are considered within the JWS.

Minor Changes

69 The following minor changes are also recommended to the TRAN chapter as a result of questions from the hearing panel at the hearing:

- Reinstate the word 'to' into TRAN-P4(1)
- Replacing 'future' with 'anticipated' within TRAN-MD2(2).

70 Within paragraphs 36 – 39 of the engineering JWS, the experts have highlighted a number of minor inconsistencies with the TRAN chapter related to:

- Replacing the term 'units' rather than 'sites' within Table TRAN-7

⁹ Schedule 1 Clause 16(2)

- Introducing consistent use of the term ‘equivalent car movements’ rather than ‘vehicle movements’ within: TRAN-P5(1), TRAN-R6(3)(b), TRAN-R7(1), Table TRAN-7, and TRAN-MD11(1)(a)(ii).
- Ensuring the dimensional units used in the chapter accord with the International System of Units (SI), i.e., ‘60km/h’ rather than ‘60 km/hr’ within: TRAN-R5, TRAN-R7, Table TRAN-3, Table TRAN-4, Table TRAN-5, TRAN-S5, Table TRAN-8, Table TRAN-16, Table TRAN-17, Table TRAN-19, and TRAN-APP2.
- Replacing “minimum legal width” with “minimum formed width” within note (2) of Table TRAN-7

71 These changes have been included within Appendix 1.

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168. I consider the recommended amendment to the provisions listed above are minor in nature but provides more clarity as to how these provisions are to be implemented which is more effective in achieving the objectives of the TRAN chapter.

RESPONSE TO MATTERS RELATING TO ‘PRIMACY’

72 The Hearings Panel has requested this right of reply include an assessment of any potential implications that may arise in respect of the TRAN chapter objectives, should the objectives in the Strategic Directions (SD) chapter be given ‘primacy’, or not, and that this be carried out in accordance with the approach set out in Mr Buckley’s memorandum dated 29 September 2023 (refer Minute 11, issued 2 October 2023, paragraphs 8 and 10).

73 I confirm I have read Mr Buckley’s memo dated 29 September 2023, and I have also read the legal advice provided by Buddle Findlay relating to the primacy of Strategic Directions objectives dated 26 September 2023.

74 Paragraph 9 in Mr Buckley’s memo states:

“As stated in Minute 10, Council report authors will undertake an evaluation of potential implications for each chapter’s objectives within

the Proposed Plan based upon the following different primacy approaches:

- (a) SD objectives have no "primacy" and sit on the same level as other objectives in the plan;*
- (b) SD objectives have "primacy" in one of the following different senses (dependent on how the district plan is crafted):*
 - (i) SD objectives inform objectives and policies contained in other chapters;*
 - (ii) Objectives and policies in other chapters must be expressed and achieved as being consistent with the SD objectives;*
 - (iii) SD objectives are used to resolve conflict with objectives and policies in other chapters; and*
 - (iv) SD objectives override all other objectives and policies in the plan."*

75 Within the following paragraphs I consider each of the potential approaches listed within paragraph 9 of Mr Buckleys memo:

No primacy approach

76 I note that the 'Interpretation and application of this chapter' section of the SD Chapter provides an explanation as to the purpose of the strategic objectives. It states:

For the purpose of District Plan development, including plan changes, the strategic objectives in this chapter provide direction for the more detailed provisions contained in the District Plan.

For the purpose of District Plan implementation, including the determination of resource consent applications:

- 1. the strategic objectives may provide guidance for related objectives and policies in other chapters; and*

2. *the relevant objectives and policies of the District Plan, including strategic objectives in this chapter, are to be considered together and no hierarchy exists between them.*

77 In my opinion, this explanation implies that in the context of plan development the strategic objectives already have a degree of primacy over the chapter provisions, as the latter 'provide direction' to the former. If a 'no primacy' approach is preferred, an amendment to the 'Interpretation and application of this chapter' section would be required. I do not recommend this approach, as I consider it is helpful that the SD Chapter 'provide direction' to plan development processes.

'Inform' approach

78 As set out in the above paragraphs, in my view this is the way the current SD chapter applies within the Proposed Plan. I understand this reflects the way the Proposed Plan was developed. In the context of the TRAN chapter, I understand that the provisions of the TRAN chapter have been informed by the relevant strategic objective being SD-O3 – Energy and Infrastructure.

79 If this approach was to be adopted, I consider no additional amendments would be required to the TRAN chapter or the SD-O3.

'Consistent with' approach

80 I consider this is largely the same as the 'inform' approach discussed in the paragraph above, albeit that be 'consistent with' is slightly more directive. In the context of the TRAN chapter, I consider the provisions of the TRAN chapter are largely 'consistent with' the relevant strategic objective (SD-O3) namely SD-O3(1).

81 If this approach was to be adopted, I consider no additional amendments would be required to the TRAN chapter or the SD-O3.

'Resolve conflicts' approach

82 I consider this approach would also be problematic, I consider 'conflicts' within objectives should be resolved by assessing a proposal on a case-

by-case basis and the resolution of the 'conflict', if one exists, would be contextual and depend on the effects of the proposal, the location, etc.

83 In the context of the TRAN chapter, in my view, this is not necessary as the provisions of the TRAN have been drafted in a manner that resolves conflicts via the nature of the language within the provisions.

84 If the 'resolve conflicts' approach is preferred, I consider a considerable re-think of SD-O3 and the rest of the SD chapter would be required in order to establish a decision-making framework that could assist in resolving conflict with objectives and policies in other chapters. I do not recommend this approach.

'Override' approach

85 I consider this approach would also be problematic, in the context of the TRAN chapter, I note that the relevant strategic objective SD-O3 provides a high-level outcome statement which is further particularised in the objectives, policies, and methods in the TRAN chapter. As currently drafted, I do not think this approach it would assist plan implementation. If SD-O3 as to 'override' all other objectives and policies, in my view there is not enough detail within SD-O3 to helpful in a decision-making context.

86 As an example, SD-O3(2)(a) and (b) directs that infrastructure is able to operate efficiently and effectively 'while' managing adverse effect on the surrounding environment. If this was the 'overriding' provision, in my view, decision makers would have enough detail within the objective to balance those potentially competing outcomes.

87 If the 'override' approach is preferred, I consider a considerable re-think of SD-O3, and the rest of the SD chapter would be required in order to provide a great deal more specificity as to outcomes sought. This is likely to be an impossible task given the complexity of a District Plan. I do not recommend this approach.

Date: 30 November 2023

A handwritten signature in black ink, appearing to be 'A. M. M.', written on a light-colored rectangular background.

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Appendix 1 – Recommended amendments to PDP provisions

Appendix 1. Recommended Amendments to Transport Chapter

The following is a key of the proposed amendments:

Appearance	Explanation
Black text	Text as notified.
Red text with underlining or strikethrough	Amendments recommended in section 42A report.
Blue text with underlining or strikethrough	Additional amendments recommended by the initial Reply Report.
Green text with underlining or strikethrough	Amendments recommended within this Reply Report in response to evidence. <u>Please note:</u> the changes shown in green are not the result of the JWS and have not been agreed to by all experts. They are changes recommended to the chapter by the s42A officer in response to evidence.
Purple text with underlining or strikethrough	Additional amendments the experts are recommending as part of this JWS.

TRAN - Ranga waka - Transport

Introduction

This chapter contains transport provisions generally applicable to all activities that occur throughout the District (unless otherwise specified). The application of the transport provisions is discussed further below in the transport rules.

A functioning transport system and transport modes are essential facilities and services that assist in meeting the social and economic well-being of people and communities and promote the efficient functioning of the District. The transport system therefore forms an important component of the physical resources of the District.

The provisions in this chapter have been justified where required by a s77J qualifying matter assessment contained in the relevant section 32 evaluation report under the RMA.

The provisions in this chapter are consistent with the matters in Part 2 - District Wide Matters - Strategic Directions and give effect to matters in Part 2 - District Wide Matters - Urban Form and Development.

Other potentially relevant District Plan provisions

As well as the provisions in this chapter, other District Plan chapters that contain provisions that may also be relevant to Transport include:

- Special Purpose Zone (Kāinga Nohoanga): how the transport provisions apply in the Special Purpose Zone (Kāinga Nohoanga) is set out in SPZ(KN)-APP1 to SPZ(KN)-APP5 of that chapter.
- Any other District wide matter that may affect or relate to the site.
- Zones: the zone chapters contain provisions about what activities are anticipated to occur in the zones.

Objectives	
TRAN-O1	<p>A safe, resilient, efficient, integrated and sustainable transport system</p> <p>An integrated transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure, regionally significant infrastructure, and strategic transport networks, that:</p> <ol style="list-style-type: none"> 1. is safe, resilient, efficient and sustainable for all transport modes; 2. is responsive to future needs and changing technology; 3. enables economic development, including for freight; 4. supports healthy and liveable communities; 5. reduces dependency on <u>private single-occupant</u>¹ motor vehicles, including through <u>prioritising</u>² public transport, <u>and</u> active transport, <u>and</u> <u>micromobility</u>³; and 6. enables the economic, social, cultural and environmental well-being of people and communities.

¹ Waimakariri District Council [367.31]

² Waimakariri District Council [367.31]

³ ~~MoE~~ [277.15]

TRAN-O2	<p>Parking, loading area and associated access and manoeuvring area Parking, where provided, loading area and associated access and manoeuvring area that:</p> <ol style="list-style-type: none"> 1. caters for access, parking demand and manoeuvring in an efficient, functional and sustainable manner; 2. enhances the amenity values and function of town centres and Residential Zones; 3. results in safe places for people to use and move through; 4. is accessible and convenient for pedestrians; 5. provides secure, visible and convenient cycle parking, and cycling end-of-journey facilities for staff; 6. supports greater use of public transport, including through park and ride facilities; and 7. enables access, loading and manoeuvring without reducing amenity values or compromising safety.
TRAN-O3	<p>Adverse effects from the transport system The District's transport system provides for the transportation needs of people and freight whilst adverse effects from the transport system are avoided, remedied or mitigated.</p>
TRAN-O4	<p>Effects of activities on the transport system Adverse effects on the District's transport system from activities, including reverse sensitivity, are avoided, remedied or mitigated, <u>so the safety, efficiency and resilience of the transport system is not constrained or compromised</u>⁴.</p>
TRAN-O5	<p>Rangiora Airfield Provide for the safe, efficient and effective development and use of Rangiora Airfield to ensure it continues to contribute to the social and economic well-being of the Waimakariri District.</p>
Policies	
TRAN-P1	<p>Recognising the benefits of, and providing for, transport Recognise the benefits of transport by:</p> <ol style="list-style-type: none"> 1. enabling the maintenance, repair, removal or minor upgrade of the transport system including land transport infrastructure; 2. ensuring adverse effects of more than minor or significant upgrades to, or the development of new, transport connections and land transport infrastructure are avoided, remedied or mitigated, <u>taking into account the functional need and operational need of the infrastructure</u>⁵ and 3. recognising the social and economic importance of the transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure, and the functions and responsibilities of the transport system as a lifeline utility during an emergency.
TRAN-P2	<p>Environmentally sustainable outcomes <u>Seek more Promote Encourage</u>⁶ environmentally sustainable outcomes associated with transport, including <u>by promoting</u>:</p>

⁴ Waka Kotahi NZ Transport Agency [275.17]

⁵ Waka Kotahi [275.17]

⁶ Kainga Ora [325.76]

	<ol style="list-style-type: none"> 1. the use of public transport, active transport and sustainable forms of transport; 2. the use of green infrastructure; 3. the increased utilisation of renewable resources; 4. the use of low impact approaches (such as in site, route or structure selection or construction methodology); <u>and</u> 5. using low carbon materials in construction; 6. changing the way activities that generate high greenhouse gas emissions are delivered; 7. offsetting greenhouse gas emissions, where there is a strong likelihood that the offsets will be achieved in perpetuity,⁷ through activities such as planting carbon sequestering trees (excluding wilding or pest species)⁸ or the establishment and restoration of wetlands; and 8. energy efficiency and conservation practices.¹¹
TRAN-P3	<p>District Plan Road Hierarchy</p> <p>Maintain a road hierarchy in the District Plan and protect the functioning of the roads within it to enable the District's roads to function efficiently with minimal conflict between activities, traffic, and people through controls on activities according to the District Plan road hierarchy classification of roads adjoining those activities.</p>
TRAN-P4	<p>New activities</p> <p>New activities:</p> <ol style="list-style-type: none"> 1. locate on or establish primary access to the classification of road <u>a road classified⁹</u> within the District Plan road hierarchy <u>as¹⁰</u> best able to accommodate the level and type of traffic generated; 2. provide safe entry and exit for vehicles to and from a site to a road without compromising the safety or efficiency of the road corridor or rail corridor; 3. where a site has two or more road frontages, provide access from the classification of road within the District Plan road hierarchy best able to accommodate the level and type of traffic generated; 4. provide safe and efficient access, including ease of access by service and emergency service vehicles; and 5. provide facilities for safe active transport, including through marked on-road cycle lanes, separated cycle lane, sealed road shoulders with sufficient width to safely accommodate cyclists, off-road formed cycle paths, cycling end-of-journey facilities for staff, shared use path and footpaths.
TRAN-P5	<p>High traffic generating activities</p> <p>Manage the adverse effects of <i>high traffic generating activities</i> on the transport system according to the extent that they:</p> <ol style="list-style-type: none"> 1. generate additional <u>equivalent car vehicle¹¹</u> movements beyond what the existing road design can safely or efficiently accommodate or what the classification of the road within the District Plan road hierarchy intends to accommodate;

⁷ ECAN [316.31]

⁸ Canterbury Regional Council [316.31]

⁹ Christchurch City Council [360.6]

¹⁰ Christchurch City Council [360.6]

¹¹ Consequential amendment Kainga Ora [325.83]

	<ol style="list-style-type: none"> 2. are accessible by a range of transport modes and encourage public and active transport use; 3. do not compromise the safe, efficient or effective use of the transport system, including ease of access by service and emergency service vehicles; 4. provide patterns of development that optimise the use of the transport system; 5. maximise positive transport effects; 6. avoid, remedy or mitigate adverse transport effects; 7. mitigate other adverse effects, such as effects on communities, and on the amenity values of the surrounding environment, including through travel demand management measures; 8. provide for the transport needs of people whose mobility is restricted; and 9. integrate and coordinate with the transport system, including proposed land transport infrastructure and service improvements.
TRAN-P6	Road/rail level crossings Maintain safe visibility at road/rail level crossings.
TRAN-P7	Connections between new development and public transport Achieve connections between public transport and new developments in major settlements by requiring: <ol style="list-style-type: none"> 1. new residential neighbourhoods to be designed to ensure convenient and safe walking distances from proposed residential allotments to public transport and other amenities; and 2. roading design that facilitates the provision of an efficient and convenient public transport system into, out of, and around the development.
TRAN-P8	Parking and public transport Encourage the use of public transport by enabling parking that supports public transport services and infrastructure, including the provision of park and ride facilities to support public transport that are convenient, accessible and connected.
TRAN-P9	Cycle transport Encourage cycle transport through measures such as: <ol style="list-style-type: none"> 1. the provision of wider sealed road shoulders, marked on-road cycle lanes, separated cycle lane, shared use path and off-road formed cycle paths <u>throughout the transport system</u>¹²; 2. new development designed to maximise convenient and safe connections to the active transport network; and 3. the provision of cycle parking that is safe, convenient, visible and secure; and 4. the provision of cycling end-of-journey facilities for staff such as showers and lockers <u>at larger-scale office, commercial, health, and tertiary education and research activities</u>¹³.
TRAN-P10	Pedestrian movement within and adjacent to parking and associated manoeuvring area

¹² Waimakariri District Council [367.33]

¹³ Waimakariri District Council [367.33]

	<p>Ensure safe pedestrian movement within and adjacent to parking and associated manoeuvring area by providing:</p> <ol style="list-style-type: none"> 1. pedestrian routes that provide safe separation from vehicle movements and which are unimpeded by vehicles; 2. visibility between vehicles and pedestrians; and 3. pedestrian routes that are designed and constructed to be accessible.
<p>TRAN-P11</p>	<p>Parking and associated access and manoeuvring area</p> <p>Parking (where provided) and associated access and manoeuvring area shall ensure the following:</p> <ol style="list-style-type: none"> 1. safe and efficient access, parking and manoeuvring is provided, including ease of access for service and emergency service vehicles; 2. provide efficient and effective layout of parking, manoeuvring and circulating areas including restriction of vehicle speed and avoidance of long 'blind aisles'; 3. enable on site manoeuvring, and avoid reverse manoeuvring where required onto or from any road or pedestrian or cycling environment where this would adversely affect safety; 4. use of off site parking, in lieu of on site parking, will not adversely affect pedestrian, cycle or public transportation, public safety, and the safe or efficient operation of the road network; 5. for shared parking, a legally binding arrangement is established that protects ongoing access and use; 6. manage <u>the</u> adverse effects on <u>water quality and</u>¹⁴ stormwater runoff, preferably through the use of low impact stormwater management methods, including water sensitive design, and stormwater collection and attenuation of runoff; 7. be permanently marked and surfaced where required, and maintained to control <u>adverse effects such as</u>¹⁴ the generation of dust, excessive noise, or <u>the trafficking of loose material onto a sealed road other nuisance</u>¹⁵; 8. reduce opportunities for crime and improve safety, taking into account the principles of CPTED and best practice Urban Design principles; 9. ensure visibility through natural lighting or illumination; 10. ensure that parking spaces required for people with disabilities are conveniently located and accessible, and the route from the parking space to the destination served is also easily accessible for people using mobility devices; 11. enable provision of charging facilities for electric vehicles; 12. include landscaping that: <ol style="list-style-type: none"> a. incorporates establishment and maintenance practices to ensure plant survival, and replacement during the next planting season if plants are diseased, damaged or dead; b. visually softens the dominant effect of hard surfaces; c. uses plant species that avoid hazard or nuisance effects, preferably uses frangible vegetation for safety reasons, and enhances local or regional indigenous biodiversity through the preferred use of indigenous vegetation naturally occurring within the ecological district within which planting will take place or from a naturally occurring and ecologically similar origin;

¹⁴ Kainga Ora [325.77]

¹⁵ Kainga Ora [325.77]

	<ul style="list-style-type: none"> d. integrates with stormwater management and footpaths, and may include the use of raingardens for stormwater collection and attenuation of runoff; e. does not adversely affect vehicle or pedestrian safety by impeding visibility; and <p>13. be designed to positively contribute to town centre amenity values and support town centre consolidation and the development of continuous street frontages within town centres, by locating parking principally within public parking areas, or by locating parking and vehicle access to the rear of sites or buildings, and not providing parking and vehicle access on individual site frontages, particularly on sites identified as having frontages to a Principal Shopping Street.</p>
<p>TRAN-P12</p>	<p>Loading area and associated access and manoeuvring area Loading area and associated access and manoeuvring area to support activities requiring delivery or collection by service vehicles shall:</p> <ul style="list-style-type: none"> 1. be permanently marked and surfaced where required, and maintained to control the generation of dust, excessive noise, or other nuisance; 2. provide safe and efficient vehicle movements for the largest vehicle types expected to use the facility or site; 3. avoid reverse manoeuvring onto or from any road or pedestrian or cycling environment where this would adversely affect safety; 4. provide sufficient separation between service vehicles, car parking, pedestrians and cyclists to enable the safe use of the facility; 5. avoid obstruction of any accessway; 6. for shared loading facilities, a legally binding arrangement is established that protects ongoing access and use; and 7. be accessed from the rear of the site, service lane, public loading space, or shared loading space, especially where a site is located in a town centre or is identified as having frontage to a Principal Shopping Street, and sufficient access is available for the largest vehicle types expected to use the facility or site.
<p>TRAN-P13</p>	<p>Activities within the transport system Across the District:</p> <ul style="list-style-type: none"> 1. enable activities for transport purposes and ancillary activities within the transport system that seek to provide for, maintain or improve: <ul style="list-style-type: none"> a. the safety, amenity values, efficiency or functionality of the transport system, in particular, those parts of the transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure; b. the safety of road design, taking into account the principles of CPTED and best practice Urban Design principles; c. structures, facilities, services and installations of the transport system, including land transport infrastructure; d. ease of access for service and emergency service vehicles; and e. ease of navigation or route finding; 2. promote the preferred use of frangible vegetation for landscaping purposes within the road corridor for safety reasons, and the preferred use of indigenous vegetation naturally occurring within the ecological district within which planting will take place, or from a naturally occurring and ecologically similar origin, to enhance local or regional indigenous biodiversity; and

	3. integrate landscaping in the road corridor with stormwater management, to the extent considered reasonably practicable, and may include the use of raingardens for stormwater collection and attenuation of runoff.
TRAN-P14	Adverse effects on amenity values of adjacent activities Ensure adverse effects of more than minor or significant ¹⁶ upgrades to, or the development of new, transport connections and land transport infrastructure are avoided, remedied or mitigated so that the effects of the activity maintain the amenity values of adjacent activities to the extent considered reasonably practicable, whilst providing for the transport system to function efficiently and safely.
TRAN-P15	Effects of activities on the transport system Ensure, to the extent considered reasonably practicable, that other activities do not compromise the safe and efficient operation, maintenance, repair, upgrading or development of the transport system, including through: <ol style="list-style-type: none"> 1. managing access to the road corridor, and activities and development adjacent to road/rail level crossings, particularly where it is necessary to achieve protection of the safe and efficient functioning of the transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure; 2. avoiding, remedying or mitigating adverse reverse sensitivity effects on the transport system; and 3. providing for ease of access for service and emergency service vehicles.
TRAN-P16	Rangiora Airfield Recognise and provide for the social and economic benefits of Rangiora Airfield, and avoid adverse effects from incompatible activities, including reverse sensitivity effects on Airfield operations.

Rules

How to interpret and apply the rules

1. All District formed public roads are designated for roading purposes.
2. Any land vested in the District Council, *Waka Kotahi* or any other Crown entity, as formed road pursuant to either any enactment or provision in this District Plan, or held by any other party as formed road, shall be deemed to be part of the road corridor.
3. Any land vested in or held by the District Council as formed public road shall be deemed to be designated for roading purposes by the District Council.
4. References to road types (local road, collector road, arterial road, and strategic road) refers to road classifications in the District Plan road hierarchy. The road hierarchy shown on the planning map shows only those roads classified as collector roads, arterial roads, or strategic roads; any other road not shown is a local road.
5. The zoning of the road corridor or rail corridor will generally be the same zone as that of the adjoining land, as shown on the planning map. Where the zoning of the land that adjoins one side of the road corridor or rail corridor is different to that of the land that adjoins the other side of the road corridor or rail corridor, then the road

¹⁶ Kainga Ora [325.78]

corridor or rail corridor shall generally be deemed to be included in both zones on the basis that the zone boundaries shall generally be deemed as the centre line of the road corridor or rail corridor.

6. If a road within the road corridor has been lawfully stopped under any enactment, and any relevant roading designation removed, then the land shall no longer be part of the road corridor, and the zoning of the land will be the same zone as that of the adjoining land, as shown on the planning map, and subject to all the provisions for that zone (as well as any relevant District wide provisions) from the date of the road stopping and removal of any relevant roading designation. Where the zoning of the land that adjoins one side of the former road is different to that of the land that adjoins the other side of the former road, then the land shall be deemed to be included in both zones on the basis that the zone boundaries shall be deemed as the centre line of the former road.
7. Where the road corridor or rail corridor crosses a water body the relevant Transport provisions shall apply only to the bridge/road above the water body.
8. Unless otherwise specified in the District Plan, the Transport rules apply to all activities.
9. Activities are subject to compliance with all relevant Transport rules.
10. Activities that are subject to any relevant Transport rules are also subject to any relevant zone and District wide provisions.
11. The status of any activity not provided for under the District Wide Transport provisions, will be determined under the relevant Zone provisions.

Separate approval from the relevant road controlling authority

1. Approval for any work in a road, including the establishment of access to properties, must be obtained from the relevant road controlling authority. Under section 317 of the Local Government Act 1974, the District Council is the road controlling authority for all roads in the District, with the following exceptions:
 - a. state highways under the control of *Waka Kotahi*, unless *Waka Kotahi* has delegated control to the District Council;
 - b. central government roads are under the control of the Minister of Transport.
2. Under section 51(2) of the Government Roothing Powers Act 1989, the written permission of *Waka Kotahi* must be obtained prior to the commencement of any work on any state highway. Early consultation with *Waka Kotahi* should be undertaken for subdivision or development proposals adjacent to, or seeking access to, state highways.
3. Where the state highway has been declared a Limited Access Road, approval from *Waka Kotahi* is required for new accesses or changes to existing accesses. The objective of this control is to protect the operation of the state highway from uncontrolled property access that can affect the safety, efficiency, functionality and level of service of the state highway. Limited access roads are most commonly in areas with a heightened development pressure. *Waka Kotahi* should be consulted initially with respect to development along limited access roads.

Activity Rules

TRAN-R1	Maintenance of the existing transport system	
All Zones	Activity status: PER	Activity status when compliance not achieved: N/A
TRAN-R2	Provision of new, and additions or upgrades to existing, land transport infrastructure	

	<i>This rule applies to aspects of land transport infrastructure not otherwise provided for under TRAN-R3 to TRAN-R20. Where an aspect of land transport infrastructure is provided for under TRAN-R3 to TRAN-R20 then that other rule(s) takes precedence.</i>	
All Zones	Activity status: PER Where: 1. the activity complies with the following, as applicable: a. TRAN-R3 to TRAN-R17 and TRAN-R20; b. TRAN-R18 and TRAN-R19.	Activity status when compliance with TRAN-R2 (1)(a) not achieved: RDIS Matters of discretion are restricted to: <ul style="list-style-type: none"> • TRAN-MD19 - Land transport infrastructure • TRAN-MD20 - Extent of effects Activity status when compliance with TRAN-R2 (1)(b) not achieved: DIS
TRAN-R3	Formation of a new road	
All Zones	Activity status: PER Where: 1. any activity that includes the formation of a new road shall comply with the design standards for new roads in TRAN-S1 Table TRAN-3 or Table TRAN-4 (as applicable).	Activity status when compliance not achieved: as set out in TRAN-S1
	Advisory Notes <ul style="list-style-type: none"> • Check the ECOP for relevant road construction standards. • Check also CE-R5 in the Coastal Environment Chapter, and NFL-R9 in the Natural Features and Landscapes Chapter. 	
TRAN-R4	Formation of a new road intersection	
All Zones	Activity status: PER Where: 1. any activity that includes the formation of a new road intersection shall comply with the minimum road intersection separation distances in TRAN-S2 below.	Activity status when compliance not achieved: as set out in TRAN-S2
	Advisory Note <ul style="list-style-type: none"> • Check the ECOP for relevant road construction standards. 	
TRAN-R5	Formation of a new vehicle crossing	
All Zones	Activity status: PER Where:	Activity status when compliance not achieved: as set out in TRAN-S3

	<p>1. any activity that includes the formation of a new vehicle crossing shall comply with the design standards for new vehicle crossings in TRAN-S3 below.</p>	
	<p>Advisory Notes</p> <ul style="list-style-type: none"> • Check the District Council's Vehicle Crossing Bylaw 2019 for any other relevant requirements. • Check the ECOP for relevant construction standards. • Check TRAN-R7 below regarding the formation of a new vehicle crossing on a sealed road where the posted speed limit is 60km/h¹⁷ or above. • Check TRAN-R8 below regarding provision of a new vehicle crossing on a site that has frontage to more than one road. 	
<p>TRAN-R6 Formation of a new vehicle accessway</p>		
<p>All Zones</p>	<p>Activity status: PER Where:</p> <ol style="list-style-type: none"> 1. any activity that includes the formation of a new vehicle accessway shall comply with the design standards for new vehicle accessways in TRAN-S4 below; 2. any new vehicle accessway that serves three or more sites shall achieve the minimum sight lines for pedestrian safety by way of a visibility splay as shown in Figure TRAN-4; and 3. notwithstanding Table TRAN-7⁻¹⁸ in the circumstances specified in (a) and (b) below, a new vehicle accessway shall be designed to the standard of a new road as per Table TRAN-3 or Table TRAN-4, with the applicable standard based on the posted 	<p>Activity status when compliance not achieved: as set out in TRAN-S4</p>

¹⁷ Schedule 1 Clause 16(2)

¹⁸ Schedule 1 Clause 16(2)

	<p>speed limit of the road with which the accessway will connect:</p> <p>a. where any new vehicle accessway in <u>a Residential Zones or Rural Zones</u> will serve six or more sites;</p> <p>or</p> <p><u>aa. where any new vehicle accessway in a Residential Zones will serve 11 or more sites;</u> <u>or</u>¹⁹</p> <p>b. where <u>equivalent car vehicle</u>²⁰ movements on any new accessway will exceed 100 per day.</p>	
	<p>Advisory Notes</p> <ul style="list-style-type: none"> The table in TRAN-APP6 provides a guide to the level of traffic generation that could be expected for a range of activities. The purpose of this table is to assist a plan user to estimate their traffic generation. This table has been based on information contained in the Waka Kotahi Research Report 453 'Trips and Parking Related to Land Use'. Where a proposed activity does not align with the listed activities, and/or <u>f</u>²¹ greater certainty regarding the estimated level of traffic generation, it is recommended that guidance is sought from an independent suitably qualified and experienced transport engineer. Check the ECOP for relevant construction standards. 	
TRAN-R7	Formation of a new vehicle crossing on a sealed road where the posted speed limit is 60km/h²² or above	
All Zones	<p>Activity status: PER Where:</p> <p>1. any activity that includes the formation of a new vehicle crossing on a sealed road where the posted speed limit is 60km/h²³</p>	<p>Activity status when compliance not achieved: as set out in TRAN-S5</p>

¹⁹ Kainga Ora [325.86]

²⁰ Consequential amendment Kainga Ora [325.83]

²¹ Sports and Education Corporation [416.9]

²² Schedule 1 Clause 16(2)

²³ Schedule 1 Clause 16(2)

	<p>or above, shall comply with the design standards in TRAN-S5 below; except that where the new vehicle crossing is expected to carry more than 100 equivalent car vehicle²⁴ movements per day or have peak hour flows of more than 20 equivalent car vehicle²⁵ movements, the new vehicle crossing shall be treated as an intersection and meet the intersection design standards set out in the Austroads Guide to Road Design.</p>	
	<p>Advisory Notes</p> <ul style="list-style-type: none"> The table in TRAN-APP6 provides a guide to the level of traffic generation that could be expected for a range of activities. The purpose of this table is to assist a plan user to estimate their traffic generation. This table has been based on information contained in the Waka Kotahi Research Report 453 'Trips and Parking Related to Land Use'. Where a proposed activity does not align with the listed activities, and/or for²⁶ greater certainty regarding the estimated level of traffic generation, it is recommended that guidance is sought from an independent suitably qualified and experienced transport engineer. Check the ECOP for relevant construction standards. 	
TRAN-R8	Formation of a new vehicle crossing on a site with frontage to more than one road	
All Zones	<p>Activity status: PER Where:</p> <ol style="list-style-type: none"> for any activity that includes a new vehicle crossing to be formed on a site that has frontage to both a State Highway and any other road in the District Plan road hierarchy, the new vehicle crossing shall not be to the State Highway; other than in (1) above, for any activity that includes a new vehicle crossing to be formed on 	<p>Activity status when compliance not achieved: RDIS Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> TRAN-MD20 - Extent of effects <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified only to the relevant road controlling authority where the consent authority considers</p>

²⁴ Consequential amendment Kainga Ora [325.83]

²⁵ Consequential amendment Kainga Ora [325.83]

²⁶ Sports and Education Corporation [416.9]

	<p>a site that has frontage to more than one road, the new vehicle crossing shall be to the road that has the lower classification in the District Plan road hierarchy; and</p> <p>3. the new vehicle crossing complies with TRAN-R5 and TRAN-R7 (as applicable).</p>	<p>this is required, absent its written approval.</p>
TRAN-R9	Provision of accessible car parking space	
All Zones	<p>Activity status: PER Where:</p> <ol style="list-style-type: none"> 1. except in the circumstance specified in (3)(a) below, any activity (excluding residential activity) shall provide accessible car parking spaces on site; 2. where on site car parking is provided, the required number of accessible car parking spaces to be provided shall be in accordance with the minimum requirements in TRAN-S6 below; and 3. where on site car parking is not provided, the required number of accessible car parking spaces to be provided shall be in accordance with the following: <ol style="list-style-type: none"> a. where GFA is less than 200m², no accessible car parking spaces are required; b. where GFA is 200-500m², one accessible car parking space is required; and c. where GFA is more than 500m², one accessible car parking space is required, plus one additional accessible car parking space is required for every additional 2,500m² GFA thereafter. 	<p>Activity status when compliance not achieved: as set out in TRAN-S6</p>
TRAN-R10	Provision of car parking space and associated manoeuvring area	
All Zones	<p>Activity status: PER Where:</p> <ol style="list-style-type: none"> 1. any activity that includes the provision of any on site car parking spaces, including accessible car parking spaces, shall comply with the dimensions 	<p>Activity status when compliance not achieved with TRAN-R10 (1) and (3) to (5): as set out in TRAN-S7 Activity status when compliance not achieved with TRAN-R10 (2)(a): as set out in TRAN-R18</p>

	<p>for car parking spaces and associated manoeuvring area specified in TRAN-S7 below;</p> <ol style="list-style-type: none"> 2. for the location of parking spaces and associated manoeuvring area provided on sites with frontage to a Principal Shopping Street in: <ol style="list-style-type: none"> a. Oxford – see TRAN-R18 below; b. Rangiora or Kaiapoi – see TRAN-R19 below; 3. for any activity, on site manoeuvring area shall be provided to ensure that no vehicle is required to reverse onto or off a strategic road, State Highway, arterial road, or any road where there is a marked on-road cycle lane, separated cycle lane or a shared use path across the site road frontage; 4. for any activity, on site manoeuvring area shall be provided for a 99 percentile design vehicle as shown in Appendix TRAN-APP3 to ensure that no such vehicle is required to reverse either onto or off any collector road; and 5. for any activity, on site manoeuvring area shall be provided for a 99 percentile design vehicle as shown in Appendix TRAN-APP3 to ensure that no such vehicle is required to reverse either onto or off any local road where: <ol style="list-style-type: none"> a. ten or more parking spaces are to be serviced by a single accessway; or b. five or more residential units share a single accessway; or c. the activity is on a rear site. 	<p>Activity status when compliance not achieved with TRAN-R10 (2)(b): as set out in TRAN-R19</p>
<p>TRAN-R11</p>	<p>Provision of loading space and associated manoeuvring area</p>	
<p>All Zones</p>	<p>Activity status: PER Where:</p> <ol style="list-style-type: none"> 1. for any activity (excluding a residential unit), loading space and associated manoeuvring area shall be provided that 	<p>Activity status when compliance not achieved with TRAN-R11 (1) to (3) and (5): as set out in TRAN-S8 Activity status when compliance not achieved with TRAN-R11 (4)(a): as set out in TRAN-R18</p>

	<p>complies with the minimum loading space and associated manoeuvring area dimensions in TRAN-S8 below;</p> <ol style="list-style-type: none"> 2. the dimensions that apply shall be based on the largest vehicle expected to visit the site, and shall as a minimum accommodate a medium rigid truck; 3. the loading space and associated manoeuvring area shall be provided on site; 4. for the location of loading spaces and associated manoeuvring area on sites with frontage to a Principal Shopping Street in: <ol style="list-style-type: none"> a. Oxford – see TRAN-R18 below; b. Rangiora or Kaiapoi – see TRAN-R19 below; and 5. the loading space and associated manoeuvring area provided shall ensure that no vehicle is required to reverse either onto or off a site where vehicle access is to a strategic road, arterial road or collector road, or to any road where there is a marked on-road cycle lane, separated cycle lane or a shared use path across the site frontage, or where the site gains access by a right of way or shared accessway. 	<p>Activity status when compliance not achieved with TRAN-R11 (4)(b): as set out in TRAN-R19</p>
TRAN-R12	Formation of parking area, loading area, manoeuvring area, vehicle crossing or accessway	
All Zones	<p>Activity status: PER Where:</p> <ol style="list-style-type: none"> 1. except where specified in (2) and (3) below, for all activities: <ol style="list-style-type: none"> a. any vehicle crossing, accessway, and on site parking area, loading area, and manoeuvring area shall be formed, sealed and drained; b. parking space and loading space shall be permanently marked; c. where parking space and loading space are 	<p>Activity status when compliance not achieved: RDIS Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • TRAN-MD15 - Formation of parking, loading and manoeuvring areas and associated vehicle crossings and accessways • TRAN-MD16 - Illumination of parking or loading areas

	<p>used at night these shall be illuminated and shall comply with the relevant provisions in the Light Chapter;</p> <p>2. except where specified in (3) below, for all activities in Rural Zones, Special Purpose Zone (Kāinga Nohoanga) or Special Purpose Zone (Pines Beach and Kairaki Regeneration) <u>or Natural Open Space Zone</u>:²⁷</p> <p>a. any vehicle crossing shall be formed, sealed and drained;</p> <p>b. any accessway, and on site parking area, loading area, and manoeuvring area, shall be either:</p> <p>i. formed, sealed and drained; or</p> <p>ii. formed to an all weather standard, and maintained to avoid:</p> <p>a. storm ponding on parking area, loading area, or manoeuvring area;</p> <p>b. stormwater runoff onto an adjoining site or road;</p> <p>c. adverse dust or noise effects being experienced beyond the boundaries of the site;</p> <p>d. vehicle traffic spreading</p>	
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²⁷ Te Kohaka o Tuhaitara Trust [113.1]

	<p>loose gravel onto an adjoining sealed road;</p> <p>3. the requirements in (1) and (2) above shall not apply to the following:</p> <ul style="list-style-type: none"> a. sites where vehicle access is obtained from an unsealed road; and b. activities provided for as temporary activities under the provisions of the Temporary Activities Chapter of the District Plan. 	
<p>Advisory Note</p> <ul style="list-style-type: none"> • Check the ECOP for relevant road construction standards. 		
<p>TRAN-R13</p>	<p>Landscaping of a new car parking area</p>	
<p>All Zones</p>	<p>Activity status: PER Where:</p> <ol style="list-style-type: none"> 1. for any activity (excluding residential activity) providing more than 5 new car parking spaces on a site, landscaping shall be provided within a landscaping strip(s) or within a planting protection area(s); 2. landscaping strip(s) shall have a minimum width, and planting protection area(s) shall have a minimum diameter, of 1.5m; 3. landscaping shall be within, or immediately adjacent to, the parking area; 4. landscaping shall consist of a combination of trees, shrubs and ground cover species; 5. trees shall: <ul style="list-style-type: none"> a. be placed at regular spacings along a road 	<p>Activity status when compliance not achieved: RDIS Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • TRAN-MD20 - Extent of effects

	<p>boundary or within a parking area;</p> <p>b. have a minimum height of 1.5m above ground level and be in a healthy state at the time of planting;</p> <p>c. be a species capable of attaining a minimum height above ground level at maturity of at least 4m;</p> <p>d. be planted no closer than 2m from an underground service or 1m from a footpath or kerb;</p> <p>6. landscaping shall be maintained so as to not obscure visibility or impede the movement of drivers or pedestrians;</p> <p>7. landscaping placed within the vicinity of electricity lines shall be selected and maintained to ensure the Electricity (Hazards from Trees) Regulations 2003 are not breached; and</p> <p>8. all landscaping shall be maintained and, if diseased, damaged or dead, shall be replaced during the next planting season.</p>	
	<p>Advisory Notes</p> <ul style="list-style-type: none"> • It is recommended landscaping be comprised of indigenous vegetation naturally occurring within the ecological district within which planting will take place, or from a naturally occurring and ecologically similar origin, to enhance local or regional indigenous biodiversity. • Landscaping may be integrated with stormwater management for the parking area, and may include the use of raingardens or other devices for stormwater collection and attenuation of runoff. 	
<p>TRAN-R14</p>	<p>Provision of new footpaths</p>	

All Zones	Activity status: PER Where: 1. for any activity that includes the creation of a new road in Residential Zones, Special Purpose Zones, or Commercial and Mixed Use Zones, new footpaths (where none currently exist) shall be provided within the road reserve ²⁸ road corridor in accordance with the requirements for new footpaths in TRAN-S9 below.	Activity status when compliance not achieved: as set out in TRAN-S9
Advisory Note <ul style="list-style-type: none"> • Check the ECOP for relevant road construction standards. 		
TRAN-R15 Provision of new cycle parking		
All Zones	Activity status: PER Where: 1. for any activity, cycle parking shall be provided in accordance with the requirements in TRAN-S10 below. Where the calculation of the required number of cycle parks results in a fraction of a space, any fraction that is less than one half shall be disregarded and any fraction of one half or more shall be counted as 1 space. The cycle parking requirements for each different type of user shown in TRAN-S10 shall be calculated and rounded separately; and 2. any required cycle parking shall be designed and constructed as follows:	Activity status when compliance not achieved: as set out in TRAN-S10

²⁸ Waka Kotahi NZ Transport Agency [275.3]

	<ul style="list-style-type: none">a. short stay * cycle parking shall:<ul style="list-style-type: none">i. be located within 15m of the entrance to an activity or bus stops;ii. be visible when approaching or leaving an activity or bus stops;b. cycle parks shall:<ul style="list-style-type: none">i. be a "staple" type of cycle stand as shown in Appendix TRAN-APP5 and physically support the cycle frame and not the front wheel only;ii. provide for cycle security where the cycle stand is constructed of durable material and is securely anchored to the ground or other immovable object, and allows the cycle frame to be secured to the cycle stand by a "D-lock" or "U-lock";iii. not require lifting of the cycle for the cycle to be secured to the cycle stand;	
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	<ul style="list-style-type: none"> iv. be under lighting when used at night; v. be protected ** from motor vehicles; vi. not create a safety hazard or impede pedestrian thoroughfares; <p>c. long stay *** cycle parking shall be in a secure covered facility with external access to the street;</p> <p>d. cycle stands shall have the dimensions shown in Appendix TRAN-APP5.</p>	
<p>Advisory Notes</p> <p>* Short stay cycle parking (see TRAN-S10 Table TRAN-13)²⁹ is anticipated to be for 1 hour or less.</p> <p>** Protection of cycle parks from motor vehicles may be achieved by methods such as the placement of bollards between a road and cycle parks adjacent to a road, or cycle parks being set well back from a road, or the location of cycle parks within a secure covered facility.</p> <p>*** Long stay cycle parking, such as³⁰ for staff (see TRAN-S10 Table TRAN-13)³¹ is anticipated to be for 4 hours or more.</p>		
<p>TRAN-R16 Provision of cycling end-of-trip facilities for staff</p>		
<p>All Zones</p>	<p>Activity status: PER Where:</p> <ul style="list-style-type: none"> 1. in circumstances where staff cycle parks are required under TRAN-R15 above, cycling end-of-trip facilities for staff shall be provided in accordance with TRAN-S11 below. 	<p>Activity status when compliance not achieved: as set out in TRAN-S11</p>
<p>TRAN-R17 Installation of new charging facilities for electric vehicles</p>		

²⁹ Sports and Education Corporation [416.12]

³⁰ Sports and Education Corporation [416.12]

³¹ Sports and Education Corporation [416.12]

All Zones	Activity status: PER Where: 1. the new charging facility is installed immediately adjacent to an existing, permitted or consented vehicle parking space located in a road corridor, vehicle depot, garage, parking lot, parking area or parking building.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: <ul style="list-style-type: none"> • TRAN-MD19 (10) - Land transport infrastructure
TRAN-R18	Provision of a parking area or loading area and associated manoeuvring area on a site with frontage to a Principal Shopping Street in Oxford	
Local Centre Zone	Activity status: PER Where: 1. for any activity, any new parking area or loading area and associated manoeuvring area provided on a site with frontage to a Principal Shopping Street in Oxford (see Figure TRAN-1 below) shall be located to the rear of the site or any building and not on the 'Principal Shopping Street' frontage (with the exception of access).	Activity status when compliance not achieved: DIS

Figure TRAN-1: Principal Shopping Street frontages in Oxford



<p>TRAN-R19</p>	<p>Provision of a parking area or loading area and associated manoeuvring area on a site with frontage to a Principal Shopping Street in Rangiora or Kaiapoi</p>	
<p>Town Centre Zone</p>	<p>Activity status: RDIS Where: 1. except as specified in (2) below, for any activity, any new parking area or loading area and associated manoeuvring area provided on a site with frontage to a Principal Shopping Street in Rangiora (see Figure TRAN-2 below) or Kaiapoi (see Figure TRAN-3 below) shall be located to the rear of the site or any building and not on the ‘Principal Shopping Street’ frontage (with the exception of new pedestrian access); 2. loading space and associated manoeuvring area shall not be required to be located on site, where loading and manoeuvring for the largest vehicle expected to visit the site can be undertaken from a service lane, public loading space, or shared loading space, and this can as a minimum accommodate a medium rigid truck based on the</p>	<p>Activity status when compliance not achieved: DIS</p>

<p>minimum dimensions in TRAN-S8 below; and</p> <p>3. a new vehicle crossing for an on site parking area, loading area and associated manoeuvring area shall not be located across the ‘Principal Shopping Street’ frontage.</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • TRAN-MD21 - Location of parking or loading and associated manoeuvring area on a site with frontage to a Principal Shopping Street in Rangiora or Kaiapoi. 	
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Figure TRAN-2: Principal Shopping Street frontages in Rangiora



Figure TRAN-3: Principal Shopping Street frontages in Kaiapoi



<p>TRAN-R20</p>	<p><i>High traffic generators generating activities</i>³²</p>	
<p>All Zones</p>	<p>Activity status: RDIS Where: 1. any activity <u>that requires a Basic ITA or Full ITA as indicated in Table TRAN-1</u>³³generates an average daily traffic volume that exceeds the thresholds</p>	<p>Activity status when compliance not achieved: N/A</p>

³² Schedule 1 Clause 16(2)

³³ NOTE: If the additional table supported by Ms Williams is preferred by the Panel, this reference would be to ‘Table TRAN-1(a) or (b)’

	<p>contained in Table TRAN-1 below; and</p> <p>2. for the activities in (1) above:</p> <p>a. either a Basic ITA or Full ITA shall be required <u>as indicated in Table TRAN-1</u>;</p> <p>b. the type of ITA to be provided shall be determined by the circumstances set out in Table TRAN-2 below; and</p> <p>c. the ITA shall be prepared by an independent suitably qualified and experienced transport engineer <u>transport planner, transport engineer or other suitably qualified professional</u>.³⁴.</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • TRAN-MD11 – <i>High traffic <u>generators generating activities</u></i>³⁵ 	
	<p>Advisory Notes</p> <ul style="list-style-type: none"> • The following is a guide to determining whether an activity is a <i>high traffic generators generating activity</i>³⁶, and whether a Basic ITA or Full ITA is required. Any activity that generates an average daily traffic volume that exceeds the traffic generation thresholds contained in Table TRAN-1 below is a <i>high traffic generators generating activity</i>³⁷, and requires resource consent as a restricted discretionary activity under TRAN-R20. For the purposes of that resource consent application either a Basic ITA or Full ITA is required. The type of ITA required is determined under Table TRAN-2 below. Unless otherwise specified, any activity is subject to all applicable District Plan rules, therefore to correctly apply Table TRAN-2 the status of the activity must first be determined under all other applicable rules. Under Table TRAN-2, if an activity requiring resource consent under TRAN-R20 would (for example) be a permitted activity under all other applicable rules, a Basic 	

³⁴ Kainga Ora [325.83]

³⁵ Schedule 1 Clause 16(2)

³⁶ Schedule 1 Clause 16(2)

³⁷ Schedule 1 Clause 16(2)

	<p>ITA would be required; or if that activity would (for example) be a discretionary activity under all other applicable rules, a Full ITA would be required.</p> <ul style="list-style-type: none"> The intended scope of a Basic ITA or Full ITA is identified in TRAN-MD11. Consultation with the District Council may be undertaken to confirm the scope of the ITA. The table in TRAN-APP6 provides a guide to the level of traffic generation that could be expected for a range of activities. The purpose of this table is to assist a plan user to estimate their traffic generation. This table has been based on information contained in the Waka Kotahi Research Report 453 'Trips and Parking Related to Land Use'. Where a proposed activity does not align with the listed activities, and/or fFor³⁸ greater certainty regarding the estimated level of traffic generation, it is recommended that guidance is sought from an independent suitably qualified and experienced transport engineer.
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Table TRAN-1: High Traffic Generation Thresholds

<u>Equivalent Car Movements per day</u>	<u>Access is to a road classified as:</u>			
	<u>Local</u>	<u>Collector</u>	<u>Arterial</u>	<u>Strategic</u>
<u>0-100</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
<u>101-200</u>	<u>n/a</u>	<u>Basic</u>	<u>Basic</u>	<u>Basic</u>
<u>201-400</u>	<u>Basic</u>	<u>Basic</u>	<u>Full</u>	<u>Full</u>
<u>>400</u>	<u>Full</u>	<u>Full</u>	<u>Full</u>	<u>Full</u>
<u>Advisory Notes</u>				
<ul style="list-style-type: none"> <u>Any activity that requires a Basic ITA or Full ITA as indicated in Table TRAN-1 above is considered a high traffic generating activity³⁹</u> 				

	<u>Residential Zones / Special Purpose Zone (Kāinga Nohoanga), Special Purpose Zone (Pines Beach and Kairaki Regeneration)</u>	<u>Commercial and Mixed Use Zones / All other Special Purpose Zones / Industrial Zones</u>	<u>Rural Zones</u>
<u>Average daily traffic generation</u>	<p><u>> 200 vmpd</u> <u>> 50 hvmpd</u></p>	<p><u>> 250 vmpd</u> <u>> 50 hvmpd</u></p>	<p><u>> 200 vmpd</u> <u>> 50 hvmpd</u></p>

³⁸ Sports and Education Corporation [416.9]

³⁹ Kainga Ora [325.83]

Table TRAN-2: ITA Requirement

Activity status under all other applicable rules	Type of ITA required
Permitted	Basic
Controlled	Basic
Restricted discretionary	Full Basic ⁴⁰
Discretionary	Full
Non-complying	Full

Managing effects of activities on the road corridor, rail corridor, Rangiora Airfield

TRAN-R21	Activities adjacent to a road/rail level crossing	
All Zones	<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> any activity adjacent to a road/rail level crossing, including a new building, other structure, road intersection, vehicle crossing or vegetation, shall comply with the road/rail level crossing 'approach' and 're-start' sight triangles in TRAN-APP7 below. 	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> TRAN-MD18 - New buildings, structures, road intersections, vehicle crossings or vegetation adjacent to road/rail level crossings TRAN-MD19 - Land transport infrastructure <p>Notification</p> <p>An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified only to KiwiRail where the consent authority considers this is required, absent its written approval.</p>
TRAN-R22	Installation of a new stock underpass beneath a road corridor or rail corridor	

⁴⁰ Kainga Ora [325.83]

All Zones	<p>Activity status: RDIS Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • TRAN-MD22 - New stock underpass beneath a road corridor or rail corridor <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified only to the relevant road operator or KiwiRail (as applicable) where the consent authority considers this is required, absent its written approval.</p>	<p>Activity status when compliance not achieved: N/A</p>
TRAN-R23	Rangiora Airfield	
All Zones	<p>Activity status: NC Where:</p> <ol style="list-style-type: none"> 1. any land use where any structure or vegetation penetrates the Rangiora Airfield Obstacle Limitation Surfaces as shown in TRAN-APP8 and described as: <ol style="list-style-type: none"> a. take-off climb/approach surface, commencing at ground level at the end of the runway and rising at a gradient of 1 in 20 for a horizontal distance of 1,200m, and splayed outwards at the rate of 1:20 from each side of the runway; and b. side surfaces, commencing at the edge of each runway and rising at a gradient of 1 in 4 until it reaches a height of 2m above the level of the runway. 	<p>Activity status when compliance not achieved: N/A</p>

Transport Standards

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

Table TRAN-3: Design standards for new roads where the posted speed limit is 50km/h⁴¹ 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 reserve <u>corridor</u> ⁴² width (m) ²	16.0	18.0	23.0	24.0	25.0
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) ³			1 x 2.5 (one side)	1 x 2.5 (one side)	1 x 2.5 (one side)
Parking (m) ⁴	2.5 (within carriageway, one side only)	2.0 ⁴³ (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) ₁			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 <u>reserve corridor</u>⁴⁴ 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>					

⁴¹ Schedule 1 Clause 16(2)

⁴² Waka Kotahi NZ Transport Agency [275.3]

⁴³ Waimakariri District Council [367.34]

⁴⁴ Waka Kotahi NZ Transport Agency [275.3]

3. Consultation should be undertaken with the District Council to confirm the location of a shared use path.
4. Parking design standards are shown in TRAN-S7, Table TRAN-10.

Table TRAN-4: Design standards for new roads where the posted speed limit is 60km/h⁴⁵ 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			
Road reserve corridor ⁴⁶ width (m)	20.0	20.0	23.0	24.0	25-30 .0 ⁴⁷
Shared use path (m) (one side) ¹			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 0.75-0.5 ⁴⁸	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.

⁴⁵ Schedule 1 Clause 16(2)

⁴⁶ Waka Kotahi NZ Transport Agency [275.3]

⁴⁷ Waimakariri District Council [367.35]

⁴⁸ Waimakariri District Council [367.35]

TRAN-S2		Minimum road intersection separation distances
All Zones	Refer to Table TRAN-5 below.	<p>Activity status when compliance not achieved: RDIS Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • TRAN-MD1 - Road design • TRAN-MD20 - Extent of effects

Table TRAN-5: Minimum road intersection separation distances

Posted speed limit (km/h ⁴⁹)	Intersecting road	Minimum separation (m)
100	All	800
70 or 80	All	550
60	All	160
50	Local road / Arterial road, Collector road, roads adjoining Commercial and Mixed Use Zones	125
50	Local road / Local road	75

TRAN-S3		Design standards for new vehicle crossings
All Zones	<p>Refer to Table TRAN-6 below.</p> <p><u>Notification</u> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified only to the relevant road controlling authority where the consent authority considers this is required, absent its written approval.</u>⁵⁰</p>	<p>Activity status when compliance not achieved: RDIS Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • TRAN-MD2 - Maximum number of vehicle crossings • TRAN-MD3 - Minimum separation distance between vehicle crossings • TRAN-MD4 - Minimum separation distance for vehicle crossings from road intersections and pedestrian crossing facility • TRAN-MD5 - Vehicle crossing design • TRAN-MD7 - Sight distance from vehicle crossings

⁴⁹ Schedule 1 Clause 16(2)

⁵⁰ Kainga Ora [325.81]

	<ul style="list-style-type: none"> • TRAN-MD8 - Visibility at vehicle crossings • TRAN-MD17 - Queuing space
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Table TRAN-6: Design standards for new vehicle crossings

Maximum number of vehicle crossings per site road frontage	TRAN-APP1, Table TRAN-15
Minimum separation distance between vehicle crossings	TRAN-APP1, Table TRAN-16
Minimum separation distance for vehicle crossings from road intersections	TRAN-APP1, Table TRAN-17
Minimum and maximum width of vehicle crossings	TRAN-APP1, Table TRAN-18
Minimum sight distances from vehicle crossings	TRAN-APP1, Table TRAN-19
Measurement of sight distances and sight lines from vehicle crossings	TRAN-APP1, Figure TRAN-6
Minimum separation distance for a new vehicle crossing from an existing pedestrian crossing facility	TRAN-APP1, Table TRAN-20
Measurement of separation distance for a new vehicle crossing from an existing pedestrian crossing facility	TRAN-APP1, Figure TRAN-7

TRAN-S4	Design standards for new vehicle accessways	
All Zones	Refer to Table TRAN-7 below.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: <ul style="list-style-type: none"> • TRAN-MD6 - Vehicle accessway design • TRAN-MD8 - Visibility at vehicle crossings • TRAN-MD17 - Queuing space

Table TRAN-7: Design standards for new vehicle accessways

Zone	Number of residential	Number of marked parking spaces provided	Minimum legal width (m)	Minimum formed width (m)	Maximum formed width (m)	Footpath and Passing bays ¹

	<u>units sites</u> ⁵¹					
Residential Zones, Special Purpose Zone (Kāinga Nohoanga), Special Purpose Zone (Pines Beach and Kairaki Regeneration)	<u>1 – 32</u> <u><50m long</u>		<u>5.5</u> <u>4.0</u>	34 <u>3.5</u> ⁵²	5.0	<u>Yes</u> (for 2 or more residential units) <u>No</u>
	<u>1 – 2</u> <u>>50m long</u>		<u>4.5</u>	<u>4.0</u>	<u>5.0</u>	<u>Passing bay at the front and one per 50m</u>
	<u>34 – 6</u> <u><50m long</u>		<u>6.0</u> <u>5.0</u>	<u>4.5</u> <u>3.5</u>	5.5	<u>Yes</u> <u>No</u>
	<u>3 – 6</u> <u>>50m long</u>		<u>5.0</u>	<u>4.0</u>	<u>5.5</u>	<u>Passing bay at the front and one per 50m</u>
	>6 <u>7-10</u>		7.0 <u>8.0</u>	5.5 <u>4.5</u>	6.0 ⁵³ <u>5.5</u>	<u>Physically separated footpath 1.5m wide</u> <u>Passing bay at the front of the site and one additional passing bay per 50m</u>
Commercial and Mixed Use Zones, all other Special Purpose Zones ²		< 15	8.0	5.5	8.0	
		≥ 15	8.0	6.0	8.0	
Rural Zones			10.0	4.0	8.0	Yes
<p>1. Where an accessway does not provide sufficient width for two-way vehicle movement, then in order to allow vehicles to pass, accessways in Residential Zones and Commercial and Mixed Use Zones shall provide passing bays in the form of widening of <u>Where passing is, required this shall</u> not be <u>be</u> less than 5.5m over a 15m length at not more than 50m spacing. Accessways in Rural Zones may have passing bays at up to 100m distances where visibility is available from bay to bay.</p>						

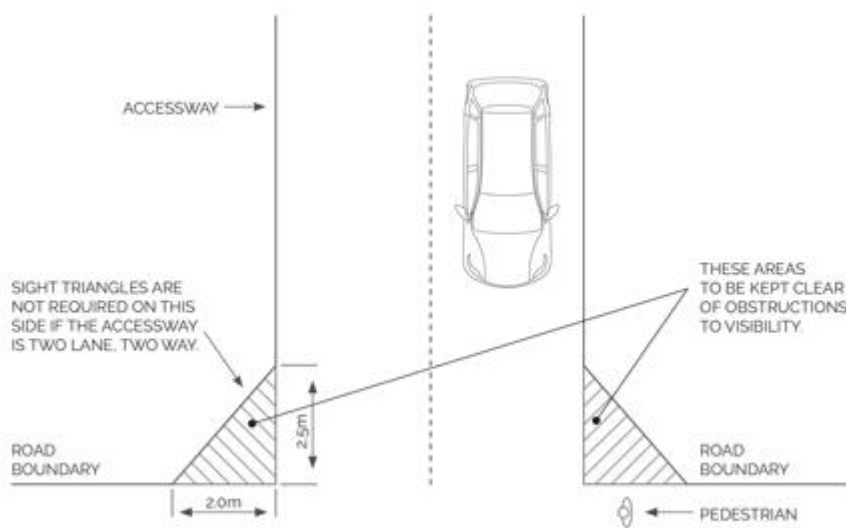
⁵¹ Schedule 1 Clause 16(2)

⁵² Fire and Emergency NZ [303.27]

⁵³ George Jason Smith [270.15]

2. Access can be provided by two separate one-way crossings each with a minimum width of 3.5m.
3. ~~Where any new vehicle accessway in Residential Zones or Rural Zones will serve six or more sites; or where vehicle movements on any new accessway will exceed 100 per day exceed the above thresholds, see TRAN-R6.~~^{54 55}
4. Where a footpath is required, this can be provided within the minimum legal width but is additional to the minimum formed width.⁵⁶

Figure TRAN-4: Accessway visibility splay to achieve minimum sight lines for pedestrian safety



⁵⁴ Schedule 1 Clause 16(2)

⁵⁵ Kainga Ora [325.86]

⁵⁶ Kainga Ora [325.86]

TRAN-S5	Design standard for a new vehicle crossing on a sealed road where the posted speed limit is 60km/h⁵⁷ or above	
All Zones	Refer to Table TRAN-8 below.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: <ul style="list-style-type: none"> • TRAN-MD1 - Road design • TRAN-MD5 - Vehicle crossing design • TRAN-MD6 - Vehicle accessway design • TRAN-MD17 - Queuing space

Table TRAN-8: Design standard for a new vehicle crossing on a sealed road where the posted speed limit is 60km/h⁵⁸ or above

Heavy vehicle movements per week	Average daily traffic volume (vmpd)	Located on State Highway	Design standard
≤ 1	≤ 30	No	TRAN-APP2, Diagram C, Perspective C

⁵⁷ Schedule 1 Clause 16(2)

⁵⁸ Schedule 1 Clause 16(2)

≤ 1	≤ 30	Yes	TRAN-APP2, Diagram E, Perspective E ⁵⁹
> 1	31 – 100	No	TRAN-APP2, Diagram D, Perspective D
> 1	31 – 100	Yes	TRAN-APP2, Diagram E, Perspective E
TRAN-S6	Minimum accessible car parking space requirements where on site car parking is provided		
All Zones	Refer to Table TRAN-9 below.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: <ul style="list-style-type: none"> TRAN-MD13 - Accessible parking spaces 	

Table TRAN-9: Minimum accessible car parking space requirements where on site car parking is provided

Source: NZS 4121:2001 Design for Access and Mobility - Buildings and Associated Facilities

Total number of car parking spaces	Number of accessible car parking spaces
1-20	Not less than 1
21-50	Not less than 2
For every additional 50 car parks or part of a car park	Not less than 1
TRAN-S7	Minimum car parking space and associated manoeuvring area dimensions
All Zones	Refer to Table TRAN-10 below. Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: <ul style="list-style-type: none"> TRAN-MD10 - Manoeuvring areas for parking or loading spaces TRAN-MD12 - Parking space dimensions TRAN-MD17 - Queuing space

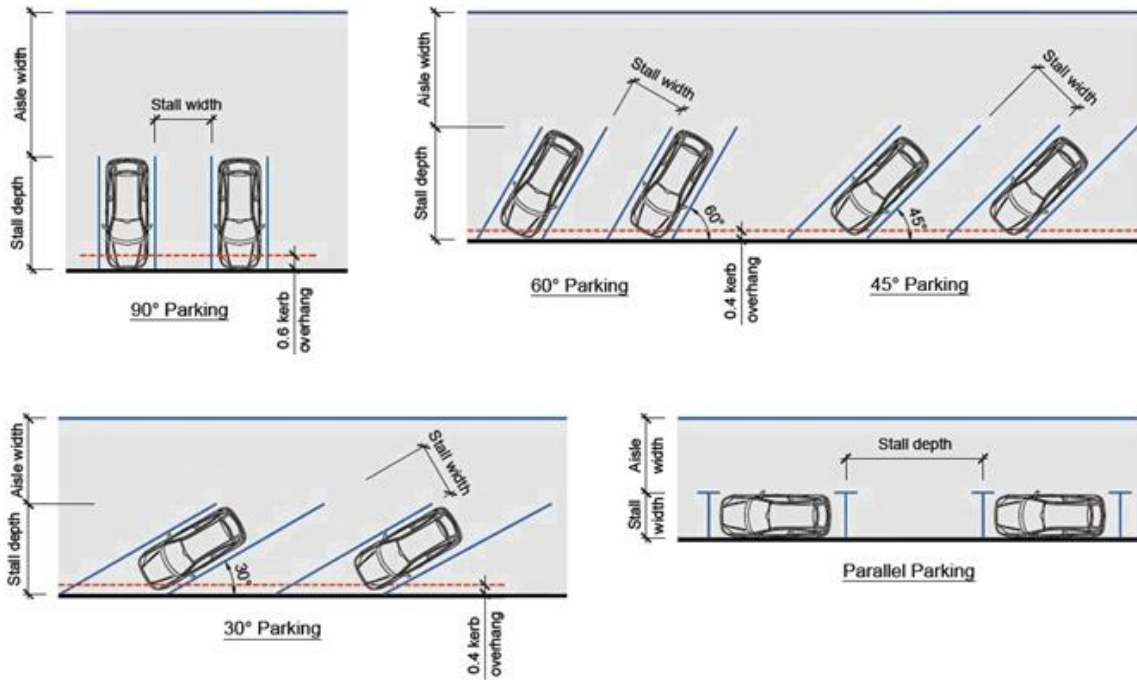
⁵⁹ Waka Kotahi NZ Transport Agency [275.01]

Table TRAN-10: Minimum car parking space and associated manoeuvring area dimensions

User type	Parking angle (degrees)	Manoeuvring area / Aisle width (m)	Stall width (m) ⁴	Stall depth (m) ^{5 6 7}
All Users	Parallel	3.3 one way aisle 5.5 two way aisle	2.5	5.0 unobstructed 6.1 obstructed
Long term ¹	30	3.5	2.1	5.0
	45	4.5	2.4	5.0
	60	5.6	2.4	5.0
	90	7.0	2.4	5.0
Medium term ²	30	3.4	2.3	5.0
	45	4.3	2.5	5.0
	60	5.3	2.5	5.0
	90	6.6	2.5	5.0
Short term ³	30	3.9	2.5	5.0
	45	4.8	2.6	5.0
	60	5.8	2.6	5.0
	90	7.0	2.6	5.0
Accessible	As above	As above	3.6	5.0

1. Tenant, employee and commuter parking (generally all-day parking).
2. Medium-term town centre parking, sports facilities, entertainment centres, hotels, motels.
3. Short term town centre parking, shopping centres, supermarkets, hospitals and medical centres, activities involving drop off or collection of children or goods.
4. Stall width shall be increased by 300mm where a parking space abuts a permanent obstruction such as a wall, column or other permanent obstruction. Where there is such an obstruction on both sides of a parking space, the minimum stall width shall be increased by 600mm.
5. Stall depth may be reduced by the corresponding vehicle overhang length if a low kerb allows overhang, up to 600mm, but this overhang shall not encroach another parking space, path or landscaping.
6. Parking spaces (other than parallel) immediately adjacent to paths or landscaping shall include wheel stop barriers located at least 600mm from the path or landscaping to avoid or mitigate obstruction of paths or damage to landscaping by parked vehicles.
7. Different car parking space and manoeuvring area layouts are illustrated in Figure TRAN-5 below.

Figure TRAN-5: Illustration of different car parking space and associated manoeuvring area layouts (not to scale)



TRAN-S8 Minimum loading space and associated manoeuvring area dimensions	
All Zones	<p>Refer to Table TRAN-11 below.</p> <p>Activity status when compliance not achieved: RDIS Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> TRAN-MD9 - Loading spaces TRAN-MD10 - Manoeuvring area for parking or loading spaces TRAN-MD17 - Queuing space

Table TRAN-11: Minimum loading space and associated manoeuvring area dimensions

Vehicles to be accommodated	Length of loading space	Width of loading space	Manoeuvring area
Small rigid truck	6.5m	3.5m	TRAN-APP4
Medium rigid truck	9m	3.5m	TRAN-APP4
Large rigid truck	12m	3.5m	TRAN-APP4
Semi-trailer (Articulated truck)	19m	3.5m	TRAN-APP4

TRAN-S9 New footpath requirements	
All Zones	<p>Refer to Table TRAN-12 below.</p> <p>Activity status when compliance not achieved: RDIS</p>

		Matters of discretion are restricted to: <ul style="list-style-type: none"> • TRAN-MD20 - Extent of effects
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Table TRAN-12: New footpath requirements

Local activity	Number of footpaths	Footpath width
Residential Zones, Special Purpose Zone (Kāinga Nohoanga) and Special Purpose Zone (Pines Beach and Kairaki Regeneration)		
< 20 residential units	1	1.8m
20 - 200 residential units	2	1.8m
> 200 residential units	2	1.8m
Town Centre Zones	2	2.5m
All other Commercial and Mixed Use Zones and Special Purpose Zones	2	2.0m
TRAN-S10	Minimum cycle parking requirements	
All Zones	Refer to Table TRAN-13 below.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: <ul style="list-style-type: none"> • TRAN-MD14 - Minimum cycle parking facilities required • TRAN-MD16 - Illumination of parking or loading areas

Table TRAN-13: Minimum cycle parking requirements

Activity	Cycle parking required
Residents/visitors/students/customers <u>(short stay cycle parking – see TRAN-R15)</u>⁶⁰	
Residential Place of assembly, recreation activities and educational facility	None. Where on site car parking is provided: minimum of 2 cycle spaces, then 1 additional cycle space for every 5 car parking spaces provided.

⁶⁰ Sports and Education Corporation [416.12]

	Where on site car parking is not provided: minimum of 2 cycle spaces, then 1 additional cycle space per 250m ² GFA.	
Any other activity	Where on site car parking is provided: minimum of 2 cycle spaces, then 1 additional cycle space for every 5 car parking spaces provided up to 150 car parking spaces; no additional cycle spaces required for additional car parking spaces over 150 car parking spaces. Where on site car parking is not provided: minimum of 2 cycle spaces, then 1 additional cycle space per 250m ² GFA.	
Staff (<u>long stay cycle parking – see TRAN-R15</u>)⁶¹		
Office/commercial activity	1 cycle space per 200m ² GFA. Minimum of 2 cycle spaces to be provided.	
Hospital, Health care facility, Care facility and Integrated family health centre	1 cycle space per 300m ² GFA. Minimum of 2 cycle spaces to be provided.	
Tertiary education and research activity	1 cycle space per 4 FTE staff. Minimum of 2 cycle spaces to be provided.	
TRAN-S11	Minimum cycling end-of-trip facilities for staff	
All Zones	Refer to Table TRAN-14 below.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: <ul style="list-style-type: none"> TRAN-MD14 - Minimum cycle parking facilities required

Table TRAN-14: Minimum cycling end-of-trip facilities for staff

Number of staff cycle parks required	Cycling end-of-trip facilities for staff required
1 - 10	None.
11 - 100	1 shower ^{1 2} per every 10 staff cycle parks required. 1 locker ³ per every staff cycle park required.
> 100	10 showers for the first 100 staff cycle parks required + 2 showers for each additional 50 staff cycle parks required. 1 locker per every staff cycle park required.

⁶¹ Sports and Education Corporation [416.12]

1. Showers only need to be shown on any building consent plans. If an activity requires resource consent, the location and design of any required showers do not need to be shown at that stage as long as the application states the number of showers proposed to be provided.
2. Where the calculation of the required number of showers results in a fraction of a shower, any fraction that is less than one half shall be disregarded and any fraction of one half or more will be counted as one shower.
3. The minimum internal dimensions of a single locker shall be: 85cm high x 45cm deep x 20cm wide.

Matters of Discretion

TRAN-MD1	<p>Road design</p> <ol style="list-style-type: none"> 1. The extent to which the road will be safe, functional and maintainable at reasonable cost. 2. The extent to which use of the road will adversely affect the environment and/or character of the location and surrounding area. 3. The extent to which design and use of the road will adversely affect safe and efficient access and use for other current and potential users of the road, including pedestrians and cyclists. 4. The extent to which cul-de-sacs with a maximum length greater than 150m will achieve a good urban design and traffic design outcome. 5. The extent to which the road design can efficiently and safely accommodate off site parking, particularly for residents or nearby businesses, and provide for unobstructed movement including for service, delivery, or emergency service vehicles.
TRAN-MD2	<p>Maximum number of vehicle crossings</p> <ol style="list-style-type: none"> 1. The extent to which the number of vehicle crossings will adversely affect the efficient and safe operation of the road. 2. The extent of any cumulative effects of the number of vehicle crossings when considered in the context of existing and <u>future anticipated</u>⁶² vehicle crossings in the vicinity. 3. The extent to which any aspect(s) of road design or formation will mitigate adverse effects of the number of vehicle crossings. 4. The extent to which any existing landscaping, stormwater management or other infrastructure will be affected by the formation of vehicle crossings.
TRAN-MD3	<p>Minimum separation distance between vehicle crossings</p> <ol style="list-style-type: none"> 1. The extent to which any existing landscaping or stormwater management or other infrastructure will be affected by the location of vehicle crossings. 2. The extent to which safety will be adversely affected by conflict between manoeuvring vehicles at vehicle crossings. 3. The extent to which there will be sufficient space to accommodate on-street parking demand between vehicle crossings. 4. The extent to which lack of complying separation distance between vehicle crossings may contribute to significant adverse cumulative effects with regards the ability to accommodate on-street parking demand in future.

⁶² Schedule 1 Clause 16(2)

	<p>5. The extent to which pedestrian and cycle safety may be adversely affected by a lack of complying separation distance between vehicle crossings.</p>
<p>TRAN-MD4</p>	<p>Minimum separation distance for vehicle crossings from road intersections and pedestrian crossing facility</p> <ol style="list-style-type: none"> 1. The extent to which conflict may be created by vehicles queuing across the vehicle crossing. 2. The extent to which any potential confusion between vehicles turning at the crossing or the intersection may adversely affect safety. 3. The extent of effects on the safety of users of all transport modes. 4. The extent to which the number and type of vehicles generated by the activity on the site will adversely affect the safe and efficient use of the frontage road, particularly at times of peak traffic flows. 5. The extent to which the speed and volume of vehicles on the road will exacerbate adverse effects of the vehicle crossing on the safety of users of all transport modes. 6. The extent to which the geometry of the frontage road and intersections will mitigate adverse effects of the vehicle crossing. 7. The extent to which there are present, or planned, traffic controls along the road corridor where the vehicle or pedestrian crossing is proposed. 8. The extent of any cumulative effects when considered in the context of existing and future vehicle crossings serving other activities in the vicinity. 9. The extent to which traffic mitigation or calming measures are proposed. 10. The extent to which the proximity of a vehicle crossing to a pedestrian crossing facility may adversely affect the safe use of the pedestrian crossing facility.
<p>TRAN-MD5</p>	<p>Vehicle crossing design</p> <ol style="list-style-type: none"> 1. The number of pedestrian and cycle movements across the site frontage and the number and type of vehicles using the vehicle crossing. 2. The extent to which use of the vehicle crossing will adversely affect the safety and/or efficiency of the frontage road or an adjacent road/rail level crossing including with respect to visibility from the vehicle crossing or proximity of the vehicle crossing to a road/rail level crossing or volume of vehicles using the vehicle crossing. 3. The speed at which vehicles will be able to enter/exit the site and the effect of this on the safety of pedestrians, cyclists and other road users. 4. The extent to which design takes into account and safely provides for any marked on-road cycle lane, separated cycle lane or shared use path across the site road frontage and the extent to which design may have been modified to adequately address these matters.
<p>TRAN-MD6</p>	<p>Vehicle accessway design</p> <ol style="list-style-type: none"> 1. The extent to which the accessway serves more than one site and the extent to which other users of the accessway may be adversely affected. 2. The extent to which there are adverse effects on the safety and amenity values of neighbouring sites and/or the function of the transport system. 3. The extent of effects on the safety and security of people using the accessway. 4. The extent to which the design or use of the accessway disrupts, or results in conflicts with active frontages, convenient and safe pedestrian circulation and cycling flows, or will inhibit access for emergency service vehicles where on site access is required.

	<ol style="list-style-type: none"> 5. The extent to which the safety of pedestrians, particularly the aged and people whose mobility is restricted, will be compromised by the length of time needed to cross a wider accessway or multiple accessways closely spaced. 6. The extent to which the required legal width of the accessway is restricted by the boundaries of an existing site or building. 7. The extent to which the gradient or width or other design aspect of the accessway will make the use of the accessway impractical, including inhibiting access for emergency service vehicles where on site access is necessary. 8. The extent to which accessway drainage is adequately designed and will not cause adverse effects on neighbouring sites. 9. The extent to which vehicles exiting the accessway, and cyclists on the frontage road or shared use path or pedestrians on the footpath, are likely to be aware of each other in time to avoid conflicts. 10. The extent to which the speed and volume of vehicles using an accessway and/or the volumes of cyclists and pedestrians on the footpath or shared use path or frontage road, will exacerbate the adverse effects of the accessway on people's safety. 11. If a visibility splay is unable to be provided, the extent to which alternative adequate methods of improving pedestrian and cycle safety at the accessway have been provided. 12. <u>Where the accessway serves six or more sites in the rural zone and 11 or more sites in the residential zone, the extent to which the accessway will fulfill the requirements of a road.</u>⁶³
TRAN-MD7	<p>Sight distance from vehicle crossings</p> <ol style="list-style-type: none"> 1. The extent to which the operating speed environment of the road is such that the sight distance requirements can be safely reduced. 2. The extent to which sight distance requirements at the vehicle crossing are adequate to provide safe ingress/egress.
TRAN-MD8	<p>Visibility at vehicle crossings</p> <ol style="list-style-type: none"> 1. The extent to which vehicles exiting the vehicle accessway, pedestrians on the footpath, and cyclists on a shared use path or frontage road, are likely to be aware of each other in time to avoid conflicts. 2. The extent to which the speed and volume of vehicles using a vehicle accessway, or the volumes of cyclists on a shared use path or frontage road or pedestrians on a footpath, will exacerbate adverse effects of the use of the accessway on safety. 3. The extent to which the height or permeability of fencing or landscaping affects visibility. 4. The extent to which alternative adequate methods of improving pedestrian and cycle safety at the vehicle accessway have been provided.
TRAN-MD9	<p>Loading spaces</p> <ol style="list-style-type: none"> 1. The extent to which the nature and operation of the particular activity will require loading spaces of a different size, number or frequency of use. 2. The extent to which an on site shared loading area can be safely and efficiently provided in conjunction with an adjacent activity.

⁶³ George Jason Smith [270.15]

	<ol style="list-style-type: none"> 3. The nature of any legal agreement that has been entered into securing mutual usage of any loading area shared with other activities. 4. The extent to which loading can be safely and efficiently undertaken on the street. 5. The extent to which the movement function and/or safety of the surrounding transport system may be adversely affected by extra parked and manoeuvring vehicles on the street. 6. The extent to which loading and service functions on the street will disrupt pedestrian and cycling traffic, frontages, or detract from amenity values. 7. The extent to which there is an existing on street loading facility near to the site that can be used safely, and the route between the loading facility and the site does not require crossing any road.
TRAN-MD10	<p>Manoeuvring area for parking or loading spaces</p> <ol style="list-style-type: none"> 1. The extent to which there would be adverse effects on the efficiency, safety and amenity values of transport users including pedestrians and cyclists within and passing the site, or on accessibility, or on the function of the road. 2. The number and type of vehicles using the parking, loading or manoeuvring area. 3. The extent to which the required manoeuvring area can physically be accommodated on site. 4. The extent to which any strategic, arterial or collector road corridor or rail corridor is adversely affected, including by manoeuvring on to or off a site.
TRAN-MD11	<p>High traffic generators generating activities⁶⁴</p> <ol style="list-style-type: none"> 1. The findings of an ITA, and the extent to which the ITA addresses the following matters: <ol style="list-style-type: none"> a. Basic ITA and Full ITA: <ol style="list-style-type: none"> i. The estimated number of trips generated by each transport mode to and from the development (public transport, walking, cycling and private vehicles, including heavy vehicles). ii. The extent to which any additional <u>equivalent car vehicle</u>⁶⁵ movements will affect the capacity of the road network. iii. The extent of effects on the operation of public transport infrastructure and any vehicle and pedestrian/cyclist conflicts likely to arise from vehicle movements to and from the development. iv. Access and manoeuvring (safety and efficiency): <ol style="list-style-type: none"> a. The extent to which the provision of access and on site manoeuvring area associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility of the site (including for people whose mobility is restricted and for emergency service vehicles) and the transport system (including considering the classification of the frontage road in the District Plan road hierarchy). v. Design and layout: <ol style="list-style-type: none"> a. The extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable,

⁶⁴ Schedule 1 Clause 16(2)

⁶⁵ Consequential amendment Kainga Ora [325.83]

	<p>for travel other than by private vehicle, including providing safe and convenient access for travel by such modes.</p> <ul style="list-style-type: none"> b. The extent to which the design of the development will encourage public transport use. c. The extent to which the design of the proposed development will encourage walking and cycling to nearby destinations. <ul style="list-style-type: none"> vi. Heavy vehicles: <ul style="list-style-type: none"> a. For activities that will generate 50 or more heavy vehicle movements per day, the extent to which there are any effects from these trips on the roading infrastructure. vii. Accessibility of the location: <ul style="list-style-type: none"> a. The extent to which the proposed activity has demonstrated the accessibility of the site by a range of transport modes, and the extent to which the activity's location will minimise or reduce travel to and from the activity by private vehicles and encourage public and active transport use. b. The safety, distance and suitability of pedestrian routes to the nearest bus stop. <ul style="list-style-type: none"> b. Full ITA only (as well as the matters in (a)(i) to (vii) above): <ul style="list-style-type: none"> i. Network effects: <ul style="list-style-type: none"> a. Having particular regard to the level of additional traffic generated by the activity and the extent to which the activity is permitted by the zone in which it is located, the extent to which measures are proposed to adequately mitigate the actual or potential effects on the transport system arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity. b. The extent to which the design and layout of the proposed development maximises opportunities, to the extent considered reasonably practicable, for travel other than by private car. c. The extent of effects of construction traffic on the transport network. d. The extent of any new or modified infrastructure required for public transport, pedestrian, cycling, private vehicles and freight. e. The extent of any mitigation required to improve safety issues for pedestrians, cyclists or mobility impaired users and the nature of those measures. f. The extent to which travel demand management tools such as travel plans are proposed to reduce vehicle trips and associated effects, influence travel mode share and offer travel choice. g. The extent to which there are road, public transport, walking or cycling measures to be funded by the proposed development. ii. Strategic framework:
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	<p>a. The extent to which the proposal is consistent with the local and regional transport policy framework, including the Canterbury Regional Land Transport Plan 2021-31.</p>
TRAN-MD12	<p>Parking space dimensions</p> <ol style="list-style-type: none"> 1. The safety and usability of the parking spaces. 2. The extent to which any non-compliance with the required minimum parking space dimensions is offset by other means, such as provision of a mix of different types of parking spaces on site (for example, a mix of spaces for 85 percentile and 99 percentile vehicles (see TRAN-APP3), accessible spaces, cycle spaces, or the use of 99 percentile spaces in preference to 85 percentile spaces based on the predominant vehicle size visiting a site).
TRAN-MD13	<p>Accessible parking spaces</p> <ol style="list-style-type: none"> 1. The extent to which the equivalent number of accessible parking spaces can be provided on a separate site which is: <ol style="list-style-type: none"> a. located within a readily accessible distance from the activity for persons whose mobility is restricted; and b. clearly associated with the activity through signs or other means. 2. The extent to which the nature of the particular activity is such that it will generate less accessible car parking demand than is required. 3. The extent to which the safety of people whose mobility is restricted will be affected by being set down on the street.
TRAN-MD14	<p>Minimum cycle parking facilities required</p> <ol style="list-style-type: none"> 1. The extent to which adequate alternative, safe and secure cycle parking and cycle end-of-trip facilities (such as showers and lockers), meet the needs of the intended users, and are available in a nearby location that is readily accessible. 2. The extent to which the parking can be provided and maintained in a jointly used cycle parking area. 3. The extent to which a legal agreement has been entered into securing mutual usage of any cycle parking area shared with other activities. 4. The extent to which the cycle parking facilities are designed and located to match the needs of the intended users. 5. The extent to which the provision, design and location of cycle parking facilities may disrupt pedestrian traffic, disrupt active frontages, or detract from an efficient site layout or amenity values. 6. The extent to which the number of cycle spaces and cycle end-of-trip facilities provided are sufficient considering the nature of the activity on the site and the anticipated demand for cycling. 7. The extent to which alternative adequate cycle parking is available which is within easy walking distance of the development entrance. 8. The extent to which the provision for cyclists is sufficient considering the nature of the activity on the site and the anticipated demand for cycling to the site and adjacent activities. 9. The extent to which the provision for cyclists is practicable and adequate considering the location and layout of the site and the operational requirements of the activity on the site.
TRAN-MD15	<p>Formation of parking, loading and manoeuvring area and associated vehicle crossings and accessways</p> <ol style="list-style-type: none"> 1. The extent to which a lack of all-weather surfacing will cause adverse effects.

	<ol style="list-style-type: none"> 2. The extent to which mud or gravel will be carried on to the road corridor, footpaths, shared use path or cycle lanes. 3. The extent to which the materials used for the surface of the area and its stormwater management system will adequately collect and attenuate runoff. 4. The extent to which permeable surfaces are suitable. 5. The extent to which parking and loading spaces that are not permanently marked will affect the ability to reasonably access and efficiently utilise the spaces.
TRAN-MD16	<p>Illumination of parking or loading areas</p> <ol style="list-style-type: none"> 1. The extent to which a facility is often used during the hours of darkness. 2. The extent to which other light sources in the area give adequate light to provide security for users. 3. The extent to which glare from the light source will adversely affect the safety of the road corridor or rail corridor. 4. Any relevant matters of control or discretion in the Light Chapter.
TRAN-MD17	<p>Queuing space</p> <ol style="list-style-type: none"> 1. The extent to which there would be any adverse effects on the safety, amenity values or efficient operation and functioning of the frontage road or adjacent road/rail level crossing. 2. The effect of queuing vehicles on the safety of pedestrians and cyclists.
TRAN-MD18	<p>New buildings, other structures, road intersections, vehicle crossings or vegetation adjacent to road/rail level crossing</p> <ol style="list-style-type: none"> 1. Where a new road crosses a rail corridor, or a road intersection or vehicle crossing does not comply with the applicable design requirements in relation to a road/rail level crossing: <ol style="list-style-type: none"> a. the extent to which the safety and efficiency of rail and road operations will be adversely affected; b. the extent to which a grade separated crossing will be provided; and c. the extent to which connectivity and accessibility for pedestrians, cyclists and vehicles will be improved, without compromising safety. 2. Where minimum setbacks for buildings, other structures or vegetation are not provided: <ol style="list-style-type: none"> a. the extent to which there will be an adverse effect on the safety of the road/rail level crossing for vehicles and pedestrians; and b. the extent to which visibility and safe sight distances will be adversely affected, particularly to the extent that vehicles entering/exiting the road/rail level crossing can see trains. 3. The outcome of any consultation with KiwiRail. 4. Any characteristics of the proposed activity that will make compliance unnecessary.
TRAN-MD19	<p>Land transport infrastructure</p> <ol style="list-style-type: none"> 1. The extent to which there is a need for the development in relation to improving safety, amenity values, efficiency or functionality of transport. 2. The extent of adverse effects on the current or future safety and efficiency of transport. 3. The extent to which the scale and location of buildings will adversely affect or dominate its surrounding setting including adjacent buildings and the environment, particularly: <ol style="list-style-type: none"> a. where a larger building is proposed to locate adjacent to areas with smaller buildings, the massing and design of the proposed building

	<p>should not overly dominate the built scale or open space of the surrounding area. Methods to moderate the bulk of the proposed building may include:</p> <ol style="list-style-type: none"> i. varying roof forms; ii. window placement; iii. appropriate use of materials; iv. modulation of facades. <ol style="list-style-type: none"> 4. The extent to which a building adversely affects the environment, amenity values or adjacent land uses. 5. The extent to which there is adequate access to sunlight. 6. The extent to which the location and/or the scale of the building does not solely or cumulatively affect public access. 7. The extent to which a building results in areas of entrapment or concealment. 8. The extent to which the development avoids, remedies or mitigates actual or potential adverse effects. 9. If land is being used for non-transport related activities, the extent to which the activity does not undermine the future use of the land for transport purposes. 10. The extent to which a development impedes, restricts or compromises safe and efficient transport movement including access, parking, loading and manoeuvring.
TRAN-MD20	<p>Extent of effects</p> <ol style="list-style-type: none"> 1. The extent of compliance with the relevant standard(s), and the extent of effects of non-compliance with the relevant standard(s) including cumulative effects. 2. Any other relevant assessment matters for the Transport standard not met. 3. The outcome of any consultation with <i>Waka Kotahi</i>, KiwiRail or District Council (as applicable).
TRAN-MD21	<p>Parking or loading and associated manoeuvring area on a site with frontage to a Principal Shopping Street in Rangiora or Kaiapoi</p> <ol style="list-style-type: none"> 1. The location and characteristics of the activity to which the parking or loading relates and any factors that would affect generation of parking or loading demand. 2. The type of vehicle requiring use of parking or loading facilities. 3. The presence of any existing facilities with capacity to absorb additional parking or loading demand. 4. The location and suitability of existing or proposed parking or loading or access.
TRAN-MD22	<p>New stock underpass beneath a road corridor or rail corridor</p> <ol style="list-style-type: none"> 1. Whether there will be an adverse effect on the safety and structure of the road corridor or rail corridor. 2. Whether connectivity across the road corridor or rail corridor will be improved, resulting in improved safety. 3. The outcome of any consultation with <i>Waka Kotahi</i>, KiwiRail, or District Council (as applicable).

Appendices

TRAN-APP1 Design standards for new vehicle crossings**Table TRAN-15: Maximum number of vehicle crossing per site road frontage**

Frontage length (m)	Road frontage type	
	Local road or Collector road	Strategic road or Arterial road
0 - 16	1	1
> 16 - 60	2	1
> 60 - 200	2	1
> 200	3	2

Table TRAN-16: Minimum separation distance between vehicle crossings

Roads where the posted speed limit is 50km/h ⁶⁶ or less			
Residential Zones	Site frontage on cul-de-sac: No limitation Where site road frontage length is < 12m: Less than 4m or greater than 7m Where site road frontage length is ≥ 12m: Less than 2m or greater than 7m, or less than 4m or greater than 7m where the site road frontage includes a minimum of 7m for on-street parking		
Commercial and Mixed Use Zones	Less than 6m or greater than 12m		
Roads where the posted speed limit is 60km/h ⁶⁷ or above			
Frontage road speed limit (km/h ⁶⁸)	Strategic road or Arterial road (m)	Collector road (m)	Local road (m)
60 or 70	40	40	40
80	100	70	50
90	200	85	65
100	200	105	80

Table TRAN-17: Minimum separation distance for vehicle crossings from road intersections⁶⁶ Schedule 1 Clause 16(2)⁶⁷ Schedule 1 Clause 16(2)⁶⁸ Schedule 1 Clause 16(2)

Posted speed limit < 50km/h⁶⁹			
Frontage road	Intersecting road type		
	Strategic road or Arterial road	Collector road	Local road
Strategic road or Arterial road	30m	30m	30m
Collector road	20m	20m	10m
Local road	20m	15m	10m
Posted speed limit 60-80km/h⁷⁰			
Frontage road	Intersecting road type		
	Strategic road or Arterial road	Collector road	Local road
Strategic road or Arterial road	100m	100m	100m
Collector road	60m	60m	45m
Local road	60m	45m	45m
Posted speed limit > 80km/h⁷¹			
Frontage road	Intersecting road type		
	Strategic road or Arterial road	Collector road	Local road
Strategic road or Arterial road	200m	200m	200m
Collector road	60m	60m	60m
Local road	60m	60m	60m

Table TRAN-18: Minimum and maximum width of vehicle crossings

Activity	Number of marked parking spaces provided (For residential activity, the number of residential units)	Minimum legal width (m)	Minimum formed width (m)	Maximum formed width (m)
	1 - 3	3.0	2.7	4.5

⁶⁹ Schedule 1 Clause 16(2)⁷⁰ Schedule 1 Clause 16(2)⁷¹ Schedule 1 Clause 16(2)

Residential activity, offices	4 - 8	3.6	3.0	6.0
	9 - 15	5.0	4.0	6.0
All other activities	1 - 15	5.0	4.0	7.0
All activities	> 15	6.5	5.5	9.0

Table TRAN-19: Minimum sight distances from vehicle crossings

Posted speed limit (km/h ⁷²)	All activities Residential activity except high traffic generators generating activities All uses ⁷³ (m)	Other activity (m)
30	40 <u>50</u>	
40	60 <u>89-70</u>	75
50	80 <u>113-90</u>	100
60	100 <u>140-125</u>	125
70	120 <u>170-150</u>	150
80	150 <u>203-180</u>	180
90	170 <u>240-225</u>	215
100	200 <u>282 260</u>	250
110	<u>300</u> ⁷⁴	

Figure TRAN-6: Measurement of sight distances and sight lines from vehicle crossings

⁷² Schedule 1 Clause 16(2)

⁷³ Schedule 1 Clause 16(2)

⁷⁴ Waka Kotahi NZ Transport Agency [275.20]

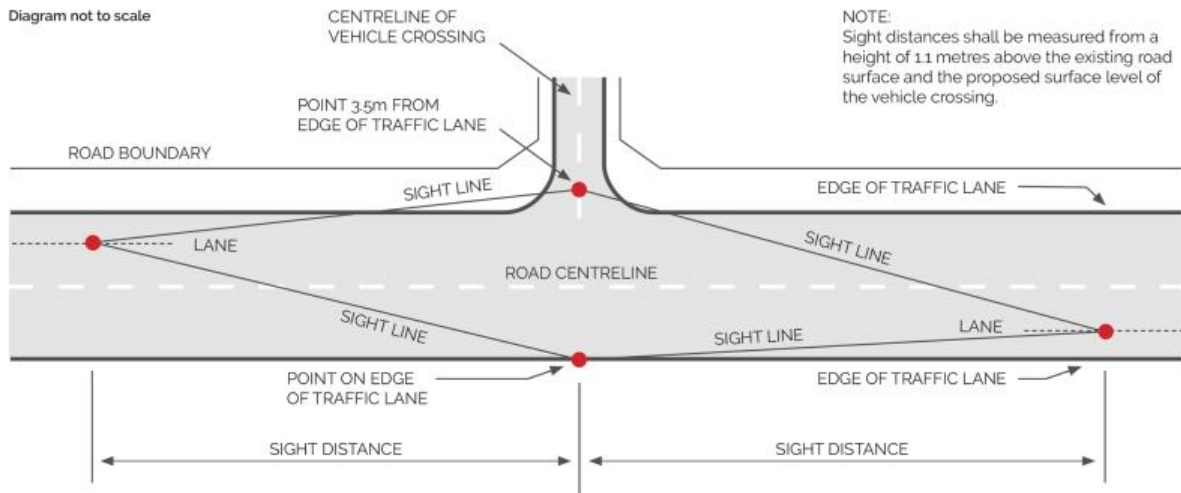
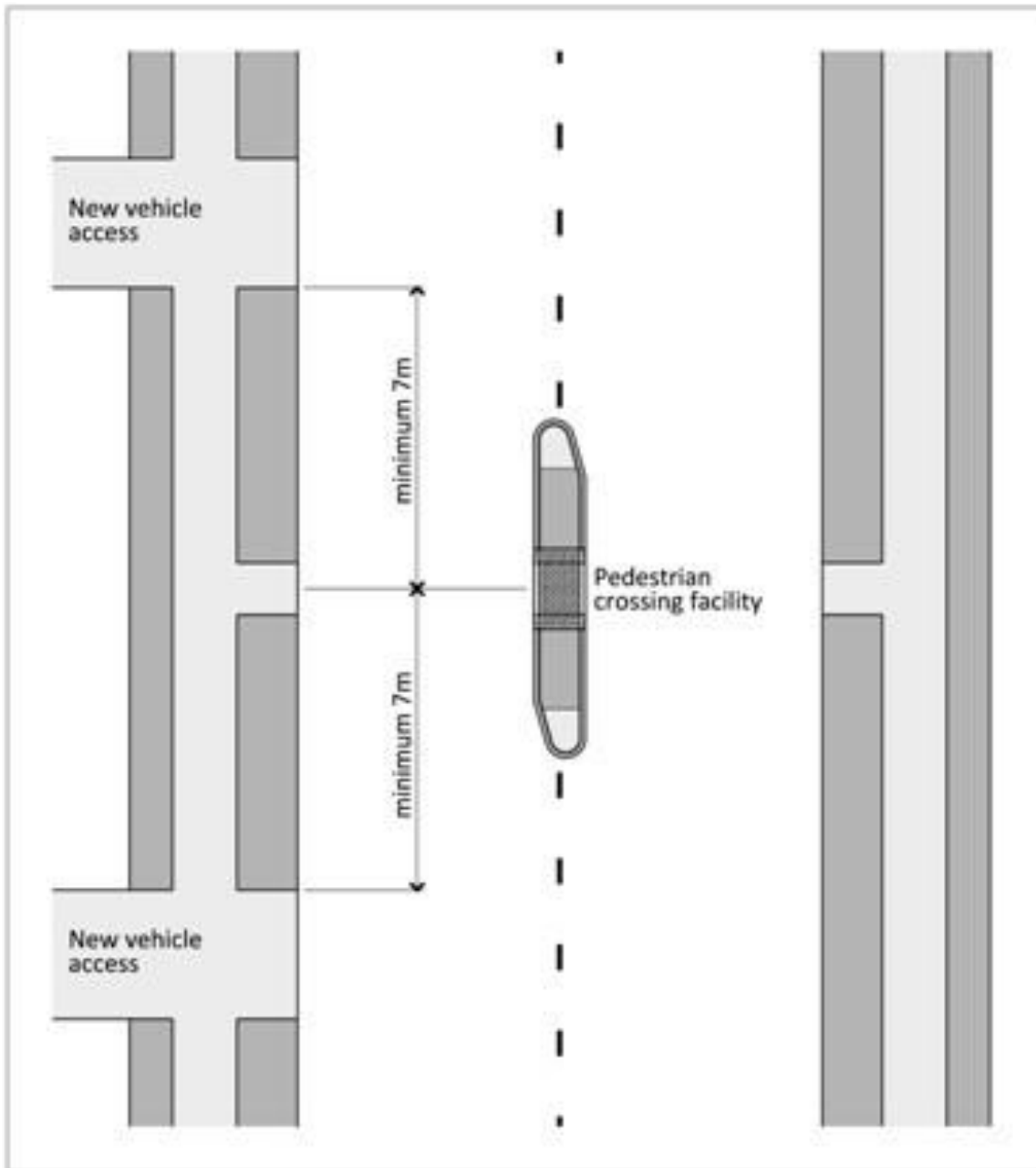


Table TRAN-20: Minimum separation distance for a new vehicle crossing from an existing pedestrian crossing facility

The closest edge of a new vehicle crossing shall be a minimum of 7m from the centre of an existing pedestrian crossing facility measured in accordance with Figure TRAN-7 below.

Figure TRAN-7: Measurement of separation distance for a new vehicle crossing from an existing pedestrian crossing facility



TRAN-APP2 Design standards for a new vehicle crossing on a sealed road where the posted speed is 60km/h⁷⁵ or above

(Source: Transit Planning Policy Manual Version, Manual No. SP/M/001, effective from 1 August 2007)

⁷⁵ Schedule 1 Clause 16(2)

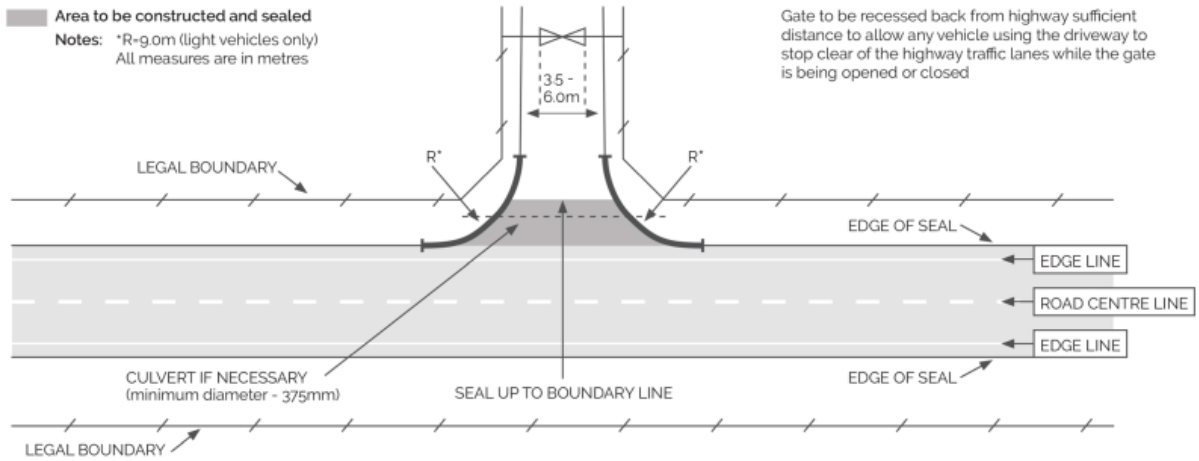


DIAGRAM C

Diagram not to scale

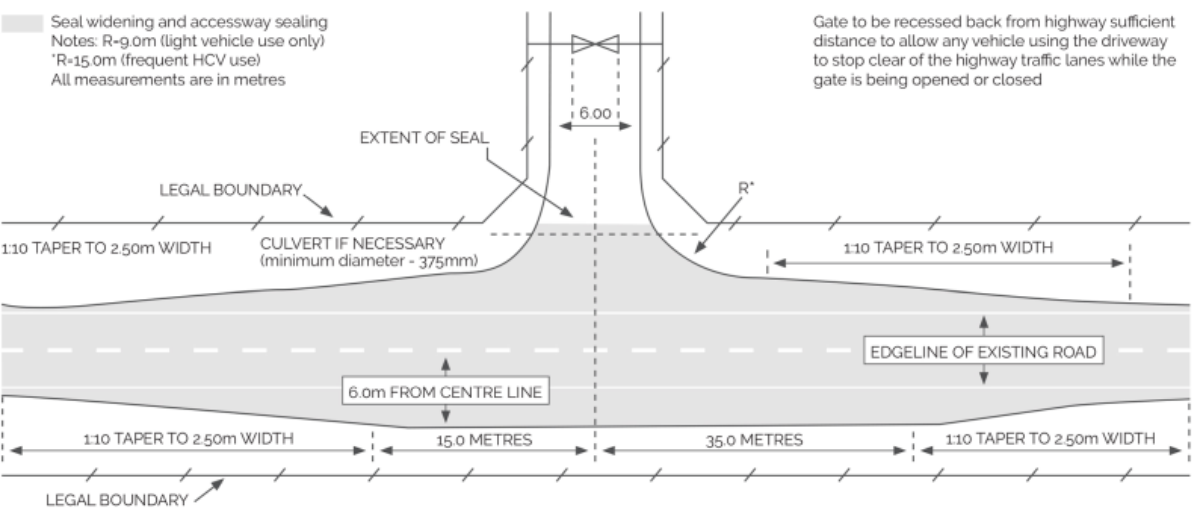
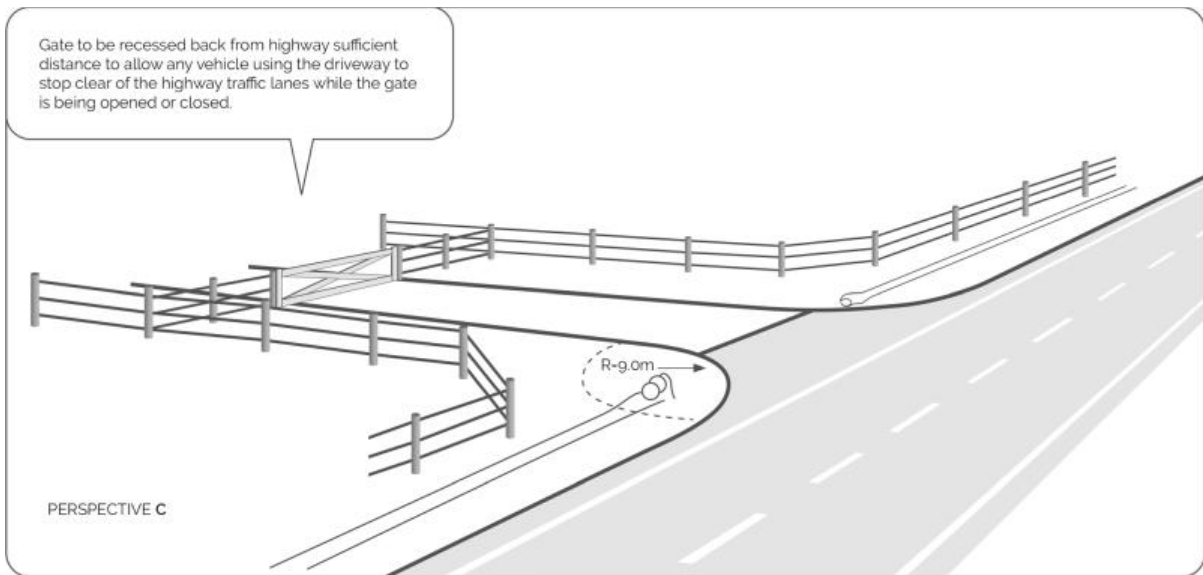
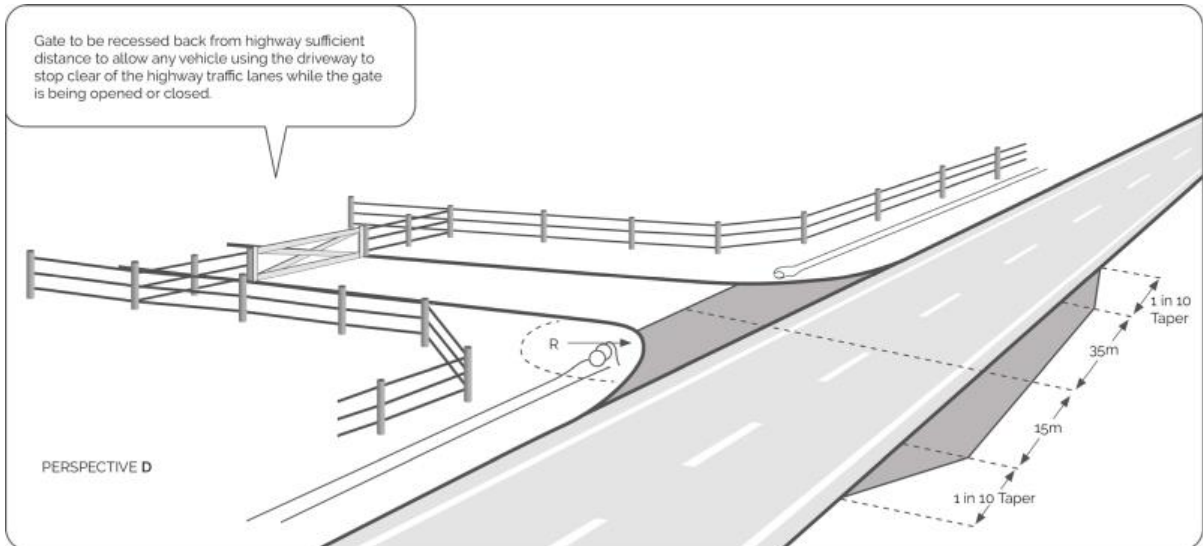
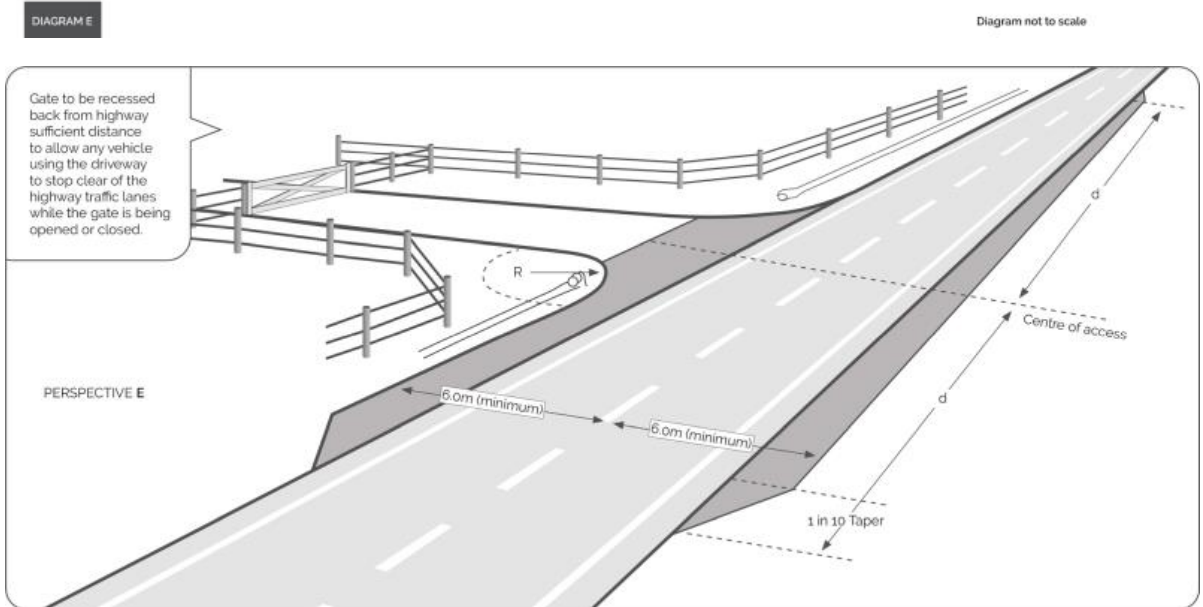
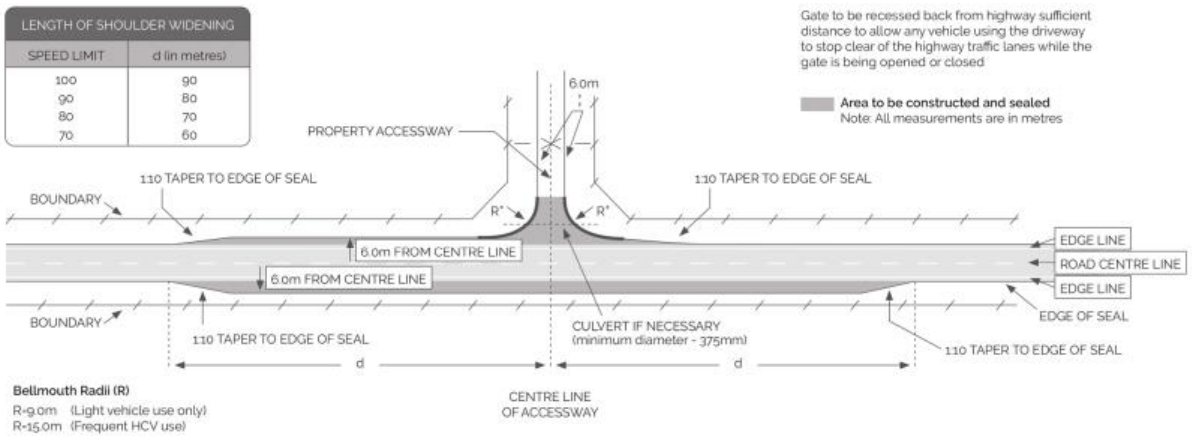


DIAGRAM D

Diagram not to scale



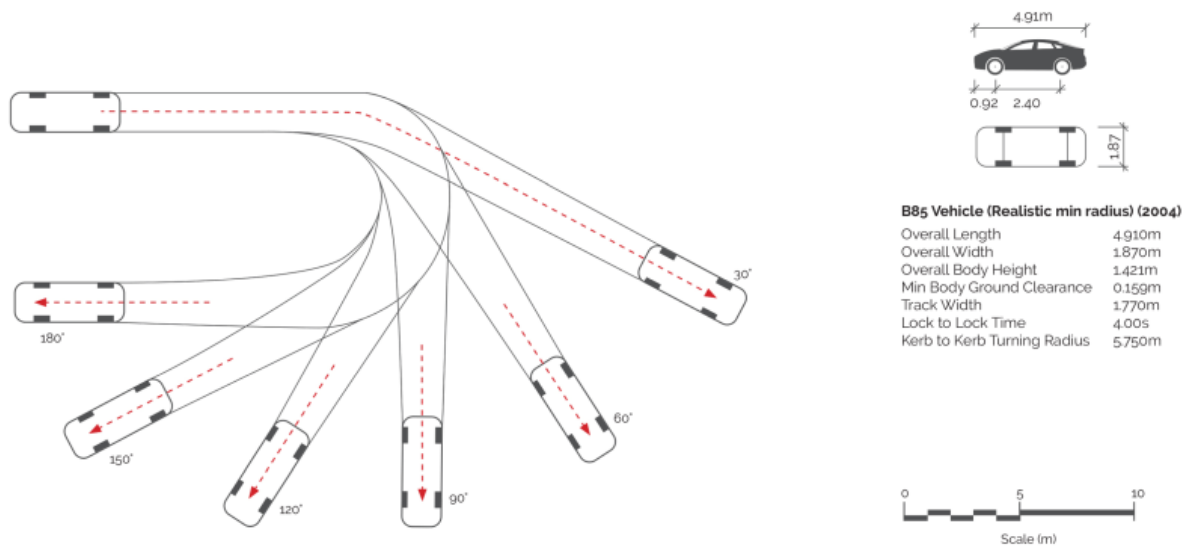
LENGTH OF SHOULDER WIDENING	
SPEED LIMIT	d (in metres)
100	90
90	80
80	70
70	60



TRAN-APP3 85 percentile and 99 percentile design vehicles

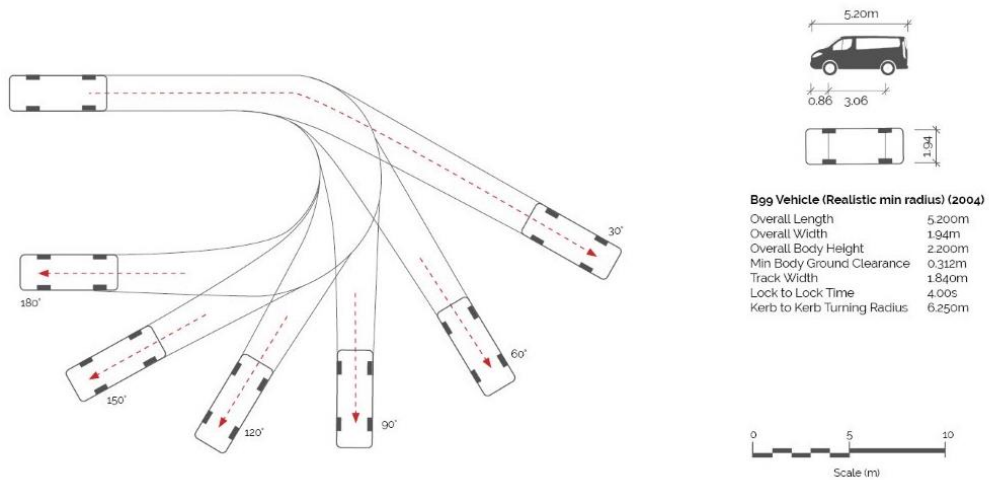
85 percentile

(Source: AS/NZS 2890.1:2004 Parking Facilities - Off-street Car Parking - Part 1)



99 percentile

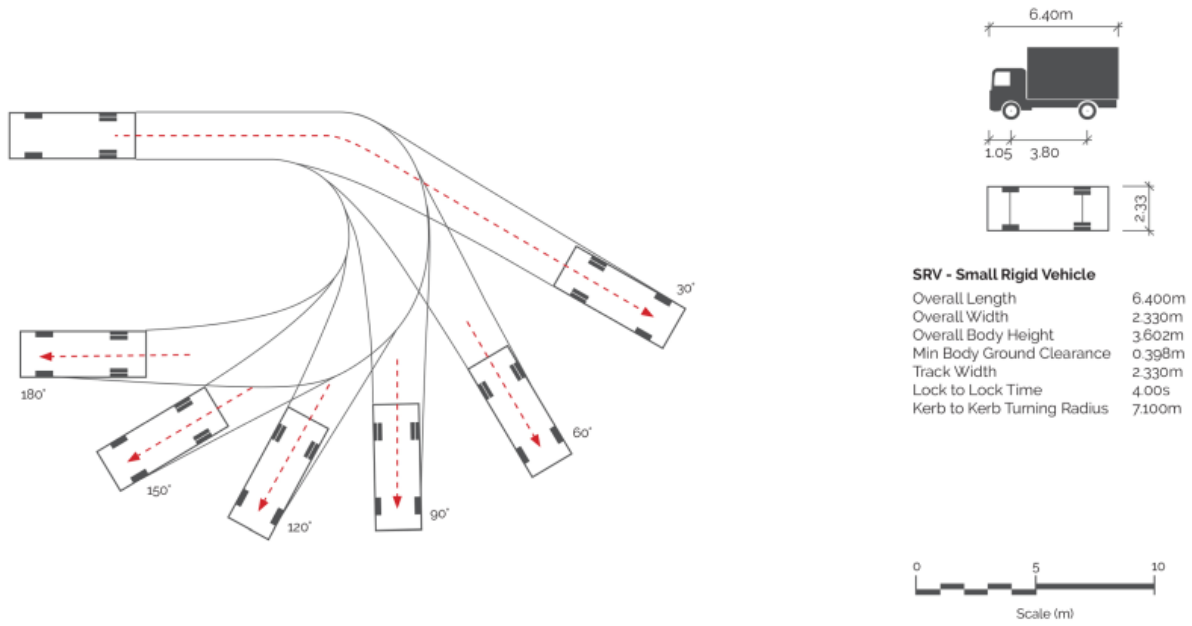
(Source: AS/NZS 2890.1:2004 Parking Facilities - Off-street Car Parking - Part 1)



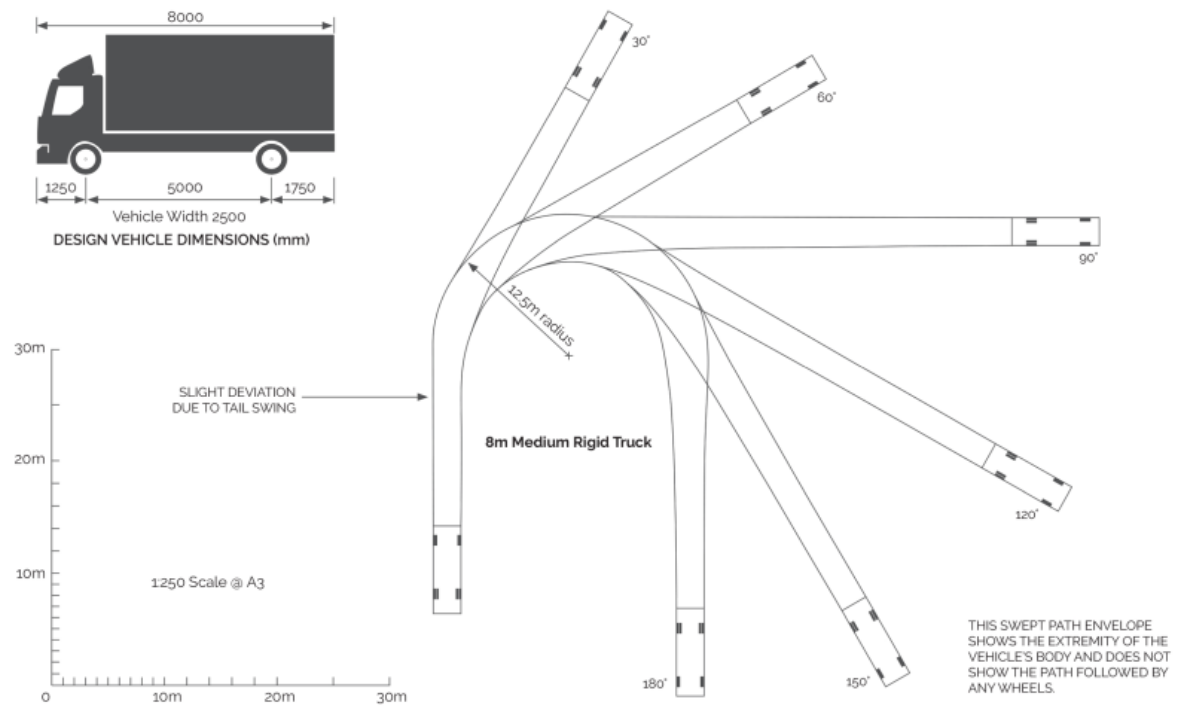
TRAN-APP4 Loading space manoeuvring area dimensions

Turning area for Small Rigid Truck (7.1m turning radius)

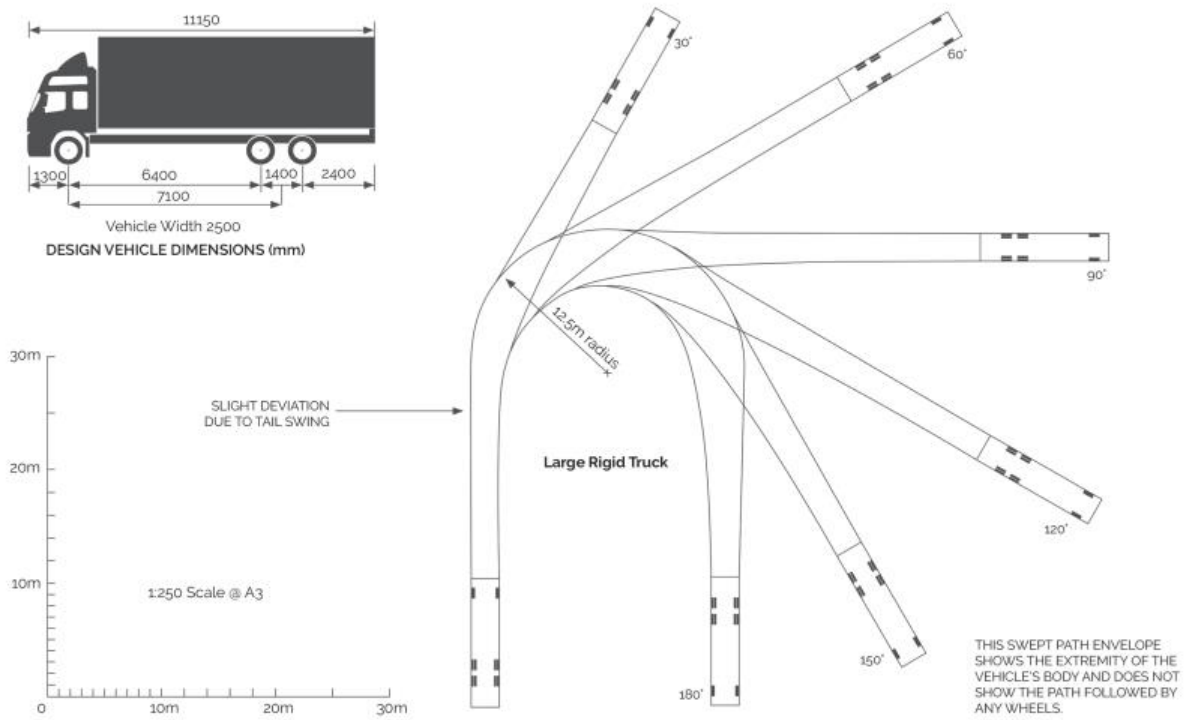
(Source: AS/NZS 2890.1:2004 Parking Facilities - Off-street Car Parking - Part 2: Off-street Commercial Vehicle Facilities)



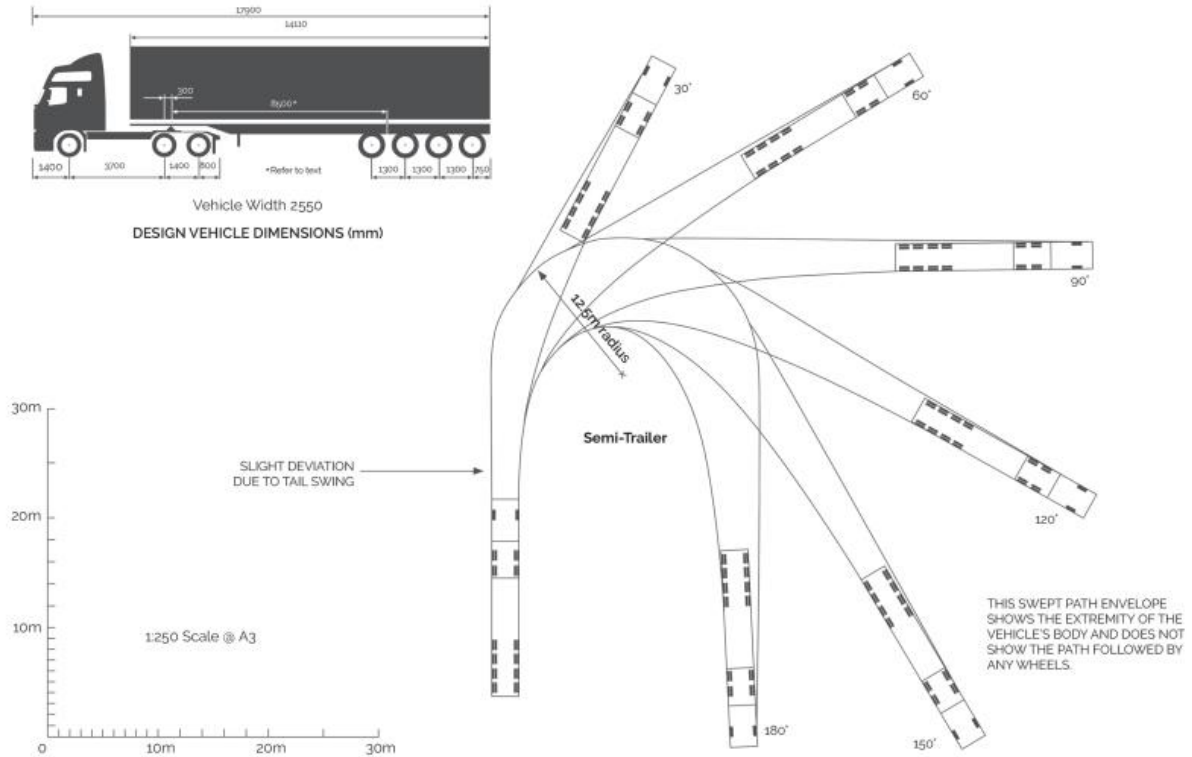
**Turning area for Medium Rigid Truck (12.5m turning radius)
 (Source: RTS 18 New Zealand On-road Tracking Curves for Heavy Motor Vehicles
 August 2007, Land Transport New Zealand)**



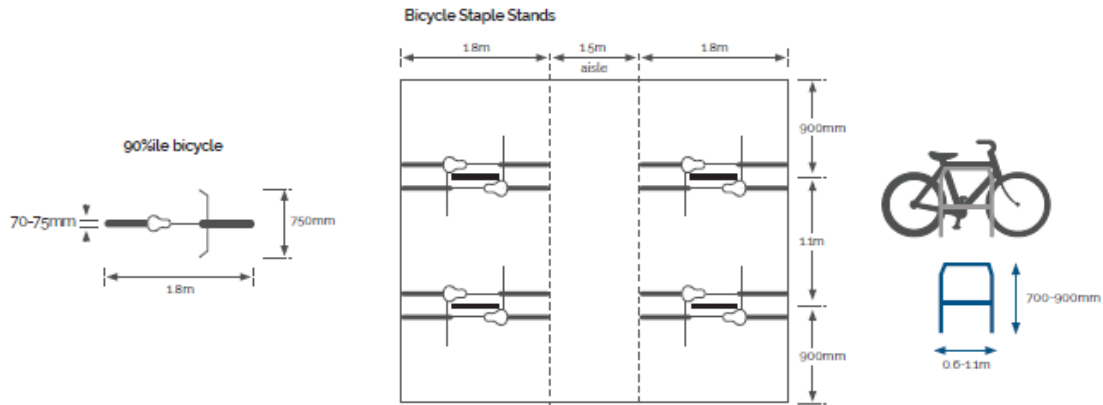
**Turning area for Large Rigid Truck (12.5m turning radius)
 (Source: RTS 18 New Zealand On-road Tracking Curves for Heavy Motor Vehicles
 August 2007, Land Transport New Zealand)**



**Turning area for Semi-Trailer Articulated Truck (12.5m turning radius)
(Source: RTS 18 New Zealand On-road Tracking Curves for Heavy Motor Vehicles August 2007, Land Transport New Zealand)**



TRAN-APP5 Cycle "staple" stand dimensions



TRAN-APP6 New Zealand Traffic Generation Rates⁷⁶

(Source: based on information contained in *Waka Kotahi Research Report 453 'Trips and Parking Related to Land Use'*)

Category	Activity	Peak hourly traffic generation rate	Daily traffic generation rate
Assembly	Church	1.1 vph / person	
Commercial	Office	2.5 vph / 100m ² GFA	26.1 vpd / 100m ² GFA
Education	Preschool	1.4 vph / student	4.1 vpd / student
	Primary	0.7 vph / student	1.6 vpd / student
	Secondary	0.1 vph / student	0.4 vpd / student
	Tertiary	0.2 vph / student	1.4 vpd / student
Industrial	Warehousing	1.0 vph / 100m ² GFA	2.4 vpd / 100m ² GFA
	Contractor	6.2 vph / 100m ² GFA	
	Manufacturing	2.7 vph / 100m ² GFA	30.0 vpd / 100m ² GFA
Medical	Health care facility	11.6 vph / professional	79.4 vpd / professional
	Hospital (Small)	3.0 vph / bed	13.5 vpd / bed
Residential	Residential unit (Medium-Density)	1.2 vph / unit	10.9 vpd / unit
	Residential unit (General)	0.9 vph / unit	8.2 vpd / unit

⁷⁶ Sports and Education Corporation [416.8] [416.9]

	Residential unit (Large Lot/Settlement/Rural)	1.4 vph / unit	10.1 vpd / unit
	Retirement Home	0.4 vph / unit	2.4 vpd / unit
	Retirement unit	0.3 vph / unit	2.6 vpd / unit
	Hostel	0.6 vph / unit	2.5 vpd / unit
	Motel	1.4 vph / unit	3.0 vpd / unit
	Hotel	1.2 vph / unit	6.4 vpd / unit
Retail	Shop	42.5 vph / 100m ² GFA	125 vpd / 100m ² GFA
	Shopping Centre (Small)	18.9 vph / 100m ² GFA	141 vpd / 100m ² GFA
	Shopping Centre (Medium)	17.2 vph / 100m ² GFA	101 vpd / 100m ² GFA
	Shopping Centre (Large)	9.9 vph / 100m ² GFA	83.7 vpd / 100m ² GFA
	Shopping Centre (Town Centre)	8.5 vph / 100m ² GFA	55.9 vpd / 100m ² GFA
	Garden Centre	27.8 vph / 100m ² GFA	147 vpd / 100m ² GFA
	Discount Store	15.3 vph / 100m ² GFA	100 vpd / 100m ² GFA
	Supermarket	17.9 vph / 100m ² GFA	129 vpd / 100m ² GFA
	Bulk	5.6 vph / 100m ² GFA	44.8 vpd / 100m ² GFA
Retail	Restaurant	0.5 vph / seat	6.1 vpd / seat
	Fast Food	52.2 vph / 100m ² GFA	362 vpd / 100m ² GFA
	Bar	15.6 vph / 100m ² GFA	92.1 vpd / 100m ² GFA
	Service Station	100.9 vph / 100m ² GFA	718 vpd / 100m ² GFA
	Market	2.4 vph / 100m ² GFA	22.4 vpd / 100m ² GFA
	Produce	68.8 vph / 100m ² GFA	487 vpd / 100m ² GFA

TRAN-APP7 Sight triangles for road/rail level crossing

Approach sight triangles at level crossings with Stop or Give Way signs ^{77 78}

On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building, structure, road intersections, vehicle crossings or vegetation shall be located within the shaded areas shown in Figure 1. These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.

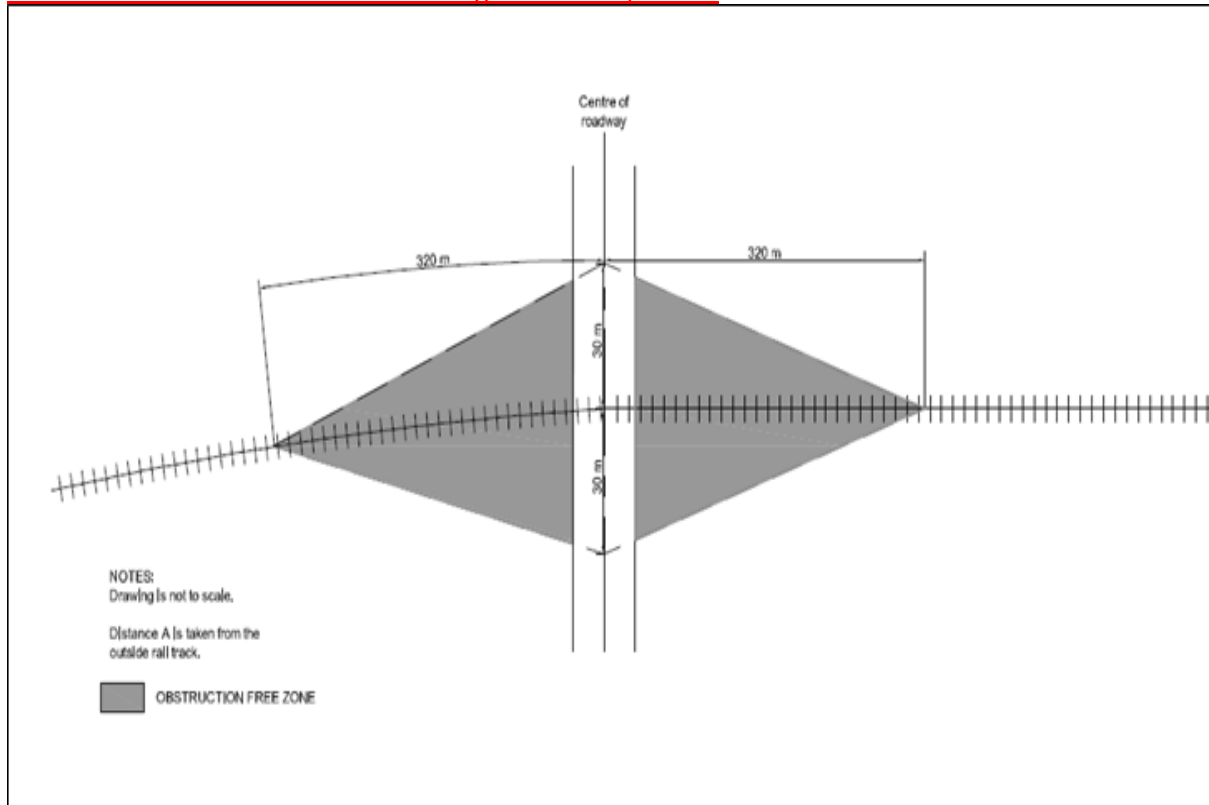


Figure 1: Approach Sight Triangles for Level Crossings with “Stop” or “Give Way” Signs

Advice Note:

The approach sight triangles ensure that clear visibility is achieved around rail level crossings with Stop or Give Way signs so that a driver approaching a rail level can either:

- See a train and stop before the crossing; or
- Continue at the approach speed and cross the level crossing safely

Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.

No approach sight triangles apply for level crossings fitted with alarms and/or barrier arms. However, care should be taken to avoid developments that have the potential to obscure visibility of these alarm masts. This is particularly important where there is a curve in the road on the approach to the level crossing, or where the property boundary is close to the edge of the road surface and there is the potential for vegetation growth.

⁷⁷ KiwiRail Holdings Ltd [373.40]

⁷⁸ KiwiRail Holdings Ltd [373.41]

Restart sight triangles at level crossings

On sites adjacent to all rail level crossings, no building, structure, road intersections, vehicle crossings or vegetation shall be located within the shaded areas shown in Figure 2. These are defined by a sight triangle taken 5 metres from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 1).

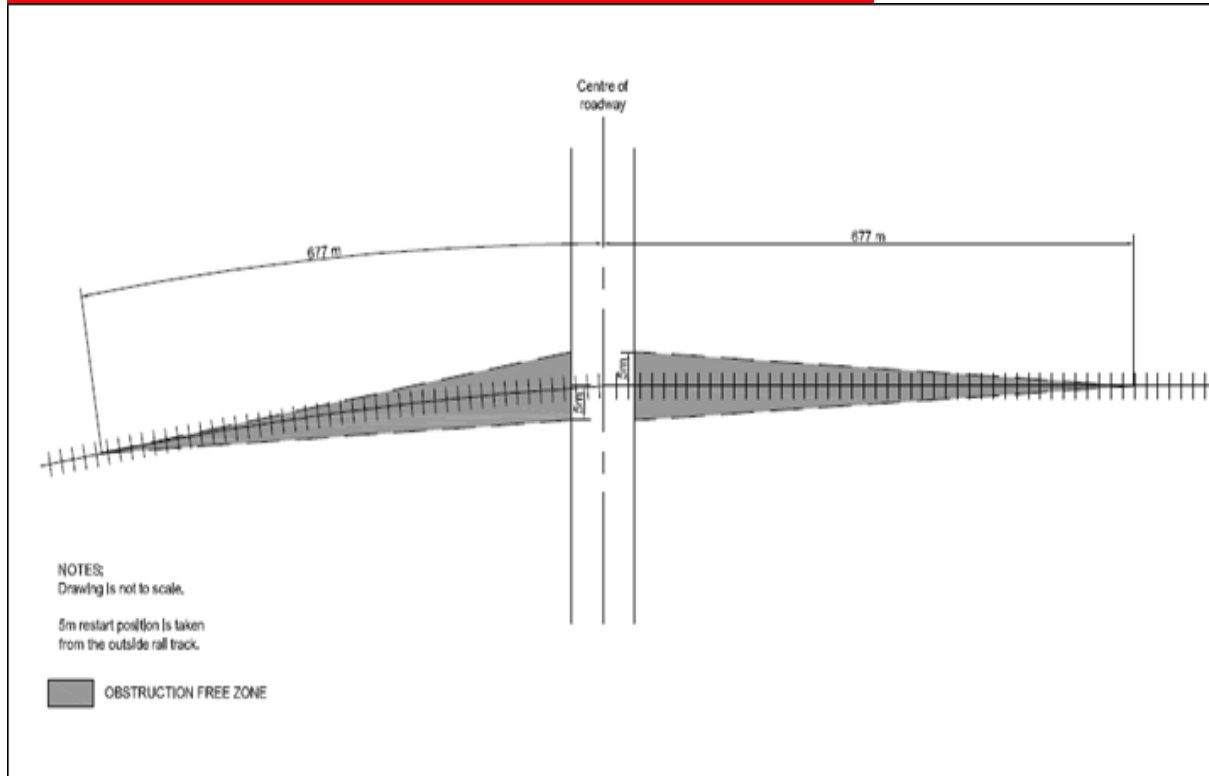


Figure 2: Restart Sight Triangles for all Level Crossings

Table 1: Required Restart Sight Distances for Figure 2

<u>Required approach visibility along tracks A (m)</u>		
<u>Signs only</u>	<u>Alarms only</u>	<u>Alarms and barriers</u>
<u>677 m</u>	<u>677 m</u>	<u>60 m</u>

Advice Note:

The restart sight line triangles ensure that a road vehicle driver stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.

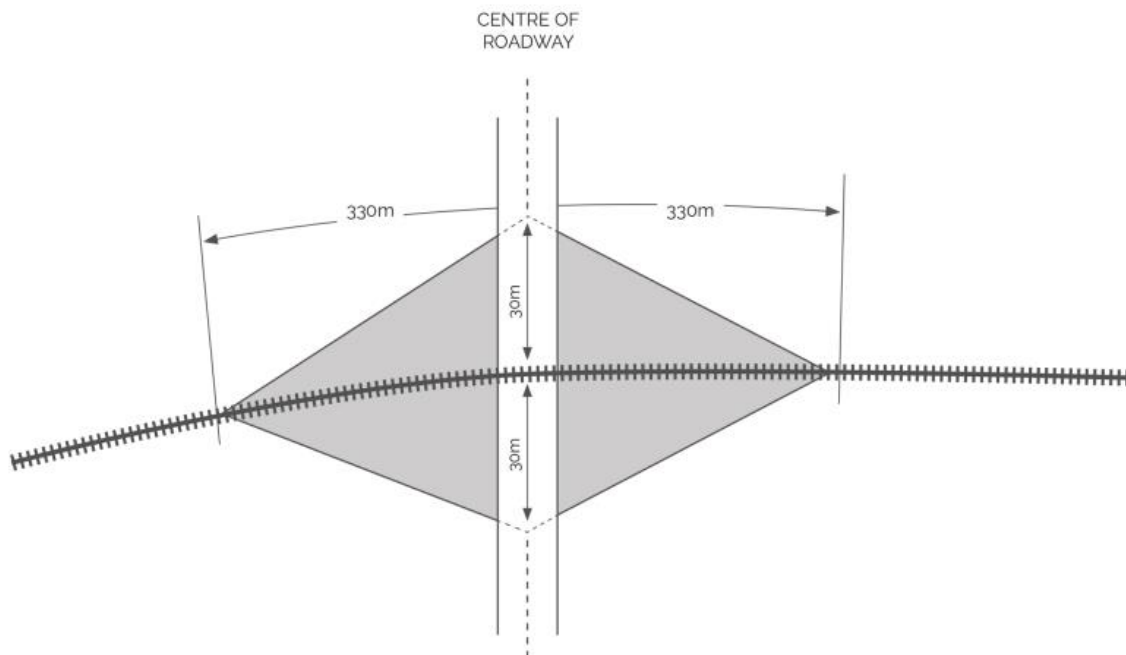
Notes:

- Figures 1 and 2 show a single set of rail tracks only. For each additional set of tracks add 25 m to the along-track distance in Figure 1, and 50 m to the along-track distance in Figure 2.
- All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual, Part 9 Level Crossings. The formulae in this document are

performance based; however the rule contains fixed parameters to enable easy application of the standard. Approach and restart distances are derived from a:

- train speed of 110 km/h
- vehicle approach speed of 20 km/h
- fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing
- 25 m design truck length
- 90° angle between road and rail

Approach sight triangles for road/rail level crossing⁷⁹

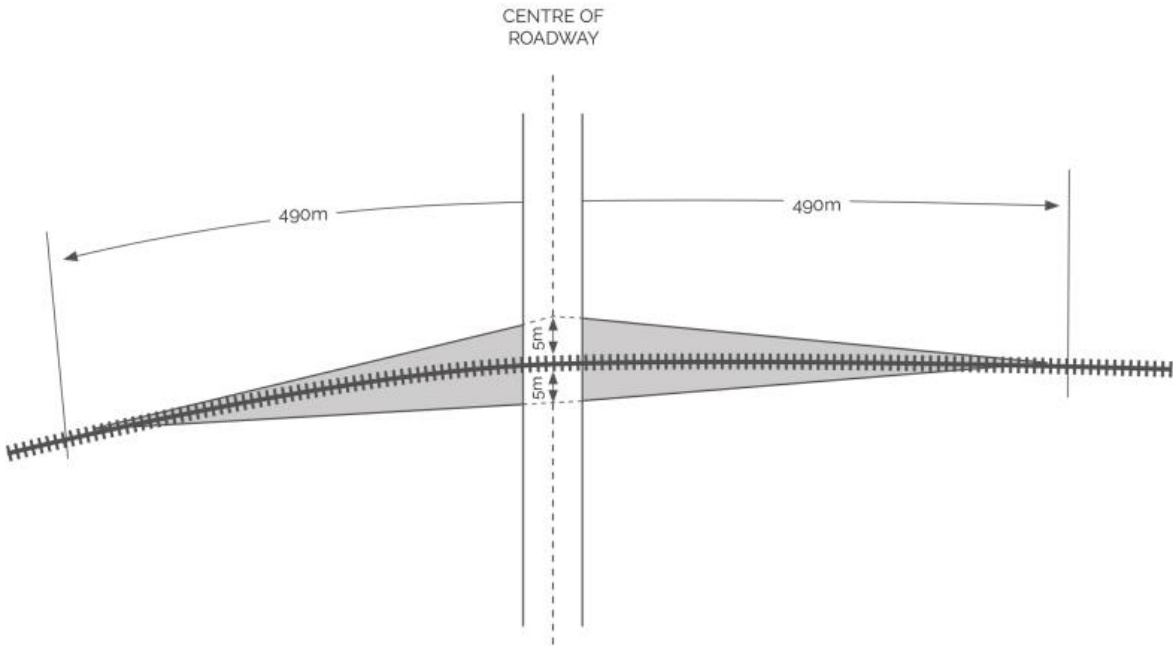


Advisory Notes

- The 30m distance is measured from the closest outside rail.
- Where there is more than one set of railway tracks, then 25m is added to the 330m distance along the railway track for each additional set of tracks.

Re-start sight triangles for road/rail level crossing

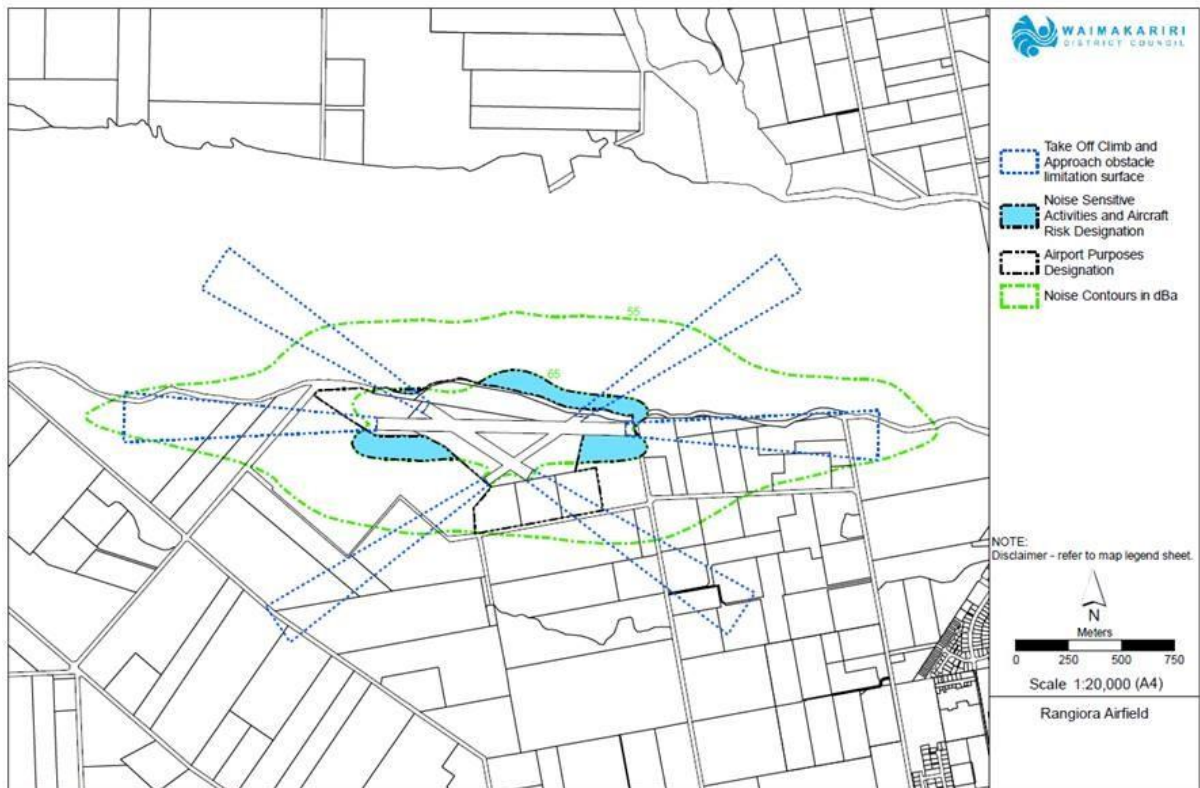
⁷⁹ KiwiRail Holdings Ltd [373.40] [373.41]



Advisory Note

- The 5m distance is measured from the closest outside rail.

TRAN-APP8 Rangiora Airfield Obstacle Limitation Surfaces



Definitions

ALL WEATHER STANDARD	means an unsealed surface comprising screened and graded aggregate mechanically compacted with a gradient that enables stormwater runoff and is usable by motor vehicles under all weather conditions <u>including a 2% AEP (1:50) flood event</u> ⁸⁰ .
ROAD RESERVE	<u>has the same meaning as road corridor.</u> ⁸¹
<u>MICROMOBILITY</u>	<u>means a range of small, lightweight vehicles operating at speeds typically below 25 km/h and driven by users personally. Micromobility devices include bicycles, Ebikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted (pedelec) bicycle.</u> ⁸²
ACTIVE TRANSPORT	means transport involving modes of travel other than conventional motor vehicles and which rely primarily on human power, such as walking and cycling, <u>and includes electric bikes, electric scooters, electric skateboards and other lightweight personally driven electric devices.</u> ⁸³
<u>HIGH TRAFFIC GENERATING ACTIVITIES</u>	<u>any activity generates an average daily traffic volume that exceeds the thresholds contained in Table TRAN-1.</u> ⁸⁴
<u>EQUIVALENT CAR MOVEMENTS</u>	<u>means one equivalent car movement (ECM) = 1 car / light vehicle movement, 3 ECM = 1 heavy commercial vehicle movement, 5 ECM = 1 combination heavy commercial vehicle movement.</u> ⁸⁵

⁸⁰ Waimakariri District Council [367.25]

⁸¹ Waka Kotahi [275.3]

⁸² [MoE \[277.15\]](#)

⁸³ MoE [277.15]

⁸⁴ Schedule 1 Clause 16(2)

⁸⁵ Kainga Ora [325.83]

Planning Maps

Amend the Planning Map to change the following road locations from Local Road to Collector Road: ⁸⁶

- a. Pegasus Main Street from Pegasus to Lakeside Drive.
- b. Te Kohanga Drive from Pegasus Main Street to Tiritiri Moana Drive.
- c. Infinity Drive from Pegasus Boulevard to Lakeside Drive.
- d. Blackett Street west of King Street.
- e. Lehmans Road and River Road from Future Road to West Belt
- f. Todds Road (all).
- g. Silverstream Boulevard from Island Road to Sneyd Street.
- h. Adderley Terrace from Sneyd Street to Fuller Street.

Amend the Planning Map to change the following road locations from Collector Road to Local Road: ⁸⁷

- a. Beatties Road (all).
- b. Huntington Drive north of Salisbury.
- c. Sandown Boulevard (all).
- d. Belmont Avenue (all).
- e. Eders Road (all).
- f. Petries Road south of Gladstone Road to Copper Beach Road.
- g. Copper Beach Road from Petries Road to Woodend Beach Road, Island Road from Cosgrove Road to Silverstream Boulevard.

Amend the Planning Map to show all of Bob Robertson Drive as Collector Road. ⁸⁸

⁸⁶ Waimakariri District Council [367.18]

⁸⁷ Waimakariri District Council [367.18]

⁸⁸ Waimakariri District Council [367.18]

Appendix 2 – Recommended responses to submissions and further submissions

Table B 1: Recommended responses to submissions: TRAN-related definitions							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
295.9	Horticulture NZ	Definition of "accessway"	Support definition of 'accessway' as it provides clarity. Retain the definition of 'accessway' as notified.	13.1	Accept	No changes sought to the notified definition.	No
367.32 ¹	Waimakariri District Council	Definition of "active transport"	<p>'Active transport' definition should be widened to include low-powered e-bikes and e-scooters, to align with proposed changes suggested in Accessible Street regulatory package from New Zealand Transport Agency last year.</p> <p>Amend definition of 'active transport':</p> <p>"means transport involving modes of travel other than conventional motor vehicles and which rely primarily on human power (and may be assisted by low-powered motors), for example: walking, scootering, and cycling."</p>	13.2	Accept	<p>Agree with submission.</p> <p>It is recommended the definition be amended to include reference to push scooters.</p>	Yes
367.25	Waimakariri District Council	Definition of "all weather standard"	<p>Amend the definition of 'all weather standard' in relation to access requirements needing to provide access in weather conditions that include a 2 % annual exceedance probability event (for flooding).</p> <p>Amend the definition of 'all weather standard':</p> <p>"means a sealed or unsealed surface comprising screened and graded aggregate mechanically compacted with a gradient that enables stormwater runoff and is usable by motor vehicles under all weather conditions including a 2% AEP (1:50) flood event."</p>	13.3	Accept	<p>Agree with submission.</p> <p>The proposed amendment was put forward as it reflects the standard to which the District's roads are designed.</p>	Yes
41.5	Fulton Hogan	Definition of "heavy vehicle"	Support the definition of 'heavy vehicle'. Retain the definition of 'heavy vehicle' as notified.	13.1	Accept	No changes sought to the notified definition.	No
373.3	KiwiRail Holdings Ltd	Definition of "land transport infrastructure"	<p>Support inclusion of railway tracks, bridges, underpasses, signalling, access tracks and facilities, rail crossings, rail furniture and ancillary structures associated with public transport systems.</p> <p>Retain definition of 'land transport infrastructure' as notified.</p>	13.1	Accept	No changes sought to the notified definition.	No
295.44	Horticulture NZ	Definition of "loading area"	Definition of 'loading area' provides clarity. Retain definition of 'loading area' as notified.	13.1	Accept	No changes sought to the notified definition.	No
295.45	Horticulture NZ	Definition of "loading space"	Definition of 'loading space' provides clarity. Retain definition of 'loading space' as notified.	13.1	Accept	No changes sought to the notified definition.	No

¹ Support – Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

Table B 1: Recommended responses to submissions: TRAN-related definitions							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
295.46	Horticulture NZ	Definition of "manoeuvring area"	Definition of 'manoeuvring area' provides clarity. Retain definition of 'manoeuvring area' as notified.	13.1	Accept	No changes sought to the notified definition.	No
284.18	Clampett Investments Ltd	Definition of "parking area"	Support 'parking area' definition. Retain 'parking area' definition as notified.	13.1	Accept	No changes sought to the notified definition.	No
326.19	Rolleston Industrial Developments Ltd	Definition of "parking area"	Support definition of 'parking area'. Retain definition of 'parking area' as notified.	13.1	Accept	No changes sought to the notified definition.	No
				13.1			
284.20	Clampett Investments Ltd	Definition of "public transport facility"	Support 'public transport facility' definition. Retain 'public transport facility' definition as notified.	13.1	Accept	No changes sought to the notified definition.	No
326.21	Rolleston Industrial Developments Ltd	Definition of "public transport facility"	Support definition of 'public transport facility'. Retain definition of 'public transport facility' as notified.	13.1	Accept	No changes sought to the notified definition.	No
373.7	KiwiRail Holdings Ltd	Definition of "rail corridor"	Support use of the Railways Act 2005 definition of Rail Corridor and inclusion of land held for rail transport. Retain definition of 'rail corridor' as notified.	13.1	Accept	No changes sought to the notified definition.	No
275.3	Waka Kotahi NZ Transport Agency	Definition of "road reserve"	Definition of 'road reserve' has the same meaning as 'road corridor' and is therefore unnecessary. Delete definition of 'road reserve' and amend references to 'road reserve' in the plan to 'road corridor'.	13.4	Accept	References to 'road reserve' in the plan are recommended to be amended to 'road corridor'.	Yes
254.16 ²	Christchurch International Airport Ltd	Definition of "strategic transport networks"	Support definition of 'strategic transport networks', particularly the reference to Christchurch International Airport as a significant regional transport hub. Retain definition of 'strategic transport networks' as notified.	13.1	Accept	No changes sought to the notified definition.	No
373.11	KiwiRail Holdings Ltd	Definition of "strategic transport networks"	Support the inclusion of the rail network, as part of the definition of 'strategic transport networks'. Retain definition of 'strategic transport networks' as notified.	13.1	Accept	No changes sought to the notified definition.	No
277.9	Ministry of Education Te Tāhuhu o Te Mātauranga	Definition of "tertiary education and research activity"	Definition of 'tertiary education and research activity' reflects the range of activities that may be considered tertiary education and research. Retain definition of 'tertiary education and research activity' as notified.	13.1	Accept	No changes sought to the notified definition.	No
254.17 ³	Christchurch International Airport Ltd	Definition of "transport system"	Support definition of 'transport system'. Retain definition of 'transport system' as notified.	13.1	Accept	No changes sought to the notified definition.	No

² Support – Kainga Ora [FS 88], – Officer recommendation – accept

³ Support – Kainga Ora [FS 88], – Officer recommendation – accept

Table B 1: Recommended responses to submissions: TRAN-related definitions

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
373.12	KiwiRail Holdings Ltd	Definition of "transport system"	Support the inclusion of all transport infrastructure in the 'transport system' definition. Retain definition of 'transport system' as notified.	13.1	Accept	No changes sought to the notified definition.	No

Table B 2: Recommended responses to submissions: TRAN General

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
16.6	Drucilla Kingi-Patterson	General	Seeks long-term promotion of fast rail from Ashburton to Hanmer to promote employment, tourism, domestic and international markets, enable better health service access, and reduce road traffic. Promote fast rail between Ashburton to Hanmer.	5.1.1	Reject	This is not a matter for the district plan or district plan review. Promotion of this nature would usually occur outside the statutory environment of a district plan.	No
147.2	Kaiapoi-Tuahiwi Community Board	General	Provision for integrated development of housing and transport infrastructure over the next 30 years is not reflected in the Proposed District Plan and does not include sufficient designations for Mass Rapid Transit (MRT) as required in the National Energy Strategy – Urban Development.	5.1.1	Reject	See 16.6 above.	No
148.1	Rangiora-Ashley Community Board	General	Supports the general provisions as set out, especially the new rules, standards and definition section. General support for Transport provisions.	5.1.1	Accept	The submission is accepted in part, except where the notified provisions are recommended to be amended.	No
155.15	Woodend-Sefton Community Board	General	Plan for active transport modes as part of any development.	5.1.1	Accept	The proposed plan includes objectives, policies and rules relating to active transport.	No
172.9	Oxford-Ohoka Community Board	General	Consider the size of the vehicles used in the rural areas when determining the size of car parking.	5.1.1	Accept	The proposed standards for design of car parking are derived from the national car parking design standards, which are based on an 85 percentile design car, and are therefore consistent with those used throughout the country. The proposed plan design standards also include a standard for a 99 percentile design car, which would accommodate larger vehicles such as SUVs, but would take up more land resulting in less car parks and would therefore be a less efficient use of land. There is nothing to prevent the use of either an 85 percentile or 99 percentile design, or any combination thereof, except with regards to accessible car parking which has its own design standard.	No

Table B 2: Recommended responses to submissions: TRAN General							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
199.1 ⁴	Martin Pinkham	General	Proposed District Plan fails to provide adequate provision for key transport hubs and routes necessary to support a comprehensive Spatial Development Plan for the District. That integrated public transport hubs be established at Main North Road / Tram Road / Doubledays Road intersections, on the west side of the NIMT railway near Marsh Road Southbrook, and between Ashley Street and NIMT and north of High Street Rangiora.	5.1.1	Reject	See 16.6 above.	No
267.18	Foodstuffs South Island Ltd and Foodstuffs (South Island) Properties Ltd	General	Support the removal of minimum car parking requirements as it is consistent with the direction outlined in the National Policy Statement on Urban Development 2020. Supermarkets are dependent on the provision of adequate on-site parking, and Foodstuffs is experienced in the calculation of parking provision to meet the demand of its operations. Arbitrary parking requirements based on the floor area of generic activities does not recognise the specific parking characteristics of supermarket operations. Retain the removal of minimum car parking requirements.	5.1.1	Accept	The proposed Plan was notified without minimum car parking requirements as required by the NPSUD 2020.	No

Table B 3: Recommended responses to submissions: TRAN Introduction							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
373.16	KiwiRail Holdings Ltd	Introduction	Adopt a similar approach for the Infrastructure and Transport Chapters as in the Draft Wellington City District Plan (these are well-structured and include separate chapters for infrastructure, energy and transport provisions). This would assist with clear interpretation of policies, objectives and rules that apply to rail infrastructure. Amend the introduction and interpretation sections of the Energy and Infrastructure and Transport Chapters and re-structure these chapters in line with the Draft Wellington City District Plan.	5.2	Accept	The Introduction section of the Energy and Infrastructure chapter is recommended to be amended to clarify the relationship between that chapter, other District-wide chapters, and the zones – see the Energy and Infrastructure s42A report.	Yes

⁴ Oppose – KiwiRail Holdings Ltd [FS 99] – Officer recommendation – reject

Table B 4: Recommended responses to submissions: TRAN Objectives							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
254.33 ⁵	Christchurch International Airport Ltd	TRAN-O1	Support TRAN-O1 as efficient land transport modes are important for freight distribution and logistics as part of the strategic transport network connected to Christchurch International Airport. Retain TRAN-O1 as notified.	6.2	Accept	No change sought to the notified provision.	No
275.14	Waka Kotahi NZ Transport Agency	TRAN-O1	Support TRAN-O1 as it seeks an integrated transport system and provides clear direction on the outcomes the transport system should provide. Retain TRAN-O1 as notified.	6.2	Accept	No change sought to the notified provision.	No
277.15	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-O1	Support TRAN-O1 but seek to amend to explicitly provide for walking, cycling and micromobility users. Amend TRAN-O1(5): “... 5. reduces dependency on private motor vehicles, including through public transport and active transport, <u>including walking, cycling and micro-mobility</u> ; and ...”	6.2	Reject Accept in part	The definition of 'active transport' in the proposed plan as notified already includes reference to walking and cycling. Micro-mobility is not captured by the definition of 'active transport'. I acknowledge that 'micro-mobility' usage is increasing and is a form of transport that does reduce dependency on private motor vehicles. To provide greater clarity as to how micro-mobility is given effect to in the PDP, I recommend that a description of 'micro-mobility' is incorporated into the definition of 'active transport'. Therefore, I support the suggested addition. I consider the suggested addition also requires an additional definition be added to the Proposed Plan to clarify what is captured by the terms.	No Yes
284.49	Clampett Investments Ltd	TRAN-O1	Supports TRAN-O1. Retain TRAN-O1 as notified.	6.2	Accept	No change sought to the notified provision.	No
303.18	Fire and Emergency NZ	TRAN-O1	Support TRAN-O1. An integrated transport system, particularly where critical infrastructure is located is important as a key factor in attending and responding to emergencies as set out in Statement of Performance Expectation. Retain TRAN-O1 as notified.	6.2	Accept	No change sought to the notified provision.	No
316.28	Canterbury Regional Council	TRAN-O1	Gives effect to the Canterbury Regional Policy Statement. Retain TRAN-O1 as notified.	6.2	Accept	No change sought to the notified provision.	No
325.64	Kainga Ora – Homes and Communities	TRAN-O1	Support TRAN-O1. Retain TRAN-O1 as notified.	6.2	Accept	No change sought to the notified provision.	No

⁵ Support – Kainga Ora [FS 88], – Officer recommendation – accept

Table B 4: Recommended responses to submissions: TRAN Objectives							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
326.53	Rolleston Industrial Developments Ltd	TRAN-O1	Support TRAN-O1. Retain TRAN-O1 as notified.	6.2	Accept	No change sought to the notified provision.	No
367.31	Waimakariri District Council	TRAN-O1	<p>Carpooling and T2 lanes will play a critical part of emissions reduction efforts but are restricted by the use of the term "private motor vehicles." The wording does not cover off how public transport and active transport relate to reducing this dependency.</p> <p>Amend TRAN-O1: "... 5. reduces dependency on private motor vehicles single-occupant motor vehicles, including through prioritising public transport and active transport; and ..."</p>	6.2	Accept	The requested amendments will improve the scope and clarity regarding the intended outcome.	Yes
369.1	Mark Kingston	TRAN-O1	<p>The Council needs to invest in creating the "Eastern Bypass" before any more residential development is allowed to progress around Rangiora. The Council is creating an "unsafe" and "inefficient" transport network by increasing development that will overload the current roading network, through further development.</p> <p>Eastern Bypass land needs to be designated now before developers can challenge the Council through the Courts, when it impedes their hopes around their developments.</p>	6.2	Reject	<p>The proposed plan as notified includes the following new designation requirement by Waimakariri District Council: 'WDC-47 'Rangiora East Road Connection'. This forms the southern part of the 'Rangiora East Link' between Lineside Road in the south and Coldstream Road in the north. The middle section between Northbrook Road and Kippenberger Ave is already built. The northern section from Kippenberger Ave and Coldstream Road is provided for by way of a structure plan for the Bellgrove development.</p> <p>Designation requirement WDC-47 is subject to a designation process separate to the provisions in the Transport chapter. This designation, if confirmed, will not take effect until such time as the proposed plan becomes operative. However, until then, it has had an interim effect since public notification of the proposed plan, meaning that nothing can be done that might affect the future exercise of the designation, which helps secure the route.</p>	No
373.27	KiwiRail Holdings Ltd	TRAN-O1	Support TRAN-O1 as balancing the economic, social, cultural and environmental wellbeing of communities with providing a safe and efficient transport system for all transport modes, is an important objective. Retain TRAN-O1 as notified.	6.2	Accept	No change sought to the notified provision.	No

Table B 4: Recommended responses to submissions: TRAN Objectives							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
284.50	Clampett Investments Ltd	TRAN-O2	Supports TRAN-O2. Retain TRAN-O2 as notified.	6.3	Accept	No change sought to the notified provision.	No
316.29	Canterbury Regional Council	TRAN-O2	Gives effect to the Canterbury Regional Policy Statement, particularly in terms of encouraging use of public transportation as per Policies 5.3.7, 6.3.4, and the wider Chapter 6. Retain TRAN-O2 as notified.	6.3	Accept	No change sought to the notified provision. Gives effect to the RPS.	No
325.65	Kainga Ora – Homes and Communities	TRAN-O2	Amend to better reflect the requirements of the National Policy Statement on Urban Development 2020. In particular, delete reference to “parking demand”. Amend TRAN-O2: “Parking, where provided, loading area and associated access and manoeuvring area that: 1. caters for access, parking demand and manoeuvring in an efficient, functional and sustainable manner ...”	6.3	Reject	While the Proposed Plan (required by the NPS-UD) removes minimum car parking rate requirements set by Council, it does not preclude developers from supplying car parking. Instead, it encourages the number of car parks provided is driven by market demand. I therefore do not consider this amendment necessary.	No
326.54	Rolleston Industrial Developments Ltd	TRAN-O2	Support TRAN-O2. Retain TRAN-O2 as notified.	6.3	Accept	No change sought to the notified provision.	No
254.34 ⁶	Christchurch International Airport Ltd	TRAN-O3	Support TRAN-O3 as it recognises and provides for transportation needs. Retain TRAN-O3 as notified.	6.4	Accept	No change sought to the notified provision.	No
275.15	Waka Kotahi NZ Transport Agency	TRAN-O3	Support TRAN-O3. Retain TRAN-O3 as notified.	6.4	Accept	No change sought to the notified provision.	No
284.51	Clampett Investments Ltd	TRAN-O3	Supports TRAN-O3. Retain TRAN-O3 as notified.	6.4	Accept	No change sought to the notified provision.	No
316.30	Canterbury Regional Council	TRAN-O3	Current phrasing allows equal consideration of whether to avoid, remedy or mitigate adverse effects, but it may be more appropriate to avoid or mitigate first where possible, and remedy where effects cannot be avoided or mitigated. In TRAN-O3 consider whether to introduce a hierarchy where effects are avoided or mitigated in the first instance.	6.4	Reject	I note that requirement within Policy 5.3.8(2) to avoid or mitigate conflicts with incompatible activities is largely consistent with the requirement in TRAN-O3 to; avoid, remedy or mitigate adverse effects from the transport system. Policy 5.3.8(3)(a) and (b) then introduces a hierarchy when considering adverse effects from the development, operation and expansion of the transport system on significant natural and physical resources and cultural values (emphasis added). I consider the	No

⁶ Support – Kainga Ora [FS 88], – Officer recommendation – accept

Table B 4: Recommended responses to submissions: TRAN Objectives							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
						management of significant natural and physical resources and cultural values is achieved through other chapters of the Proposed Plan. Given this I disagree an amendment is required.	
325.66	Kainga Ora – Homes and Communities	TRAN-O3	Support TRAN-O3. Retain TRAN-O3 as notified.	6.4	Accept	No change sought to the notified provision.	No
326.55	Rolleston Industrial Developments Ltd	TRAN-O3	Support TRAN-O3. Retain TRAN-O3 as notified.	6.4	Accept	No change sought to the notified provision.	No
360.4	Christchurch City Council	TRAN-O3	Support TRAN-O3 in part but consider the Proposed District Plan should better recognise the potential downstream effects of increased traffic, particularly commuter traffic, on the wider region's transport system. Include either a new objective or an amendment to the objective that acknowledges the inter-district flow of traffic and explicitly considers downstream effects of the District's growth on the Christchurch City road network.	6.4	Reject	The drafting of TRAN-O1 is broad and seeks that a transport system is: resilient, efficient, sustainable for all transport modes, and is responsive to future needs and changing technology. I consider the scope of TRAN-O1 includes the ability to consider the cross-boundary effects of inter-district flow of traffic where required without a specific objective in the Proposed Plan.	No
373.28	KiwiRail Holdings Ltd	TRAN-O3	Support TRAN-O3, to manage adverse effects of the transport system while providing for transportation demands. Retain TRAN-O3 as notified.	6.4	Accept	No change sought to the notified provision.	No
270.11	George JasonSmith	TRAN-O4	TRAN-O4 does not obviously and clearly address the full extent of the issues the District's transport network faces with continued development. It is not only the activities that occur on the development site that can adversely affect the network but the very development itself. Amend TRAN-O4: "Adverse effects on the District's transport system from <u>the proposal and the activities included in it</u> , including reverse sensitivity, are avoided, remedied or mitigated." Alter the numbering of the TRAN Objectives so the current TRAN-O4 comes before current TRAN-O3, to emphasise that the Transport network is of more significance than any proposal. Amend all related Objectives, Rules, Standards and Matters for Discretion accordingly.	6.5	Reject	I do not support the wording amendments sought, however I consider the revised drafting provides for future planning and development. The order of the objectives is not important as they all have equal weight.	No

Table B 4: Recommended responses to submissions: TRAN Objectives							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
275.16 ⁷	Waka Kotahi NZ Transport Agency	TRAN-O4	Amend TRAN-O4 to provide clear direction on the outcome to be achieved through any avoidance, remediation or mitigation measures. Also consider TRAN-O4 should include reference to the measures being applied, to ensure the transport system is not constrained or compromised. Amend TRAN-O4: "Adverse effects on the District's transport system from activities, including reverse sensitivity, are avoided, remedied or mitigated, so that the transport system is not constrained or compromised."	6.5	Accept	The intent of the requested amendment is accepted which give greater effect to Policy 5.3.8 of the RPS.	Yes
284.52	Clampett Investments Ltd	TRAN-O4	Supports TRAN-O4. Retain TRAN-O4 as notified.	6.5	Accept	No change sought to the notified provision	No
325.67 ⁸	Kainga Ora – Homes and Communities	TRAN-O4	Amend to clarify application of the objective. Delete 'avoided' as the provisions under this objective ultimately seek to manage adverse effects. Amend TRAN-O4: "Adverse effects on the District's transport system from activities, including reverse sensitivity, are avoided , remedied or mitigated."	6.5	Reject	The avoidance policy is necessary to provide plan users with clear direction of its intent and support the application of proceeding provisions.	No
326.56	Rolleston Industrial Developments Ltd	TRAN-O4	Support TRAN-O4. Retain TRAN-O4 as notified.	6.5	Accept	No change sought to the notified provision	No
360.5	Christchurch City Council	TRAN-O4	Support TRAN-O4 in part but consider the Proposed District Plan should better recognise the potential downstream effects of increased traffic, particularly commuter traffic, on the wider region's transport system. Include either a new objective or an amendment to the objective that acknowledges the inter-district flow of traffic and explicitly considers downstream effects of the District's growth on the Christchurch City road network.	6.5	Reject	See 360.4 above.	No
373.29	KiwiRail Holdings Ltd	TRAN-O4	Support TRAN-O4, as it is important to protect the functional and operational needs of transport infrastructure from adverse effects, including reverse sensitivity effects. Retain TRAN-O4 as notified.	6.5	Accept	No change sought to the notified provision	No
284.53	Clampett Investments Ltd	TRAN-O5	Supports TRAN-O5. Retain TRAN-O5 as notified.	6.1	Accept	No changes sought to the notified provision.	No
326.57	Rolleston Industrial Developments Ltd	TRAN-O5	Support TRAN-O5. Retain TRAN-O5 as notified.	6.1	Accept	No changes sought to the notified provision.	No

⁷ Support – KiwiRail Holdings Ltd [FS 99] – Officer recommendation – accept

⁸ Oppose – KiwiRail Holdings Ltd [FS 99], Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 5: Recommended responses to submissions: TRAN Policies							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
275.17 ⁹	Waka Kotahi NZ Transport Agency	TRAN-P1	Amend TRAN-P1 to take into account the functional need and operational needs of infrastructure. Amend TRAN-P1(2): "... 2. ensuring adverse effects of more than minor or significant upgrades to, or the development of new, transport connections and land transport infrastructure are avoided, remedied or mitigated, taking into account the functional needs and operational needs; and ..."	7.2	Accept	Policy 5.3.9(3)(a) (Wider Region) of the RPS provides for the expansion of existing and new infrastructure development while recognising the functional and operational constraints. I acknowledge TRAN-P1, as notified, does not fully give effect to this direction as TRAN-P1 does not take into account the functional need and operational need of the infrastructure.	Yes
284.54	Clampett Investments Ltd	TRAN-P1	Supports TRAN-P1. Retain TRAN-P1 as notified.	7.2	Accept	No changes sought to the notified provision.	No
303.19	Fire and Emergency NZ	TRAN-P1	Support TRAN-P1 to the extent that it recognises the benefits of the importance of the function and responsibilities of the transport system, including those parts that form critical infrastructure, strategic infrastructure, regionally significant infrastructure as a lifeline utility during an emergency. Retain TRAN-P1 as notified.	7.2	Accept	No changes sought to the notified provision.	No
325.68	Kainga Ora – Homes and Communities	TRAN-P1	Support TRAN-P1. Retain TRAN-P1 as notified.	7.2	Accept	No changes sought to the notified provision.	No
326.58	Rolleston Industrial Developments Ltd	TRAN-P1	Support TRAN-P1. Retain TRAN-P1 as notified.	7.2	Accept	No changes sought to the notified provision.	No
373.30	KiwiRail Holdings Ltd	TRAN-P1	Support TRAN-P1 and the recognition of the value of infrastructure and need to enable the operation, maintenance, repair, renewal, removal and upgrade of infrastructure. The rail asset is existing and its ability to continue functioning effectively over the life of the Plan, will rely on the ability to be maintained and upgraded as required. Retain TRAN-P1 as notified.	7.2	Accept	No changes sought to the notified provision.	No
275.18 ¹⁰	Waka Kotahi NZ Transport Agency	TRAN-P2	In TRAN-P2, unclear how clauses 6, 7 and 8 are related to transport as they appear to be broader measures relating to environmental sustainability. It is not clear if (5) is intended to be specific to road construction (such as roads, accesses and pathways), or construction more broadly. Consider deleting clauses 5, 6, 7 and 8 from TRAN-P2 and consider if they are better situated in the Energy and	7.3	Reject Accept	Disagree with the deletion of Clause (6), Clause (7) and Clause (8) and consider they give effect to SD-O3(4) which seeks to "encourage more environmentally sustainable outcomes as part of subdivision and development".	No Yes

⁹ Support - KiwiRail Holdings Ltd [FS 99] – Officer recommendation – accept

¹⁰ Support – Ravenswood Developments Ltd [FS 79] – Officer recommendation – accept

Table B 5: Recommended responses to submissions: TRAN Policies							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			Infrastructure Chapter, or amend so it is clearer how they relate to transport.			<p>I have re-considered the submission of Waka Kotahi and I agree that clauses (6) – (8) are not specific to transport activities. I also note that given the aspirational nature of the drafting of the policy ('Encourage where possible'), I consider the outcomes listed within clauses (6), (7) and (8) would need to be offered by an applicant rather than being required by the Council as there are not methods that implement this policy direction.</p> <p>Given the lack of specificity to the transport topic I recommended that clauses (6) – (8) be removed from the policy.</p>	
284.55	Clampett Investments Ltd	TRAN-P2	Supports TRAN-P2. Retain TRAN-P2 as notified.	7.3	Accept	No changes sought to the notified provision.	No
295.84 ¹¹	Horticulture NZ	TRAN-P2	<p>The Emissions Trading Scheme does not include orcharding as a land use to offset greenhouse gas emissions, therefore planting of carbon sequestering trees will likely result in carbon forests of pines or natives in perpetuity, which are non-productive uses. When planning for long-term carbon sequestration (and retirement of land for that purpose), it is equally important to plan for the most highly productive land in New Zealand and to protect this resource for food production for future generations. Proposed District Plan fails to safeguard the life supporting capacity of the significant soil resource in the district and does not have a strong policy framework to enable primary production. This proposed policy promotes planting carbon sequestering trees and will have unintended consequences for future land uses in the District.</p> <p>Either amend TRAN-P2:</p> <p>"Seek more environmentally sustainable outcomes associated with transport, including by promoting:</p> <p>...</p> <p>7. offsetting greenhouse gas emissions through activities such as planting carbon sequestering trees or the establishment and restoration of wetlands; and..."</p>	7.3	Reject	The preceding phrase, "such as" clearly offers examples of activities which can be used as an offset. It is not intended as an exhaustive list and for this reason I am unsupportive of this amendment.	No

¹¹ Support – Federated Farmers [FS 83] – Officer recommendation – accept

Table B 5: Recommended responses to submissions: TRAN Policies							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			Or, provide within the plan a framework that more explicitly provides for the values of highly productive land for food production.				
316.31	Canterbury Regional Council	TRAN-P2	<p>Require biodiversity offsets to be used only where there is a strong likelihood that benefits will be achieved in perpetuity, and Canterbury Regional Policy Statement 5.3.13 requires the spread of wilding trees to be avoided or minimised.</p> <p>In TRAN-P2 specify that offsets may be used only where they are strongly likely to be achieved in perpetuity, and that carbon sequestration will not be via wilding tree species or pest plant species.</p>	7.3	Accept <u>Reject</u>	<p>RPS Policy 9.3.6 applies a list of criteria to limit the use of biodiversity offsets. It includes the requirement that there is a strong likelihood that the offsets will be achieved in perpetuity. I also note that RPS Policy 5.3.13 directs the management of wilding tree spread and requires territorial authorities, through their district plan, to minimise the risk of this occurring. The amendments sought by ECAN are therefore justified and supported.</p> <p><u>I have recommended the deletion of clauses (6)-(8) of this policy. See 275.18 above.</u></p>	No <u>Yes</u>
325.7612	Kainga Ora – Homes and Communities	TRAN-P2	<p>Amend TRAN-P2:</p> <p>"Seek more Promote environmentally sustainable outcomes associated with transport, including by promoting:..."</p>	7.3	Accept	I support in part the minor wording amendments proposed by Kainga Ora. However, this is not an exhaustive list and for this reason consider "including by" must be retained.	Yes
326.59	Rolleston Industrial Developments Ltd	TRAN-P2	Support TRAN-P2 as it is considered appropriate. Retain TRAN-P2 as notified.	7.3	Accept	No changes sought to the notified provision.	No
419.48 ¹³	Dept of Conservation	TRAN-P2	Support TRAN-P2. Retain TRAN-P2 as notified.	7.3	Accept	No changes sought to the notified provision.	No
284.56	Clampett Investments Ltd	TRAN-P3	Supports TRAN-P3. Retain TRAN-P3 as notified.	7.1	Accept	No changes sought to the notified provision.	No
326.60	Rolleston Industrial Developments Ltd	TRAN-P3	Support TRAN-P3 as it considered appropriate. Retain TRAN-P3 as notified.	7.1	Accept	No changes sought to the notified provision.	No
207.7	Summerset Retirement Villages (Rangiora) Ltd	TRAN-P4	Support TRAN-P4 clarity that access is to be established in the most appropriate location where it is best accommodated. Retain TRAN-P4 as notified.	7.4	Accept	No changes sought to the notified provision.	No
277.16	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-P4	Support TRAN-P4 as it promotes safe multi-modal transport options, including active and public transport, for students and staff traveling to and from school. Retain TRAN-P4 as notified.	7.4	Accept	No changes sought to the notified provision.	No
284.57	Clampett Investments Ltd	TRAN-P4	Supports TRAN-P4. Retain TRAN-P4 as notified.	7.4	Accept	No changes sought to the notified provision.	No

¹² Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

¹³ Support – Forest and Bird [FS 78] – Officer recommendation – accept

Table B 5: Recommended responses to submissions: TRAN Policies

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
303.20	Fire and Emergency NZ	TRAN-P4	Support TRAN-P4. Submitter notes that this policy direction needs to be backed up by rules, which permits new activities where this emergency access is provided for and is sufficient for the type of activity occurring in various zones. Retain TRAN-P4 as notified.	7.4	Accept	No changes sought to the notified provision.	No
325.69	Kainga Ora – Homes and Communities	TRAN-P4	Support TRAN-P4. Retain TRAN-P4 as notified.	7.4	Accept	No changes sought to the notified provision.	No
326.61	Rolleston Industrial Developments Ltd	TRAN-P4	Support TRAN-P4. Retain TRAN-P4 as notified.	7.4	Accept	No changes sought to the notified provision.	No
360.6	Christchurch City Council	TRAN-P4	Reword TRAN-P4 (1) to make its meaning clearer. Amend TRAN-P4 (1) to read: "1. locate on or establish primary access to the classification of road a road classified within the District Plan road hierarchy as best able to accommodate the level and type of traffic generated;"	7.4	Accept	Relatively minor amendments that may improve readability.	Yes
373.31	KiwiRail Holdings Ltd	TRAN-P4	Support the direction in TRAN-P4 for safe movement of vehicles without compromising the safety and efficiency of the rail corridor. New activities, particularly those that are located adjacent to the rail corridor, must allow for safe access for vehicles and safe operation of the railway. Retain TRAN-P4 as notified.	7.4	Accept	No changes sought to the notified provision.	No
207.8	Summerset Retirement Villages (Rangiora) Ltd	TRAN-P5	Generally support TRAN-P5, especially the recognition of the needs of people whose mobility is restricted as is often the case in retirement villages. However, (9) need to be clear as applicants are not responsible for all infrastructure and service improvements. Retain TRAN-P5 as notified but clarify intent of (9).	7.5	Accept	For clarification, the intent of clause 9 is that high traffic generators should, to the extent practicable, consider how their design integrates with wider transport infrastructure and, where it is demonstrated a proposal will have adverse effects, those effects should be managed.	No
277.17	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-P5	Support TRAN-P5 as it promotes safe and efficient operation of the integrated transport network. Retain TRAN-P5 as notified.	7.5	Accept	No changes sought to the notified provision.	No
284.58	Clampett Investments Ltd	TRAN-P5	Supports TRAN-P5. Retain TRAN-P5 as notified.	7.5	Accept	No changes sought to the notified provision.	No
316.32	Canterbury Regional Council	TRAN-P5	Support the encouragement of use of public transportation and active transportation modes, which is consistent with the Canterbury Regional Policy Statement. Retain TRAN-P5 as notified.	7.5	Accept	No changes sought to the notified provision.	No
325.70	Kainga Ora – Homes and Communities	TRAN-P5	Support TRAN-P5. Retain TRAN-P5 as notified.	7.5	Accept	No changes sought to the notified provision.	No
326.62	Rolleston Industrial Developments Ltd	TRAN-P5	Support TRAN-P5. Retain TRAN-P5 as notified.	7.5	Accept	No changes sought to the notified provision..	No

Table B 5: Recommended responses to submissions: TRAN Policies							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
373.32	KiwiRail Holdings Ltd	TRAN-P5	Support direction in TRAN-P5 aimed to manage the effect of high traffic generating activities on the safe, efficient and effective use of the transport system. Retain TRAN-P5 as notified.	7.5	Accept	No changes sought to the notified provision.	No
284.59	Clampett Investments Ltd	TRAN-P6	Supports TRAN-P6. Retain TRAN-P6 as notified.	7.1	Accept	No changes sought to the notified provision.	No
325.71	Kainga Ora – Homes and Communities	TRAN-P6	Support TRAN-P6. Retain TRAN-P6 as notified.	7.1	Accept	No changes sought to the notified provision.	No
326.63	Rolleston Industrial Developments Ltd	TRAN-P6	Support TRAN-P6. Retain TRAN-P6 as notified.	7.1	Accept	No changes sought to the notified provision.	No
373.33	KiwiRail Holdings Ltd	TRAN-P6	Support TRAN-P6 as visibility at level crossing is critical for the safety of road users and rail operations. Retain TRAN-P6 as notified.	7.1	Accept	No changes sought to the notified provision.	No
277.18	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-P7	Support TRAN-P7 as it promotes connectivity by encouraging the use of alternative means of safe transport, including public and active transport modes to reduce the effects of vehicle based transport systems. Retain TRAN-P7 as notified.	7.1	Accept	No changes sought to the notified provision.	No
284.60	Clampett Investments Ltd	TRAN-P7	Supports TRAN-P7. Retain TRAN-P7 as notified.	7.1	Accept	No changes sought to the notified provision.	No
325.72	Kainga Ora – Homes and Communities	TRAN-P7	Support TRAN-P7. Retain TRAN-P7 as notified.	7.1	Accept	No changes sought to the notified provision.	No
326.64	Rolleston Industrial Developments Ltd	TRAN-P7	Support TRAN-P7. Retain TRAN-P7 as notified.	7.1	Accept	No changes sought to the notified provision.	No
284.61	Clampett Investments Ltd	TRAN-P8	Supports TRAN-P8. Retain TRAN-P8 as notified.	7.1	Accept	No changes sought to the notified provision.	No
325.73	Kainga Ora – Homes and Communities	TRAN-P8	Support TRAN-P8. Retain TRAN-P8 as notified.	7.1	Accept	No changes sought to the notified provision.	No
326.65	Rolleston Industrial Developments Ltd	TRAN-P8	Support TRAN-P8. Retain TRAN-P8 as notified.	7.1	Accept	No changes sought to the notified provision.	No
277.19 277.20	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-P9	Support TRAN-P9 as it promotes public health and community wellbeing through safe transport network for the District. Retain TRAN-P9 as proposed.	7.6	Accept	No changes sought to the notified provision.	No
284.62	Clampett Investments Ltd	TRAN-P9	Supports TRAN-P9. Retain TRAN-P9 as notified.	7.6	Accept	No changes sought to the notified provision.	No
325.74	Kainga Ora – Homes and Communities	TRAN-P9	Support TRAN-P9. Retain TRAN-P9 as notified.	7.6	Accept	No changes sought to the notified provision.	No
326.66	Rolleston Industrial Developments Ltd	TRAN-P9	Support TRAN-P9. Retain TRAN-P9 as notified.	7.6	Accept	No changes sought to the notified provision.	No

Table B 5: Recommended responses to submissions: TRAN Policies							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
367.3314	Waimakariri District Council	TRAN-P9	<p>Oppose as TRAN-P9 only refers to cycling transport in terms of the roading network and end-of-journey facilities, but does not include land use / development.</p> <p>Amend TRAN-P9:</p> <p>"Encourage cycle transport through measures such as:</p> <ol style="list-style-type: none"> 1. the provision of wider sealed road shoulders, marked on-road cycle lanes, separated cycle lane, shared use path and off-road formed cycle paths throughout the transport system; and 2. new development designed to maximise convenient and safe connections to the active transport network; and 3. provision of cycle parking that is safe, convenient, visible and secure; and 4. provision of cycling end-of-journey facilities at larger-scale commercial, industrial, and mixed use development for staff such as showers and lockers." 	7.6	Accept	Most of the requested amendments are accepted, however a slightly different wording is proposed for proposed new clause (4) to reflect the relevant proposed rule/standards more closely.	Yes
284.63	Clampett Investments Ltd	TRAN-P10	Supports TRAN-P10. Retain TRAN-P10 as notified.	7.1	Accept	No changes sought to the notified provision.	No
325.75	Kainga Ora – Homes and Communities	TRAN-P10	Support TRAN-P10. Retain TRAN-P10 as notified.	7.1	Accept	No changes sought to the notified provision.	No
326.67	Rolleston Industrial Developments Ltd	TRAN-P10	Support TRAN-P10. Retain TRAN-P10 as notified.	7.1	Accept	No changes sought to the notified provision.	No
41.19	Fulton Hogan	TRAN-P11	<p>TRAN-P11 is very specific and too detailed to form effective policy. Most of this detail could be incorporated via rules/standards which would avoid the potential for duplication and/or conflict between the policy and rules. Amend TRAN-P11 to be more generic:</p> <p>"Parking (where provided) and associated access and manoeuvring area shall ensure that safe and efficient access, parking and manoeuvring is provided, including ease of access for service and emergency service vehicles."</p>	7.7	Reject	<p>Objectives in a plan reflect an intended outcome. Policies should guide decision makers in how to assess proposals and decide whether they will achieve objectives.</p> <p>A more generalised approach such as that suggested by the submitter offers little in the way of guidance as to how proposals should be assessed, compared to the notified policy TRAN-P11.</p>	No
284.64	Clampett Investments Ltd	TRAN-P11	Supports TRAN-P11. Retain TRAN-P11 as notified.	7.7	Accept	No changes sought to the notified provision.	No
303.21	Fire and Emergency NZ	TRAN-P11	Support TRAN-P11 as it enables safe and efficient access and manoeuvring space which includes ease of access for emergency service vehicles when parking is provided. It is noted that parking	7.7	Accept	No changes sought to the notified provision.	No

¹⁴ Support - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

Table B 5: Recommended responses to submissions: TRAN Policies							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			may not be required due to the National Policy Standard on Urban Development. Retain TRAN-P11 as notified.				
325.77	Kainga Ora – Homes and Communities	TRAN-P11	<p>Amend TRAN-P11 to delete references to matters that are not relevant in a land use context, and clarify the policy's application.</p> <p>Amend TRAN-P11:</p> <p>"Parking (where provided) and associated access and manoeuvring area shall ensure the following:</p> <p>...</p> <p>6. manage adverse effects on water quality and stormwater runoff, preferably through the use of low impact stormwater management methods, including water sensitive design, and stormwater collection and attenuation of runoff;</p> <p>7. be permanently marked and surfaced where required, and maintained to control the generation of dust, or excessive noise, or other nuisance;</p> <p>...</p> <p>13. be designed to positively contribute to town centre amenity values and support town centre consolidation and the development of continuous street frontages within town centres, by locating parking principally within public parking areas, or by locating parking and vehicle access to the rear of sites or buildings, and not providing parking and vehicle access on individual site frontages, particularly on sites identified as having frontages to a Principal Shopping Street."</p>	7.7	Accept	<p>The retention of clause (6) is important to ensure integrated management, particularly for large parking areas where, the matters outlined in clause (6) can form a part of land use consent conditions for parking area design.</p> <p>Agree in part with the amendment to clause (7), I consider the reference to 'other nuisance' is unhelpful and I consider reference to 'the trafficking of loose material onto a sealed road' is included as this is the other nuisance that is likely to occur.</p> <p>Clause (13) accurately describes the ways in which parking design can contribute to town centre amenity and help demonstrate why this clause is proposed, therefore the requested amendment to clause (13) is also not supported.</p>	Yes
326.68	Rolleston Industrial Developments Ltd	TRAN-P11	Support TRAN-P11. Retain TRAN-P11 as notified.	7.7	Accept	No changes sought to the notified provision.	No
284.65	Clampett Investments Ltd	TRAN-P12	Supports TRAN-P12. Retain TRAN-P12 as notified.	7.1	Accept	No changes sought to the notified provision.	No
326.69	Rolleston Industrial Developments Ltd	TRAN-P12	Support TRAN-P12. Retain TRAN-P12 as notified.	7.1	Accept	No changes sought to the notified provision.	No
284.66	Clampett Investments Ltd	TRAN-P13	Supports TRAN-P13. Retain TRAN-P13 as notified.	7.1	Accept	No changes sought to the notified provision.	No
303.22	Fire and Emergency NZ	TRAN-P13	Support TRAN-P13 which enables activities within the transport system that seek to provide for, maintain or improve safety, in particular for critical infrastructure and for ease of access emergency service vehicles. Retain TRAN-P13 as notified.	7.1	Accept	No changes sought to the notified provision.	No
326.70	Rolleston Industrial Developments Ltd	TRAN-P13	Support TRAN-P13. Retain TRAN-P13 as notified.	7.1	Accept	No changes sought to the notified provision.	No
373.34	KiwiRail Holdings Ltd	TRAN-P13	Support TRAN-P13, in particular 1(a) and 1(c) which aim to provide for, maintain or improve the safety, efficiency and	7.1	Accept	No changes sought to the notified provision.	No

Table B 5: Recommended responses to submissions: TRAN Policies							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			functionality of the transport system and associated land transport infrastructure. Retain TRAN-P13 as notified.				
284.67	Clampett Investments Ltd	TRAN-P14	Supports TRAN-P14. Retain TRAN-P14 as notified.	7.8	Accept	No changes sought to the notified provision.	No
325.78	Kainga Ora – Homes and Communities	TRAN-P14	Amend TRAN-P14: "Ensure adverse effects of more than minor or significant upgrades to, or the development of new, transport connections and land transport infrastructure are avoided, remedied or mitigated so that the effects of the activity maintain the amenity values of adjacent activities to the extent considered reasonably practicable, whilst providing for the transport system to function efficiently and safely."	7.8	Accept	Agree that this policy should apply to all upgrades and development of new transport connections and land transport infrastructure, not just 'more than minor or significant upgrades'. I consider this will better achieve TRANS-O3 which requires that the adverse effects from the transport system are avoided, remedied or mitigated.	Yes
326.71	Rolleston Industrial Developments Ltd	TRAN-P14	Support TRAN-P14. Retain TRAN-P14 as notified.	7.8	Accept	No changes sought to the notified provision.	No
373.35	KiwiRail Holdings Ltd	TRAN-P14	Support TRAN-P14 direction to ensure adverse effects from the transport connections and land transport infrastructure are managed whilst providing for the efficient and safe operations of the transport system. Retain TRAN-P14 as notified.	7.8	Accept	No changes sought to the notified provision.	No
270.12	George Jason Smith	TRAN-P15	TRAN-P15 fails to recognise that development and subdivision of themselves can each have adverse effects on the Transport network. It is also permissive and essentially says that when it is considered impractical to avoid, remedy or mitigate effects of a proposed development on the transport network then the development should proceed. This is unacceptable, and unsustainable in the long term. Amend TRAN-P15 to reflect the rewording of TRAN-O4 ("Adverse effects on the District's transport system from the proposal and the activities included in it, including reverse sensitivity, are avoided, remedied or mitigated."). Delete "to the extent considered reasonably practicable". Amend all related Objectives, Rules and Matters for Discretion accordingly.	7.9	Reject	The suggested amendments regarding 'the proposal and the activities included in it' are considered unnecessary. The term 'activities' includes development and proposals for future development. The reference to 'the extent practicable' needs to be retained as this reflects that not all effects of other activities on the transport system may be able to be managed to the extent desired.	No
284.68	Clampett Investments Ltd	TRAN-P15	Supports TRAN-P15. Retain TRAN-P15 as notified.	7.9	Accept	No changes sought to the notified provision.	No
303.23	Fire and Emergency NZ	TRAN-P15	Support TRAN-P15 to the extent that it seeks to ensure that the effects of activities on the transport system do not compromise the safe and efficient operation of the transport network through providing for ease of access for emergency service vehicles. Retain TRAN-P15 as notified.	7.9	Accept	No changes sought to the notified provision.	No

Table B 5: Recommended responses to submissions: TRAN Policies

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
325.7915	Kainga Ora – Homes and Communities	TRAN-P15	Amend TRAN-P15 for the reasons outlined for TRAN-O4. Amend TRAN-P15: "Ensure, to the extent considered reasonably practicable, that other activities do not compromise the safe and efficient operation, maintenance, repair, upgrading or development of the transport system, including through: ... 2. avoiding, remedying or mitigating managing adverse reverse sensitivity effects on the transport system; and ..."	7.9	Reject	TRAN-O4 requires that adverse effects on the District's transport system from potentially incompatible activities, including reverse sensitivity effects, are avoided, remedied or mitigated. The suggested drafting is not as directive as the requirements of TRAN-O4.	No
326.72	Rolleston Industrial Developments Ltd	TRAN-P15	Support TRAN-P15. Retain TRAN-P15 as notified.	7.9	Accept	No changes sought to the notified provision	No
284.69	Clampett Investments Ltd	TRAN-P16	Supports TRAN-P16. Retain TRAN-P16 as notified.	7.1	Accept	No changes sought to the notified provision	No
326.73	Rolleston Industrial Developments Ltd	TRAN-P16	Support TRAN-P16. Retain TRAN-P16 as notified.	7.1	Accept	No changes sought to the notified provision	No

Table B 6: Recommended responses to submissions: TRAN Rules

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
284.70	Clampett Investments Ltd	TRAN-R1	Supports TRAN-R1. Retain TRAN-R1 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.74	Rolleston Industrial Developments Ltd	TRAN-R1	Support TRAN-R1. Retain TRAN-R1 as notified.	8.1	Accept	No changes sought to the notified provision.	No
373.37	KiwiRail Holdings Ltd	TRAN-R1	Support the permitted activity status of maintenance of the transport system in all zones in TRAN-R1. Rail infrastructure requires ongoing maintenance for the safe and efficient operation of the railway. Retain TRAN-R1 as notified.	8.1	Accept	No changes sought to the notified provision.	No
270.13 ¹⁶	George JasonSmith	TRAN-R2	Transport Chapter rules contain insufficient measures to protect the functionality of the Strategic, Arterial and Collector roads in the network. Seek measures to ensure that, where there is a choice of road for a new development's internal r	8.2	Accept Reject	Disagree with the suggested amendments. I consider the new road should connect to road that can accommodate the amount of	No

¹⁵ Oppose – KiwiRail Holdings Ltd [FS 99], Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

¹⁶ Support – Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>oad to connect to, the new road should connect to the roads with the lowest classification. TRAN-R8 is a rule to this effect for vehicle crossings but does not include new roads. Seek new rule similar to TRAN-R8 but applying to new roads, to prevent hazards and delays caused by intersections on high speed roads.</p> <p>Amend TRAN-R2 to include the provisions of TRAN-R8 for new roads.</p> <p>Elevate the Activity Status of this rule to a level that will make departure from its provisions difficult.</p> <p>Amend all related Objectives, Rules and Matters for Discretion accordingly.</p>			<p>traffic that is generate., where there is a choice available.</p> <p>The activity status is considered appropriate as it is the same as most of the other rules in the Transport chapter for consistency.</p>	
284.71	Clampett Investments Ltd	TRAN-R2	Supports TRAN-R2. Retain TRAN-R2 as notified.	8.2	Accept	No changes sought to the notified provision.	No
325.80	Kainga Ora – Homes and Communities	TRAN-R2	Support TRAN-R2. Retain TRAN-R2 as notified.	8.2	Accept	No changes sought to the notified provision.	No
326.75	Rolleston Industrial Developments Ltd	TRAN-R2	Support TRAN-R2. Retain TRAN-R2 as notified.	8.2	Accept	No changes sought to the notified provision.	No
373.38	KiwiRail Holdings Ltd	TRAN-R2	Support the permitted activity status of TRAN-R2, as land transport infrastructure requires upgrade over time to ensure its safe and efficient operation, and to ensure it continues to serve its purpose to move goods and people across the district. Retain TRAN-R2 as notified.	8.2	Accept	No changes sought to the notified provision.	No
160.4 ¹⁷	Rolleston Industrial Developments Ltd	TRAN-R3	<p>Seeks recognition of the character of Ohoka through provision for specific road types within the Ohoka Outline Development Plan area (refer to map in Annexure B of the submission, which is part of proposed Private Plan Change 31 to the Operative District Plan) that may not comply with road formation standards.</p> <p>Amend TRAN-R3 to allow for appropriate standards to be developed for the Ohoka Outline Development Plan area at subdivision stage (refer to map in Annexure B of the submission, which is part of proposed Private Plan Change 31 to the Operative District Plan).</p>	8.3	Reject	The proposed Ohoka development is subject to proposed Private Plan Change 31 to the Operative District Plan, separate to the proposed District Plan. Decisions on that have not yet been made. Therefore, it would be premature to make amendments to the proposed Plan that recognise the Ohoka proposal the outcome of which is not yet known.	No
284.72	Clampett Investments Ltd	TRAN-R3	Supports TRAN-R3. Retain TRAN-R3 as notified.	8.3	Accept	No changes sought to the notified provision.	No

¹⁷ Oppose – JW and CE Docherty [FS 36], WDC [FS 48], Philip and Michelle Driver [FS 51], Elizabeth Liddell [FS 56], Mervyn Emms [FS 59], Catherine Mullins [FS 61], Oxford-Ohoka Community Board [FS 62], James Armstrong [FS 65], Sarah Maria Brantley [FS 69], Beverley Gail Brantley [FS 70], Albert George Brantley [FS 71], Steven Holland [FS 72], Michelle Holland [FS 73], Val and Ray Robb [FS 74], Edward and Justine Hamilton [FS 75], Mary Koh [FS 98], JW and CE Docherty [FS 108], Gordon Alexander [FS 112], Andrea Marsden [FS 119], Christopher Marsden [FS 120], Rob Hall [FS 128] – Officer recommendation – reject

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
326.76	Rolleston Industrial Developments Ltd	TRAN-R3	Support TRAN-R3. Retain TRAN-R3 as notified.	8.3	Accept	No changes sought to the notified provision.	No
284.73	Clampett Investments Ltd	TRAN-R4	Supports TRAN-R4. Retain TRAN-R4 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.77	Rolleston Industrial Developments Ltd	TRAN-R4	Support TRAN-R4. Retain TRAN-R4 as notified.	8.1	Accept	No changes sought to the notified provision.	No
275.19	Waka Kotahi NZ Transport Agency	TRAN-R5	Request TRAN-R5 is amended so that any new access onto the state highway requires resource consent, so the effects from the access can be considered properly, and advice provided from Waka Kotahi so that the potential adverse safety effects on the state highway are adequately considered. Amend TRAN-R5 by including the following additional clause: "... <u>2. Is not onto a state highway.</u> "	8.4	Reject	Waka Kotahi has the ability to declare limited access sections of the state highway as they consider necessary. Within the TRAN Chapter above the 'Rules' there is a section that sets out the separate approvals required from the relevant road controlling authority. I consider this acknowledgement of the Limited Access Road approval process is sufficient. In all other areas I consider the notification assessment required under s95 of the RMA is the appropriate tool to determine the relevant affected parties.	No
284.74	Clampett Investments Ltd	TRAN-R5	Supports TRAN-R5. Retain TRAN-R5 as notified.	8.4	Accept	No changes sought to the notified provision.	No
325.81 ¹⁸	Kainga Ora – Homes and Communities	TRAN-R5	Support approach requiring resource consent where standards are not met, however the activities should be the subject of a non-notification provision. Insert text in TRAN-R5 (or TRAN-S3): " <u>Notification</u> <u>An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified only to the relevant road controlling authority where the consent authority considers this is required, absent its written approval.</u> "	8.4	Reject	The notification assessment required under s95 of the RMA is the appropriate tool to determine the relevant affected parties.	No
326.78	Rolleston Industrial Developments Ltd	TRAN-R5	Support TRAN-R5. Retain TRAN-R5 as notified.	8.4	Accept	No changes sought to the notified provision.	No
284.75	Clampett Investments Ltd	TRAN-R6	Supports TRAN-R6. Retain TRAN-R6 as notified.	8.5	Accept	No changes sought to the notified provision.	No

¹⁸ Support – Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
303.24 ¹⁹	Fire and Emergency NZ	TRAN-R6	Support TRAN-R6 and new accessways to be designed to the standard of a road where new vehicle accessways in Residential Zones or Rural Zones serve six or more sites; or where vehicle movements on any new accessway will exceed 100 per day. Retain TRAN-R6 as notified.	8.5	Accept	No changes sought to the notified provision.	No
325.87	Kainga Ora – Homes and Communities	TRAN-R6	<p>The requirement to form accessways to road design standards for 6 or more sites is onerous and may inhibit further residential intensification.</p> <p>Amend TRAN-R6(3):</p> <p>" ...</p> <p>3. in the circumstances specified in (a) and (b) below, a new vehicle accessway shall be designed to the standard of a new road as per Table TRAN-3 or Table TRAN-4, with the applicable standard based on the posted speed limit of the road with which the accessway will connect:</p> <p>a. where any new vehicle accessway in Residential Zones or Rural Zones will serve six or more sites; or</p> <p>..."</p>	8.5	Reject	I consider that the level of traffic generation that may be anticipated for a accessway serving six or more site justifies the requirement to form such accesses to road design standards. I also note that access of this standard is not only to facilitate access by private vehicles to such sites. It is also to facilitate easier access by service vehicles and emergency service vehicles to multiple sites served by one access, problems which are experienced in some newer residential developments in the District.	No
326.79	Rolleston Industrial Developments Ltd	TRAN-R6	Support TRAN-R6. Retain TRAN-R6 as notified.	8.5	Accept	See 325.87 above and 408.9 below. The notified provision is proposed to be retained as it is considered appropriate.	No
408.9	Bellgrove Rangiora Ltd	TRAN-R6	<p>The visibility splay shown in Figure TRAN-4 is appropriate for commercial or industrial accesses, but is oversized and too large for residential accesses. While the requirement in Figure TRAN-4 is only triggered for residential accessways where a vehicle accessway serves three or more sites, it would be appropriate to differentiate between the required visibility splay for commercial / industrial land use and residential. Specific visibility splay requirements that acknowledge the different types of land use and consequential number of movements from proposed vehicle accesses is better rather than a blunt approach.</p> <p>Amend TRAN-R6 to include a visibility splay requirement for residential land use vehicle accessways to allow clear visibility above 1m within a triangle at least 1.5m wide either side of the entrance, and for a length at least 2m from the road boundary (consistent with the Christchurch District Plan).</p>	8.5	Reject	The Transport rules of the operative Christchurch District Plan only appear to contain one visibility splay (Appendix 7.5.9 of the CCC District Plan) and this one appears to be bigger than in the proposed Waimakariri District Plan. While both extend for a width of 2m either side of the accessway, the Christchurch one extends 5m inside the site while the Waimakariri one extends 2.5m inside the site. On this basis it appears the proposed Waimakariri requirement is less onerous than the Christchurch District Plan alternative suggested.	No

¹⁹ Oppose – Kainga Ora [FS 88], Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
284.76	Clampett Investments Ltd	TRAN-R7	Supports TRAN-R7. Retain TRAN-R7 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.80	Rolleston Industrial Developments Ltd	TRAN-R7	Support TRAN-R7. Retain TRAN-R7 as notified.	8.1	Accept	No changes sought to the notified provision.	No
284.77	Clampett Investments Ltd	TRAN-R8	Supports TRAN-R8. Retain TRAN-R8 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.81	Rolleston Industrial Developments Ltd	TRAN-R8	Support TRAN-R8. Retain TRAN-R8 as notified.	8.1	Accept	No changes sought to the notified provision.	No
284.78	Clampett Investments Ltd	TRAN-R9	Supports TRAN-R9. Retain TRAN-R9 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.82	Rolleston Industrial Developments Ltd	TRAN-R9	Support TRAN-R9. Retain TRAN-R9 as notified.	8.1	Accept	No changes sought to the notified provision.	No
284.79	Clampett Investments Ltd	TRAN-R10	Supports TRAN-R10. Retain TRAN-R10 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.83	Rolleston Industrial Developments Ltd	TRAN-R10	Support TRAN-R10. Retain TRAN-R10 as notified.	8.1	Accept	No changes sought to the notified provision.	No
284.80	Clampett Investments Ltd	TRAN-R11	Supports TRAN-R11. Retain TRAN-R11 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.84	Rolleston Industrial Developments Ltd	TRAN-R11	Support TRAN-R11. Retain TRAN-R11 as notified.	8.1	Accept	No changes sought to the notified provision.	No
113.1	Te Kohaka o Tuhaitara Trust	TRAN-R12	Considers it unnecessary and inappropriate for parking, loading, and manoeuvring areas within the Tūhaitara Coastal Reserve to be formed, sealed and drained. Considers such areas should instead be required to be formed to an all-weather standard and maintained to avoid stormwater ponding, run-off, and dust nuisance. Amend TRAN-R12(2) to add the Natural Open Space Zone to the list of zones where an all-weather standard for parking and manoeuvring areas is an alternative option.	8.6	Accept	In the context of the Tuhaitara Coastal Park an all-weather standard is considered appropriate.	Yes
284.81	Clampett Investments Ltd	TRAN-R12	Supports TRAN-R12. Retain TRAN-R12 as notified.	8.6	Accept	No changes sought to the notified provision.	No
326.85	Rolleston Industrial Developments Ltd	TRAN-R12	Support TRAN-R12. Retain TRAN-R12 as notified.	8.6	Accept	No changes sought to the notified provision.	No
284.82	Clampett Investments Ltd	TRAN-R13	Support TRAN-R13. Retain TRAN-R13 as notified.	8.7	Accept	No changes sought to the notified provision.	No
286.20	Z Energy Ltd	TRAN-R13	Oppose in TRAN-R13 the application of carpark landscaping rules without exemption for additions and alterations at existing service stations. Exempt	8.7	Reject	The submitter has not provided any rationale as to why alterations at existing service stations should be exempt from the	No

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			additions and alterations at existing service stations from TRAN-R13.			landscape standard. I note that the proposed rule would only apply to the formation of five or more new car parking spaces. If these are proposed as part of an alteration or expansion of an existing service station, I consider it is appropriate that the rule apply, as it would for any other activity.	
326.86	Rolleston Industrial Developments Ltd	TRAN-R13	Support TRAN-R13. Retain TRAN-R13 as notified.	8.7	Accept	No changes sought to the notified provision.	No
284.83	Clampett Investments Ltd	TRAN-R14	Support TRAN-R14. Retain TRAN-R14 as notified.	8.1	Accept	No change sought to the notified provision.	No
326.87	Rolleston Industrial Developments Ltd	TRAN-R14	Support TRAN-R14. Retain TRAN-R14 as notified.	8.1	Accept	No change sought to the notified provision.	No
284.84	Clampett Investments Ltd	TRAN-R15	Supports TRAN-R15. Retain TRAN-R15 as notified.	8.8	Accept	No changes sought to the notified provision.	No
326.88	Rolleston Industrial Developments Ltd	TRAN-R15	Support TRAN-R15. Retain TRAN-R15 as notified.	8.8	Accept	No changes sought to the notified provision.	No
416.12	Sports and Education Corporation	TRAN-R15	<p>Support provision of cycle parking and end of trip facilities in principle, as encouraging visitors and staff to cycle where appropriate is a sustainable and environmentally friendly transport option. However, concern about the workability and practicality of TRAN-R15 and TRAN-R16 (and associated supporting standards and tables). Lack of clarity about whether activities are required to provide short or long stay cycle parks has significant implications for how these cycle parks are constructed and whether end of trip facilities are required under TRAN-R16. The cycle park requirement for staff working at a commercial activity (assumed to be long stay parks which will require a secure, covered facility) appears excessive, and will be difficult for most small-scale commercial activities to meet, even in new build areas and is likely to result in an oversupply.</p> <p>Amend TRAN-R15 and Table TRAN-13 to clarify which categories of activity require short stay and long stay cycle parks, that is, Residents/visitors/ students/customers (short stay parks) Staff (long stay parks). Reduce the cycle park requirements for commercial activities in TRAN-R15 and Table TRAN-13 and/or a minimum gross floor area threshold is included to exempt small scale activities from the requirements (suggested threshold of 500m²).</p>	8.8	Accept	<p>TRAN-R15, and Table TRAN-13 in TRAN-S10, are proposed to be amended to identify staff cycle parks as 'long stay' and the cycle parking requirements for all other activities shown in Table TRAN-13 in TRAN-S10 as 'short stay'. This is generally consistent with the operative District Plan albeit in a more concise way.</p> <p>However, the point regarding the thresholds for staff cycle parking requirements for commercial activities being too low is not accepted. The proposed staff cycle parking rate for a commercial activity is 1 per 200m² GFA, with a minimum of 2 spaces provided. Based on experience, it is considered most new small businesses should be able to design to comply.</p>	Yes
284.85	Clampett Investments Ltd	TRAN-R16	Supports TRAN-R16. Retain TRAN-R16 as notified.	8.9	Accept	No changes sought to the notified provision.	No

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
326.89	Rolleston Industrial Developments Ltd	TRAN-R16	Support TRAN-R16. Retain TRAN-R16 as notified.	8.9	Accept	No changes sought to the notified provision.	No
416.13	Sports and Education Corporation	TRAN-R16	<p>The end of trip facility requirements required by TRAN-R16 and Table TRAN-14 are excessive relative to the number of cycle parks being provided. Other district plans with denser urban areas (for example the Auckland Unitary Plan) have more realistic end of trip facility requirements based on the gross floor area of the activity and are limited to offices, education facilities and hospitals. In the Auckland Unitary Plan example, all activities with a gross floor area less than 500m² are exempt from providing end of trip facilities and the requirements do not apply to commercial activities such as retail and hospitality.</p> <p>Amend the end of trip facility requirements in TRAN-R16 and Table TRAN-14 to closer align with district plans such as the Auckland Unitary Plan by introducing a minimum gross floor area threshold to exempt small scale activities (suggested threshold of 500m²). Alternatively, raise the threshold for the number of staff cycle parks before end-of trip facilities are required.</p>	8.9	Reject	<p>I disagree that the thresholds for providing cycle end-of-journey facilities for staff are excessive. I note that the provision of these end-of-journey facilities depends on the number of staff cycle parks required. For example, the proposed staff cycle parking rate for a new office or new commercial activity is 1 per 200m² GFA, with a minimum of 2 spaces provided. For the first 10 cycle spaces required, no staff cycle end-of-journey facilities are required. These would not be required to be provided until 11 staff cycle parks are required. To trigger this, a new office or new commercial activity would need to involve 2,200m² GFA. Therefore, cycle end-of-journey facilities for staff are only likely to ever be required for very large workplaces, which is considered appropriate as these sorts of places are more likely to have the space and resources to provide such facilities. The requirement is highly unlikely to be triggered for small workplaces.</p> <p>I consider the alternative threshold suggested of 500m² GFA from the Auckland Unitary Plan is unrealistic in the Waimakariri context. Under this, for a new office or commercial activity, staff cycle end-of-journey facilities would not be required until providing 5,500m² GFA, which is highly unlikely to be triggered in Waimakariri District.</p> <p>Finally, if the requirement to provide cycle end-of-journey facilities for a particular activity is impractical, the default activity status for not achieving these standards is restricted discretionary activity. Therefore, I consider there is an appropriate consenting pathway for proposals that cannot achieve these standards that can be considered on a case-by case basis.</p>	No

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
284.86	Clampett Investments Ltd	TRAN-R17	Supports TRAN-R17. Retain TRAN-R17 as notified.	8.1	Accept	No changes sought to the notified provision.	No
286.21	Z Energy Ltd	TRAN-R17	Support TRAN-R17 for the provision for the installation of new charging facilities for electric vehicles as a permitted activity. Retain TRAN-R17 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.90	Rolleston Industrial Developments Ltd	TRAN-R17	Support TRAN-R17. Retain TRAN-R17 as notified.	8.1	Accept	No changes sought to the notified provision.	No
284.87	Clampett Investments Ltd	TRAN-R18	Supports TRAN-R18. Retain TRAN-R18 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.91	Rolleston Industrial Developments Ltd	TRAN-R18	Support TRAN-R18. Retain TRAN-R18 as notified.	8.1	Accept	No changes sought to the notified provision.	No
267.19	Foodstuffs South Island Ltd and Foodstuffs (South Island) Properties Ltd	TRAN-R19	TRAN-R19 should not capture any such alteration to existing parking / access arrangements, and that the New World Rangiora frontage is not identified as a Principal Shopping Street. Oppose TRAN-R19 as it is unclear whether an alteration to an existing parking area or vehicle crossing is considered to be a new parking area or vehicle crossing.	8.10	Reject	TRAN-R19 applies to the formation of any new parking area or loading area and associated manoeuvring area as set out in TRAN-R19(1). No further clarification is considered necessary.	No
284.88	Clampett Investments Ltd	TRAN-R19	Supports TRAN-R19. Retain TRAN-R19 as notified.	8.10	Accept	No changes sought to the notified provision.	No
326.92	Rolleston Industrial Developments Ltd	TRAN-R19	Support TRAN-R19. Retain TRAN-R19 as notified.	8.10	Accept	No changes sought to the notified provision.	No
41.20	Fulton Hogan	TRAN-R20	TRAN-R20, its matters of discretion, High Traffic Generators and associated table, provide an appropriate framework for considering the effects of high trip generating activities. Retain TRAN-R20 as notified.	8.11	Accept	No changes sought to the notified provision.	No
41.21	Fulton Hogan	Table TRAN-1 (part of TRAN-R20)	Support the high traffic generation thresholds in Table TRAN-1: High Traffic Generation Thresholds. Retain Table TRAN-1 as notified.	8.11	Accept	No changes sought to the notified provision.	No
68.19	Canterbury District Health Board	Table TRAN-1 (part of TRAN-R20)	Support grouping the Special Purpose Zone (Hospital) with commercial, mixed-use and industrial zones in Table TRAN-1 High Traffic Generation Thresholds as hospitals and health care facilities are expected to be reasonably highly trafficked. Retain the grouping of the Special Purpose Zone (Hospital) with commercial, mixed use and industrial zones in Table TRAN-1 High Traffic Generation Thresholds as notified.	8.11	Accept	No changes sought to the notified provision.	No

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
207.9 ²⁰	Summerset Retirement Villages (Rangiora) Ltd	TRAN-R20	<p>Support approach in TRAN-R20 to requiring all high traffic generators to obtain resource consent as a restricted discretionary activity but the ITA requirement in Table TRAN-1 should only be linked to the traffic generation and not to other matters including consent status under all other applicable rules. The traffic generation threshold for retirement villages should be lifted.</p> <p>Retain TRAN-R20 but amend the approach undertaken in Table TRAN-2 and lift the threshold for retirement villages to 250vmpd.</p>	8.11	Reject	<p>District plans generally adopt one of three potential approaches to a high traffic generator rule.</p> <p>One approach is to simply set a vehicle movement per day threshold. This is the approach used in the operative District Plan. However, the experience has been that the threshold is set so low that it captures almost no activities and is therefore ineffective.</p> <p>A second approach is to set various vehicle movement per day thresholds based on floor area for different activities. This is the approach now used in the operative Christchurch District Plan. However, it is considered that approach might be more suited to large metropolitan centres where there is a greater range of activities, particularly those at a larger scale, and may be less suited to a smaller predominantly rural district like Waimakariri.</p> <p>The approach in the proposed plan as notified emerged from a review of the high traffic generator rule in the operative District Plan undertaken by an independent traffic consultant in 2019, prior to proposed plan notification in 2021, and was recommended by that traffic consultant and is an approach used in some other district plans²¹.</p> <p>Setting a vehicle movement per day threshold specific to retirement villages is not considered appropriate, as the approach adopted is zone based, not activity based. A retirement village can also be a high traffic generator, depending on the size, type of</p>	No

²⁰ Oppose – Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

²¹ See section 2.5.3 Transport Section 32 report

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
						residents and their transport needs, and staffing levels and their transport needs.	
277.21 ²²	Ministry of Education Te Tāhuhu o Te Mātauranga	TRAN-R20	Support TRAN-R20 as it requires an Integrated Transport Assessment for high traffic generating activities as these types of activities can affect the efficient operation of educational facilities. Retain TRAN-R20 as notified.	8.11	Accept	No changes sought to the notified provision.	No
277.22 ²³	Ministry of Education Te Tāhuhu o Te Mātauranga	Table TRAN-1 (part of TRAN-R20)	Support Table TRAN-1. Retain Table TRAN-1 as notified.	8.11	Accept	No changes sought to the notified provision.	No
277.23 ²⁴	Ministry of Education Te Tāhuhu o Te Mātauranga	Table TRAN-2 (part of TRAN-R20)	Support Table TRAN-2. Retain Table TRAN-2 as notified.	8.11	Accept	No changes sought to the notified provision.	No
282.81 ²⁵	Woolworths NZ Ltd	Table TRAN-1 (part of TRAN-R20)	Increase the high traffic generation thresholds in Table TRAN-1 above which assessment and resource consent are required. Amend Table TRAN-1 to increase the permitted daily traffic volume thresholds for supermarkets so as to align with the Auckland Unitary Plan threshold of 1,667m ² of new retail Gross Floor Area, after which an Integrated Transport Assessment and a restricted discretionary activity consent are required.	8.11	Reject	Setting a vehicle movement per day threshold specific to supermarkets is not considered appropriate, as the approach adopted is zone based, not activity based. In addition, supermarkets can be very high traffic generators and actual or potential effects of that can vary significantly depending on scale, design and location. An approach used in a large metropolitan centre like Auckland may be less suited to a smaller predominantly rural district like Waimakariri.	No
282.140 ²⁶	Woolworths NZ Ltd	TRAN-R20	The requirement in TRAN-R20 for basic or full integrated transport assessments and corresponding resource consents for restricted discretionary activities for any activity that exceeds 250vmpd as an average daily traffic generation is quite a low threshold and for supermarkets should be increased. Increase the permitted daily traffic volume thresholds for supermarkets so as to align with the Auckland Unitary Plan threshold of 1,667m ² of new retail Gross Floor Area, after which an Integrated Transport Assessment and a restricted discretionary activity consent are required.	8.11	Reject	See 282.81 above.	No
284.89	Clampett Investments Ltd	TRAN-R20	Supports TRAN-R20. Retain TRAN-R20 as notified.	8.11	Accept	No changes sought to the notified provision.	No

²² Support - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

²³ Support - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

²⁴ Support - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

²⁵ Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

²⁶ Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
286.22 ²⁷ 286.23 ²⁸	Z Energy Ltd	TRAN-R20 Table TRAN-1 (part of TRAN-R20)	<p>Oppose TRAN-R20 and accompanying Table TRAN-1 for high traffic generators, without an exclusion for service stations.</p> <p>Amend TRAN-R20 as follows, or any other relief that achieves the purpose of this submission:</p> <p>"TRAN-R20 High traffic generators Activity status: RDIS Where: 1. any activity generates an average daily traffic volume that exceeds the thresholds contained in Table TRAN-1 below; and 2. for the activities in (1) above: a) either a Basic ITA or Full ITA shall be required; b) the type of ITA to be provided shall be determined by the circumstances set out in Table TRAN-2 below; and c) the ITA shall be prepared by an independent suitably qualified and experienced transport engineer.</p> <p><u>Except that TRAN-R20(1) and (2) shall not apply to service stations.</u></p> <p>Matters of discretion are restricted to: TRAN-MD11 – High traffic generators."</p>	8.11	Reject	<p>Exempting service stations is not considered appropriate, as the approach adopted is zone based, not activity based.</p> <p>In addition, service stations can involve high levels of traffic generation. There may be an argument that service stations do not 'generate' traffic but service traffic already passing by. It is understood a consumer choice in which service station to visit may be based to some extent on convenience of location between home and work. However, there are many advertisements for service stations featuring promotions intended to attract customers so in this context service stations can generate traffic, and actual or potential effects of that can vary significantly depending on scale, design and location.</p>	No
325.83 ²⁹	Kainga Ora – Homes and Communities	TRAN-R20 Tables TRAN-1 and TRAN-2 (part of TRAN-R20)	<p>Concerned with approach requiring resource consent as a restricted discretionary activity where traffic generation thresholds for the development of Integrated Traffic Assessments (ITA) are met. The plan should be enabling of residential development and requiring an ITA is onerous and unnecessary. Table TRAN-2 requires a full ITA for restricted discretionary activities. This is onerous and should be aligned with the ITA requirements for permitted and controlled activities.</p> <p>Amend Table TRAN-1: "<u>Non-residential activities</u> in Residential Zones / Special Purpose Zone (Kāinga Nohoanga), Special Purpose Zone (Pines Beach and Kairaki Regeneration)"</p> <p>Amend Table TRAN-2: Activity status under all other applicable rule: Restricted discretionary Type of ITA required: FullBasic</p>	8.11	Reject	<p>Limiting the application of the high traffic generator rule to non-residential activities would be inappropriate.</p> <p>The average vehicle movements per day for a residential household may be between 4 and 8, depending on household size and demographics and car ownership. On this basis, an activity generating in excess of 200 vehicle movements per day or 50 heavy vehicle movements per day in a residential neighbourhood may result in relatively significant adverse traffic effects.</p> <p>I also disagree with the request to amend the type of ITA required for an activity that is a restricted discretionary activity under all other applicable rules, from a Full ITA to a</p>	No

²⁷ Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

²⁸ Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

²⁹ Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
						Basic ITA. I consider it is important that the a Full ITA is triggered for RDA activities, in particular I note that TRAN-R20 High traffic generators is an RDA activity, and if the threshold for a full ITA was amended from RDA to discretionary this would result in a high traffic generating activities not requiring a Full ITA. I consider this would not achieve TRAN-P5..	
326.93	Rolleston Industrial Developments Ltd	TRAN-R20	Support TRAN-R20. Retain TRAN-R20 as notified.	8.11	Accept	No changes sought to the notified provision.	No
373.39	KiwiRail Holdings Ltd	TRAN-R20	Support the restricted discretionary activity status of high traffic generating activities in TRAN-R20. The requirement for a basic or full Integrated Transport Assessment, depending on traffic volume thresholds, will help to identify and manage the adverse effects of high traffic generator activities on the transport system including the rail network and any level crossings affected by the development. Retain TRAN-R20 as notified.	8.11	Accept	No changes sought to the notified provision.	No
416.8 416.9	Sports and Education Corporation	TRAN-R20 Tables TRAN-1 and TRAN-2 (part of TRAN-R20) TRAN-APP6 (part of TRAN-R20)	Support TRAN-R20, Table TRAN-1, Table TRAN-2 and TRAN-APP6 in part. Setting clear thresholds for when basic or full Integrated Transport Assessments (ITAs) will be required is helpful to prospective applicants and ensures that the potential impacts on the transport network of high traffic generating activities are properly considered through the resource consent process. However, TRAN-APP6 (which contains a list of average daily traffic movements for a range of activities) is guidance only. This makes it unclear as to whether council will rely on the rates specified in TRAN-APP6 for listed activities, or whether they will instead request that applicants provide them with greater certainty and require an activity specific analysis of anticipated traffic movements, regardless of whether an activity has a listed rate or not. Any activity not on the list will likely need to do at least a basic ITA to determine their estimated traffic movements unless they are clearly well under the thresholds in Table TRAN-1. Further, TRANAPP6 contains an incomplete list of activities which is	8.11	Accept	To clarify, as stated in the third Advisory Note under rule TRAN-R20, the table in TRAN-APP6 (emphasis added) 'provides a guide to the level of traffic generation that could be expected for a range of activities. The purpose of this table is to assist a plan user to estimate their traffic generation'. This was so members of the public could attempt to estimate whether they could comply with the rule, without needing to go to the expense of engaging a traffic consultant. This approach emerged from a review of the high traffic generator rule in the operative District Plan undertaken by an independent traffic consultant in 2019, prior to proposed plan notification in 2021, and was recommended by that traffic consultant ³⁰ . Whether the District Council requests additional information including an	Yes

³⁰ See section 2.5.3 Transport Section 32 report

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>problematic as it excludes a number of activities defined in the Proposed District Plan.</p> <p>If the rates in TRAN-APP6 are included as part of TRAN-R20 that the list is expanded out to cover all defined activities provided for in the SPZ(PR).</p> <p>Either the rates set in TRAN-APP6 are given the same status as rules (rather than guidance), or they are deleted from the Transport Chapter.</p>			<p>independent traffic assessment, would depend on whether a Basic or Full ITA was required, and an assessment under the matters contained in TRAN-MD11.</p> <p>This approach appears to have been misunderstood. In order to avoid potential confusion in future, the suggestion by the submitter that TRAN-APP6 be deleted is accepted, and references to it in the Advisory Notes under rule TRAN-R20 and in various other places in the proposed plan be amended.</p>	
284.90	Clampett Investments Ltd	TRAN-R21	Supports TRAN-R21. Retain TRAN-R21 as notified.	8.12	Accept	No changes sought to the notified provision.	No
326.94	Rolleston Industrial Developments Ltd	TRAN-R21	Support TRAN-R21. Retain TRAN-R21 as notified.	8.12	Accept	No changes sought to the notified provision.	No
373.40 See also 373.41 TRAN Appendices	KiwiRail Holdings Ltd	TRAN-R21	<p>Support the intent of TRAN-R21 as public safety at level crossings is paramount. TRANR21 requires compliance with TRAN-APP7. TRAN-APP7 requires amendment to support achieving TRAN-P4 and TRAN-P6 and ensure level crossing sightlines are not compromised, by giving direction as to how the diagrams and sight triangles are to be applied.</p> <p>TRAN-R21 states that activities shall comply with the road/rail level crossing 'approach' and 're-start' sight triangles in TRAN-APP7. TRAN-APP7 provides diagrams which show approach sight triangles and re-start sight triangles for road/rail level crossings. The advisory notes provide clarity around measured points only and give no direction as to how the diagrams and sight triangles are to be applied.</p> <p>Submitter has produced diagrams (see full submission) for inclusion in district plans throughout New Zealand.</p> <p>Appendix TRAN-APP7 is incomplete and submitter recommends amendments to support TRAN-P6 and ensure the rule can be interpreted and applied correctly in practice.</p> <p>Amend TRAN-APP7 as follows: (refer to full submission)</p> <p>TRAN-APP7 Sight triangles for road/rail level crossings</p>	8.12	Accept	The requested amendment will ensure level crossing sightlines are not compromised, by giving better direction as to how the diagrams and sight triangles are to be applied. The updated guidance in this highly technical matter is constructive and helpful. TRAN-APP7 has been amended using text, tables and figures from KiwiRail's full submission.	Yes

Table B 6: Recommended responses to submissions: TRAN Rules

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p><u>Approach sight triangles at level crossings with Stop or Give Way signs</u> <u>On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building, structure, road intersections, vehicle crossings or vegetation shall be located within the shaded areas shown in Figure 1.</u> <u>These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.</u></p> <p>Figure 1: Approach Sight Triangles for Level Crossings with "Stop" or "Give Way" Signs</p> <p><u>Advice Note:</u> <u>The approach sight triangles ensure that clear visibility is achieved around rail level crossings with Stop or Give Way signs so that a driver approaching a rail level can either: - See a train and stop before the crossing; or</u> <u>- Continue at the approach speed and cross the level crossing safely</u> <u>Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.</u> <u>No approach sight triangles apply for level crossings fitted with alarms and/or barrier arms. However, care should be taken to avoid developments that have the potential to obscure visibility of these alarm masts. This is particularly important where there is a curve in the road on the approach to the level crossing, or where the property boundary is close to the edge of the road surface and there is the potential for vegetation growth.</u></p> <p><u>Restart sight triangles at level crossings</u> <u>On sites adjacent to all rail level crossings, no building, structure, road intersections, vehicle crossings or vegetation shall be located within the shaded areas shown in Figure 2. These are defined by a sight triangle taken 5 metres from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 1).</u></p> <p>Figure 2: Restart Sight Triangles for all Level Crossings</p> <p>Table 1: Required Restart Sight Distances for Figure 2: <u>Required approach visibility along tracks A (m)</u> <u>Signs only: 677m</u> <u>Alarms only: 677m</u> <u>Alarms and barriers: 60m</u></p>				

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Advice Note: <u>The restart sight line triangles ensure that a road vehicle driver stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train. Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.</u></p> <p>Notes: <u>1. Figures 1 and 2 show a single set of rail tracks only. For each additional set of tracks add 25m to the along-track distance in Figure 1, and 50m to the along-track distance in Figure 2.</u> <u>2. All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual, Part 9 Level Crossings. The formulae in this document are performance based; however the rule contains fixed parameters to enable easy application of the standard. Approach and restart distances are derived from a:</u> <u>- train speed of 110 km/h</u> <u>- vehicle approach speed of 20 km/h</u> <u>- fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing</u> <u>- 25m design truck length</u> <u>- 90° angle between road and rail</u></p>				
284.91	Clampett Investments Ltd	TRAN-R22	Supports TRAN-R22. Retain TRAN-R22 as notified.	8.13	Accept	No changes sought to the notified provision.	No
326.95	Rolleston Industrial Developments Ltd	TRAN-R22	Support TRAN-R22. Retain TRAN-R22 as notified.	8.13	Accept	No changes sought to the notified provision.	No
373.42	KiwiRail Holdings Ltd	TRAN-R22	Support the restricted discretionary activity status of TRAN-R22. The safety and structure of the rail corridor is essential for rail operations. Retain TRAN-R22 as notified.	8.13	Accept	No changes sought to the notified provision.	No
414.91 ³¹	Federated Farmers of New Zealand Inc.	TRAN-R22	Oppose restricted discretionary activity status for stock underpasses under rail and road, and in particular, the limitation on notification options. Amend TRAN-R22 to be a controlled activity.	8.13	Reject	The ability to install stock underpasses beneath a road corridor or rail corridor needs to be regulated to ensure the location, design and construction is appropriate to safeguard the integrity of the road or rail above. This includes the ability to decline proposals that are not well designed or located and will not be constructed to the necessary requirements.	No

³¹ Oppose – KiwiRail Holdings Ltd [FS 99], Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 6: Recommended responses to submissions: TRAN Rules							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
						Therefore, the current proposed consent status of restricted discretionary and limitation on notification to the relevant road controlling authority or KiwiRail are considered appropriate, and it is noted this is supported by both Waka Kotahi NZ Transport Agency and KiwiRail Holdings Ltd.	
16.10	Drucilla Kingi-Patterson	TRAN-R23	Seeks height restrictions for buildings around Rangiora Airfield. Impose height restrictions for buildings around Rangiora Airfield.	3.7 Table B 6	Accept	Such restrictions already exist. Airfield designations, and plan provisions relating to the Airfield, were put in place through a designation requirement and plan change to the operative District Plan. Because these were confirmed in 2020, one year before notification of the proposed Plan, and therefore had been decided relatively recently, these were carried over unaltered into the proposed Plan. The Airfield designations contain restrictions on the other types of activities that could take place on the Airfield, and within a 65dBA noise contour that extends over land around the Airfield. Provisions in both the operative and proposed District Plans contain controls on activities that can occur under mapped Airfield take off and approach paths. The underlying zone provisions in both the operative and proposed District Plans contain rules on activities on land around the Airfield.	No
284.92	Clampett Investments Ltd	TRAN-R23	Supports TRAN-R23. Retain TRAN-R23 as notified.	8.1	Accept	No changes sought to the notified provision.	No
326.96	Rolleston Industrial Developments Ltd	TRAN-R23	Support TRAN-R23. Retain TRAN-R23 as notified.	8.1	Accept	No changes sought to the notified provision.	No

Table B 7: Recommended responses to submissions: TRAN Standards							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
155.2	Woodend-Sefton Community Board	TRAN-S1	Support Transport standard TRAN-S1 but request wider footpaths for improved accessibility and shared use, footpaths not be overly shaded in winter, and for developments to incorporate design for public transport. Amend Transport standard TRAN-S1 to include provision for wider footpaths, a requirement for footpaths to not be overly shaded in winter, and road width and roundabouts be designed to allow for any possible public transport use in the future.	9.2	Accept	Controls on fence height and design in the different Zones may mitigate potential shading of footpaths in winter. The road widths have been reviewed by an independent traffic consultant in 2019 ³² . The recommendation within this report have been included within the TRAN-S1. I consider the proposed road widths reflect best practice and therefore no addition amendments are supported.	No
284.93	Clampett Investments Ltd	TRAN-S1	Supports TRAN-S1. Retain TRAN-S1 as notified.	9.2	Accept	No changes sought to the notified provision.	No
325.84 ³³	Kainga Ora – Homes and Communities	Table TRAN-3 (part of TRAN-S1)	Oppose Table TRAN-3, in particular the specified road reserve widths. These are excessive and wider roads create faster speed environments which does not align with the "Living Streets" initiative of Waka Kotahi, PCC, or Kainga Ora. Delete Table TRAN-3.	9.2	Reject	The road widths have been reviewed by an independent traffic consultant in 2019 ³⁴ . The recommendation within this report have been included within the TRAN-S1. I consider the proposed road widths reflect best practice and therefore no addition amendments are supported. It is also noted that the further submission for Waka Kotahi NZ ³⁵ does not support a reduction in road corridor widths. It is also noted that Waka Kotahi NZ Transport Agency do not support a reduction in road corridor widths.	No
325.85 ³⁶	Kainga Ora – Homes and Communities	Table TRAN-4 (part of TRAN-S1)	Review and amend Table TRAN-4 to more appropriately set the classifications to manage the safety and efficiency of the transport network, while recognising and providing for residential intensification.	9.2	Reject	See 325.84	No
326.97	Rolleston Industrial Developments Ltd	TRAN-S1	Support TRAN-S1. Retain TRAN-S1 as notified.	9.2	Accept	No changes sought to the notified provision.	No
367.34	Waimakariri District Council	Table TRAN-3 (part of TRAN-S1)	Table TRAN-3 has a few minor errors in the design requirements, some of which are out of alignment with regional standards, the Waimakariri Engineering Code of Practice, and Austroads Guide to Road Design Part 3. Amend Table TRAN-3:	9.2	Accept	The Low Volume Road maximum length has already been corrected by way of a Clause 16 RMA minor amendment. (This is published on the District Council's District Plan Review web page.) The maximum length was previously shown as > 150m which was a	Yes

³² https://www.waimakariri.govt.nz/_data/assets/pdf_file/0034/98377/1.-Transport-Technical-Report-Stantec-2019-DPR.PDF Section 2.6

³³ Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

³⁴ https://www.waimakariri.govt.nz/_data/assets/pdf_file/0034/98377/1.-Transport-Technical-Report-Stantec-2019-DPR.PDF Section 2.6

³⁵ Waka Kotahi NZ Transport Agency [FS 110]

³⁶ Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 7: Recommended responses to submissions: TRAN Standards							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			Design standards for new roads (50km/hr or less): - Low Volume Road max length: <u>150m</u> - Local Road parking width: <u>2.2m</u> (per ECoP and regional standards)			'typo' as you can't have a maximum length that is greater than and the ">" has already been deleted. The correction to the Local Road parking width is accepted.	
367.35	Waimakariri District Council	Table TRAN-4 (part of TRAN-S1)	Table TRAN-4 has a few minor errors in the design requirements, some of which are out of alignment with regional standards, the Waimakariri Engineering Code of Practice, and Austroads Guide to Road Design Part 3. Amend Table TRAN-4: Design standards for new roads (60km/hr or more): - Strategic Road reserve width: <u>30m</u> (18m clear zone and 12m carriageway per ECoP) - Low Volume Road sealed shoulder width: <u>0.5m</u> (per AGRD Pt 3 Table 4.7)	9.2	Accept	The Low Volume Road maximum length has already been corrected by way of a Clause 16 RMA minor amendment. (This is published on the District Council's District Plan Review web page.) The maximum length was previously shown as > 150m which was a 'typo' as you can't have a maximum length that is greater than and the ">" has already been deleted. Also the correction to the Local Road parking width is accepted.	Yes
270.14	George JasonSmith	TRAN-S2	The Matters of Discretion are too limited and appear to default to allowing the proposal to proceed in some form, even if that form is inappropriate, unsustainable and /or unsafe. Retain the ability to refuse approval where a safe, practical, sustainable, and appropriate solution is not available. Amend TRAN-S2 to include non-approval of proposals that do not comply with the Standard but exclude the phrase "to the extent considered reasonably practicable," from the wording regardless of whether this is accepted. Amend to address any similar inabilities to not approve elsewhere in the Proposed District Plan.	9.3	Reject	With regards Matters of Discretion, there are a total of 8 matters that may be considered. Whether that is sufficient is a matter of opinion. The matters chosen are considered appropriate. These do not 'default' to always allowing a proposal to proceed in some form. As a restricted discretionary activity, a consent application for non-compliance is subject to assessment on a case-by-case basis, and may either be approved, with conditions, or declined. The phrase 'to the extent considered reasonably practicable' is not used in TRAN-S2 or in the preceding rule TRAN-R4.	No
284.94	Clampett Investments Ltd	TRAN-S2	Supports TRAN-S2. Retain TRAN-S2 as notified.	9.3	Accept	No changes sought to the notified provision.	No
326.98	Rolleston Industrial Developments Ltd	TRAN-S2	Support TRAN-S2. Retain TRAN-S2 as notified.	9.3	Accept	No changes sought to the notified provision.	No
284.95	Clampett Investments Ltd	TRAN-S3	Supports TRAN-S3. Retain TRAN-S3 as notified.	9.1	Accept	No changes sought to the notified provision.	No
326.99	Rolleston Industrial Developments Ltd	TRAN-S3	Support TRAN-S3. Retain TRAN-S3 as notified.	9.1	Accept	No changes sought to the notified provision.	No
270.15	George Jason Smith	Table TRAN-7 (part of TRAN-S4)	Table TRAN-7 appears to allow unlimited numbers of dwellings to be served by an accessway. There is an implied limit of 20 from TRAN-S1 Table TRAN-4, but this is dubious. Maintenance and the	9.4	Reject	Table TRAN-7 in TRAN-S4 relates to 'design standards for new vehicle accessways'. It shows what is considered the appropriate	No

Table B 7: Recommended responses to submissions: TRAN Standards							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>sharing of costs of maintenance is the principal long term issue with access ways, particularly when there are larger numbers of people with rights of access. It is not sustainable, or desirable to allow accessways to serve large numbers of properties.</p> <p>Amend TRAN-S4 Table TRAN-7 by deleting the row that contains ">6 " in column 2. Amend all related Rules Objectives, Policies, and Matters for Discretion accordingly.</p>			width of accessway for the number of dwellings served, not the maximum number of dwellings to be served by an accessway. There is no maximum number of dwellings included within the TRAN chapter. I consider this is appropriate provided the relevant accessway designed standards have been achieved. The submitter's reference to TRAN-S1 Table TRAN-4 refers to the 'design standards for new roads where the posted speed limit is 60km/hr or above', not accessways.	
273.7	Sarah Gale	Table TRAN-7 (part of TRAN-S4)	<p>Oppose Table TRAN-7. The legal width for 1-3 residential units only needs to be 1m greater than the required formed width (being 3m), in order to contain services and drainage. This is consistent with 4-6 units being required to have a 5.5m legal width and a 4.5m formed width.</p> <p>Change Table TRAN-7 for 1-3 units by amending the legal width requirement from 3m to 4m.</p>	9.4	Accept	<p>Table TRAN-7 in TRAN-S4 has been amended by way of a Clause 16 RMA minor amendment. (This is published on the District Council's District Plan Review web page.) This is because, subsequent to notification of the proposed plan, 'typos' were detected in some of the widths.</p> <p>In the first row, the maximum formed width should have read 5m instead of 4m. (With a minimum legal width of 5.5m, a maximum formed width of 4m left 1.5m of 'unused' space which was excessive and in error.)</p> <p>In the second row, the minimum legal width and maximum formed width were the wrong way around. The minimum legal width should have read 6m instead of 5.5m, and the maximum formed width should have read 5.5m instead of 6m.</p> <p>These minor errors' have been corrected.</p>	No
284.96	Clampett Investments Ltd	TRAN-S4	Supports TRAN-S4. Retain TRAN-S4 as notified.	9.4	Accept	No changes sought to the notified provision.	
303.27 ³⁷	Fire and Emergency NZ	TRAN-S4	Seek to increase the minimum formed width for new vehicle accessways for 1-3 new residential units in Residential Zones, Special Purpose Zones (Kāinga Nohoanga, Pines Beach and Kairaki Regeneration) from 3m to 4m.	9.4	Accept	This will facilitate easier access by emergency service vehicles, which has been an issue in some recent developments with narrower vehicle access.	Yes

³⁷ Oppose – Kainga Ora [FS 88] – Officer recommendation – reject

Table B 7: Recommended responses to submissions: TRAN Standards

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			Amend TRAN-S4 by increasing the minimum formed width for new vehicle accessways for 1-3 new residential units in Residential Zones, Special Purpose Zones (Kāinga Nohoanga, Pines Beach and Kairaki Regeneration) from 3m to 4m. Supports the passing bays and the remainder of the minimum formed widths.				
325.86	Kainga Ora – Homes and Communities	Table TRAN-7 (part of TRAN-S4)	<p>Concerned the accessway formation requirements for more than 6 residential units is overly prescriptive and may inhibit further intensification. Oppose the mandatory passing bay requirements for 1-6 residential units, for similar reasons.</p> <p>Amend Table TRAN-7:</p> <p>"Zone: Residential Number of Residential Units 1-3 4-6 <u>9</u> >6 <u>10+</u></p> <p>Minimum legal width 5-5 <u>4.5</u> 5-5 <u>5.0</u> 7-0 <u>6.5</u></p> <p>Minimum formed width 3.0 4.3 <u>4.5</u> 5-5 <u>4.5</u> ...</p> <p>Passing Bays Yes <u>Yes</u>"</p>	9.4	Reject	<p>The requested amendments may unduly inhibit access, particularly where multiple sites are serviced by a single accessway, and for service vehicles and emergency service vehicles.</p> <p>As part of the Clause 16 RMA minor amendment outlined in 273.7 above, in the first row a clarification was added that the passing bay requirement shown for 1 to 3 residential units only applied for 2 or more residential units – i.e., there was no passing bay requirement for only 1 residential unit.</p>	No
326.100	Rolleston Industrial Developments Ltd	TRAN-S4	Support TRAN-S4. Retain TRAN-S4 as notified.	9.4	Accept	See 273.7, 303.27 and 325.86 above.	
284.97	Clampett Investments Ltd	TRAN-S5	Supports TRAN-S5. Retain TRAN-S5 as notified.	9.1	Accept	No changes sought to the notified provision.	No
326.101	Rolleston Industrial Developments Ltd	TRAN-S5	Support TRAN-S5. Retain TRAN-S5 as notified.	9.1	Accept	No changes sought to the notified provision.	No
284.98	Clampett Investments Ltd	TRAN-S6	Supports TRAN-S6. Retain TRAN-S6 as notified.	9.1	Accept	No changes sought to the notified provision.	No
326.102	Rolleston Industrial Developments Ltd	TRAN-S6	Support TRAN-S6. Retain TRAN-S6 as notified.	9.1	Accept	No changes sought to the notified provision.	No

Table B 7: Recommended responses to submissions: TRAN Standards							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
284.99	Clampett Investments Ltd	TRAN-S7	Supports TRAN-S7. Retain TRAN-S7 as notified.	9.1	Accept	No changes sought to the notified provision.	No
326.103	Rolleston Industrial Developments Ltd	TRAN-S7	Support TRAN-S7. Retain TRAN-S7 as notified.	9.1	Accept	No changes sought to the notified provision.	No
284.100	Clampett Investments Ltd	TRAN-S8	Supports TRAN-S8. Retain TRAN-S8 as notified.	9.1	Accept	No changes sought to the notified provision.	No
303.28	Fire and Emergency NZ	TRAN-S8	Support TRAN-S8 and the requirement for there to be minimum loading space and manoeuvring areas. The Code of Practice states that the hardstand area for a standard fire appliance should be no less than 4.5m in width and 11m in length. TRAN-APP4, turning area for large rigid truck outlines the sweep path and turning area for a large rigid truck. It is anticipated that for activities where large rigid trucks are provided for, fire appliances would be able to use the manoeuvring areas. Retain TRAN-S8 as notified.	9.1	Accept	No changes sought to the notified provision.	No
326.104	Rolleston Industrial Developments Ltd	TRAN-S8	Support TRAN-S8. Retain TRAN-S8 as notified.	9.1	Accept	No changes sought to the notified provision.	No
284.101	Clampett Investments Ltd	TRAN-S9	Supports TRAN-S9. Retain TRAN-S9 as notified.	9.1	Accept	No changes sought to the notified provision.	No
326.105	Rolleston Industrial Developments Ltd	TRAN-S9	Support TRAN-S9. Retain TRAN-S9 as notified.	9.1	Accept	No changes sought to the notified provision.	No
277.24 ³⁸	Ministry of Education Te Tāhuhu o Te Mātauranga	Table TRAN-13 (part of TRAN-S10)	In Table TRAN-13, exclude educational facilities from cycle parking requirements as each educational facility has different demographics and travel requirements, and cycle parking should be determined by the individual needs of each educational facility. Amend Table TRAN-13: "... Place of assembly <u>and</u> recreation activities and educational facility : ..."	8.8	Reject	It is acknowledged that each educational facility has different demographics and locational characteristics and travel requirements, and the requirements in Table TRAN-13 may be onerous for larger education facilities. However, MoE schools in the district are designated and designations override district plan rules. Developments on such schools are subject to Outline Plans. Cycle parking provision can be justified on a case by case basis through Outline Plans. Territorial authorities can only request changes to Outline Plans, and the Minister can accept or reject these in full or in part. Therefore, the cycle parking provisions should not present an onerous requirement.	No

³⁸ Oppose – Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 7: Recommended responses to submissions: TRAN Standards							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
						<p>I also note that 'educational facility' is defined in the Proposed Plan as: 'means land or buildings used for teaching or training by childcare services, schools, or tertiary education services, including any ancillary activities.'</p> <p>This definition applies more broadly than just MoE schools, if education facilities were excluded from the requirements in Table TRAN-13, I consider this would not achieve the direction within TRAN-O1(5) to reduce dependency on single-occupant motor vehicles, including through prioritising active transport, and micromobility. As such, I consider the cycle parking requirements should therefore remain to reduce barriers to using cycling as an alternative to motor vehicle travel.</p>	
284.102	Clampett Investments Ltd	TRAN-S10	Supports TRAN-S10. Retain TRAN-S10 as notified.	8.8	Accept	No changes sought to the notified provision.	No
326.106	Rolleston Industrial Developments Ltd	TRAN-S10	Support TRAN-S10. Retain TRAN-S10 as notified.	8.8	Accept	No changes sought to the notified provision.	No
284.103	Clampett Investments Ltd	TRAN-S11	Supports TRAN-S11. Retain TRAN-S11 as notified.	8.8	Accept	No changes sought to the notified provision.	No
326.107	Rolleston Industrial Developments Ltd	TRAN-S11	Support TRAN-S11. Retain TRAN-S11 as notified.	8.8	Accept	No changes sought to the notified provision.	No

Table B 8: Recommended responses to submissions: TRAN Appendices							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
325.82 ³⁹	Kainga Ora – Homes and Communities	Table TRAN-17 TRAN-APP1	Oppose Table TRAN-17 as the required separation distances are too onerous. Seek review and amendment so that minimum	11.2	Reject	The notified proposed minimum separation distances for vehicle crossings from road	No

³⁹ Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 8: Recommended responses to submissions: TRAN Appendices							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			separation distances for vehicle crossings from road intersections are more appropriately set to manage the safety and efficiency of the transport network, while recognising and providing for residential intensification. Delete Table TRAN-17.			intersections are based on recognised traffic safety standards. They result from a review of such standards undertaken by an independent traffic consultant, taking into account provisions in the operative District Plan, other District Plans, and national standards ⁴⁰ . Deleting the requirements may pose significant adverse effects on the safety and efficiency of the transport network.	
275.20	Waka Kotahi NZ Transport Agency	Table TRAN-19 TRAN-APP1	<p>Seek clarification on what minimum sight distances from vehicle crossings for posted speed limits in Table TRAN-19 have been based on, as they do not align with the NZTA Policy Planning Manual, and why different distances have been provided for 'residential' and 'other' activities.</p> <p>Amend Table TRAN-19:</p> <p>"Table TRAN 19: Minimum sight distances from vehicle crossings Residential All activities except high traffic generators (m) 40 60 <u>89</u> 80 <u>113</u> 100 <u>140</u> 120 <u>170</u> 150 <u>203</u> 170 <u>240</u> 200 <u>282</u> Other activity (m)- 75 100 125 150 180 215 250"</p>	11.2	Accept	The notified proposed standards result from a review of such standards undertaken by an independent traffic consultant in 2019, prior to proposed plan notification in 2021, taking into account provisions in the operative District Plan, other District Plans, and national standards ⁴¹ . However, it is accepted that in the interim it appears that Waka Kotahi NZ Transport Agency has updated the relevant standards. This guidance is constructive and helpful.	Yes
373.41 See also 373.40	KiwiRail Holdings Ltd	TRAN-APP7	TRAN-APP7 requires amendment to give direction as to how the diagrams and sight triangles are to be applied. This will support TRAN-R21, TRAN-P4 and TRAN-P6, and ensure level crossing sightlines are not compromised.	11.3	Accept	The requested amendment will ensure level crossing sightlines are not compromised, by giving better direction as to how the diagrams and sight triangles are to be	Yes

⁴⁰ See section 2.5.3 Transport Section 32 report

⁴¹ See section 2.5.3 Transport Section 32 report

Table B 8: Recommended responses to submissions: TRAN Appendices							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
TRAN Rules			<p>TRAN-APP7 provides diagrams which show approach sight triangles and re-start sight triangles for road/rail level crossings, important for TRAN-R21, however, the advisory notes give no direction as to how the diagrams and sight triangles are to be applied.</p> <p>Submitter produced diagrams (see full submission) for inclusion in district plans throughout New Zealand, with amendments that will improve TRAN-APP7 and thus support TRAN-R21, TRAN-P4 and TRAN-P6.</p> <p>Amend TRAN-APP7 as follows: (refer to full submission)</p> <p>TRAN-APP7 Sight triangles for road/rail level crossings</p> <p><u>Approach sight triangles at level crossings with Stop or Give Way signs</u> <u>On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building, structure, road intersections, vehicle crossings or vegetation shall be located within the shaded areas shown in Figure 1.</u> <u>These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.</u></p> <p>Figure 1: Approach Sight Triangles for Level Crossings with "Stop" or "Give Way" Signs</p> <p><u>Advice Note:</u> <u>The approach sight triangles ensure that clear visibility is achieved around rail level crossings with Stop or Give Way signs so that a driver approaching a rail level can either: - See a train and stop before the crossing; or</u> <u>- Continue at the approach speed and cross the level crossing safely</u> <u>Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.</u> <u>No approach sight triangles apply for level crossings fitted with alarms and/or barrier arms. However, care should be taken to avoid developments that have the potential to obscure visibility of these alarm masts. This is particularly important where there is a curve in the road on the approach to the level crossing, or where the property boundary is close to the edge of the road surface and there is the potential for vegetation growth.</u></p>			<p>applied. The updated guidance in this highly technical matter is constructive and helpful. TRAN-APP7 has been amended using text, tables and figures from KiwiRail's submission.</p>	

Table B 8: Recommended responses to submissions: TRAN Appendices							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>Restart sight triangles at level crossings <u>On sites adjacent to all rail level crossings, no building, structure, road intersections, vehicle crossings or vegetation shall be located within the shaded areas shown in Figure 2. These are defined by a sight triangle taken 5 metres from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 1).</u></p> <p>Figure 2: Restart Sight Triangles for all Level Crossings</p> <p>Table 1: Required Restart Sight Distances for Figure 2: <u>Required approach visibility along tracks A (m)</u> <u>Signs only: 677m</u> <u>Alarms only: 677m</u> <u>Alarms and barriers: 60m</u></p> <p><u>Advice Note:</u> <u>The restart sight line triangles ensure that a road vehicle driver stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train. Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.</u></p> <p>Notes: <u>1. Figures 1 and 2 show a single set of rail tracks only. For each additional set of tracks add 25m to the along-track distance in Figure 1, and 50m to the along-track distance in Figure 2.</u> <u>2. All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual, Part 9 Level Crossings. The formulae in this document are performance based; however the rule contains fixed parameters to enable easy application of the standard. Approach and restart distances are derived from a:</u> <u>- train speed of 110 km/h</u> <u>- vehicle approach speed of 20 km/h</u> <u>- fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing</u> <u>- 25m design truck length</u> <u>- 90° angle between road and rail</u></p>				

Table B 9: Recommended responses to submissions: TRAN Matters of Discretion							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
284.104	Clampett Investments Ltd	TRAN-MD1	Supports TRAN-MD1. Retain TRAN-MD1 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.108	Rolleston Industrial Developments Ltd	TRAN-MD1	Support TRAN-MD1. Retain TRAN-MD1 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.105	Clampett Investments Ltd	TRAN-MD2	Supports TRAN-MD2. Retain TRAN-MD2 as notified.	10.1	Accept	See 325.88 below. The notified provision is proposed to be retained as it is considered appropriate.	No
325.88 ⁴²	Kainga Ora – Homes and Communities	TRAN-MD2	<p>Delete TRAN-MD2(2) as the issue is addressed in (1). Amend (4) to clarify its meaning and application.</p> <p>Amend TRAN-MD2:</p> <p>"Maximum number of vehicle crossings 1. The extent to which the number of vehicle crossings will adversely affect the efficient and safe operation of the road. 2. The extent of any cumulative effects of the number of vehicle crossings when considered in the context of existing and future vehicle crossings in the vicinity. 3. The extent to which any aspect(s) of road design or formation will mitigate adverse effects of the number of vehicle crossings. 4. The extent to which any Management of adverse effects on existing landscaping, stormwater management or other infrastructure will be affected by the formation of vehicle crossings."</p>	10.2	Reject	<p>Deletion of (2) is not accepted. I consider clause (1) requires consideration of the effects of the current vehicle crossings proposal. In contrast (2) requires an assessment of the cumulative effects taking into account existing and future vehicle crossings in the vicinity. Future crossings may be known as these may already be consented, or permitted under the Vehicle Crossing Bylaw, but not yet constructed.</p> <p>I disagree the requested amendments to (4) are required, it largely requires consideration of the same matters but is inconsistent with the drafting style of the rest of the matters of discretion in TRAN-MD2.</p>	No
326.109	Rolleston Industrial Developments Ltd	TRAN-MD2	Support TRAN-MD2. Retain TRAN-MD2 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.106	Clampett Investments Ltd	TRAN-MD3	Supports TRAN-MD3. Retain TRAN-MD3 as notified.	10.3	Accept	No changes sought to the notified provision.	No
325.89	Kainga Ora – Homes and Communities	TRAN-MD3	<p>Amend TRAN-MD3(1) to clarify its meaning and application.</p> <p>Amend TRAN-MD3:</p> <p>"Minimum separation distance between vehicle crossings 1. The extent to which any Management of adverse effects on existing landscaping or stormwater management or other infrastructure will be affected by the location of vehicle crossings. ..."</p>	10.3	Reject	I disagree the requested amendments to (1) are required, it largely requires consideration of the same matters but is inconsistent with the drafting style of the rest of the matters of discretion in TRAN-MD3.	No

⁴² Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 9: Recommended responses to submissions: TRAN Matters of Discretion							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
326.110	Rolleston Industrial Developments Ltd	TRAN-MD3	Support TRAN-MD3. Retain TRAN-MD3 as notified.	10.3	Accept	No changes sought to the notified provision.	No
284.107	Clampett Investments Ltd	TRAN-MD4	Supports TRAN-MD4. Retain TRAN-MD4 as notified.	10.4	Accept	No changes sought to the notified provision.	No
325.90 ⁴³	Kainga Ora – Homes and Communities	TRAN-MD4	<p>Delete TRAN-MD4(4) as this will be addressed via the Integrated Transport Assessment rules where required.</p> <p>Delete reference to "future" crossings as this cannot be determined.</p> <p>Delete (10) and incorporate into (3) to avoid duplication.</p> <p>Amend TRAN-MD4:</p> <p>"Minimum separation distance for vehicle crossings from road intersections and pedestrian crossing facility</p> <p>...</p> <p>3. The extent of effects on the safety of users of all transport modes <u>and pedestrian crossing facilities.</u></p> <p>4. The extent to which the number and type of vehicles generated by the activity on the site will adversely affect the safe and efficient use of the frontage road, particularly at times of peak traffic flows.</p> <p>...</p> <p>8. The extent of any cumulative effects when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.</p> <p>9. The extent to which traffic mitigation or calming measures are proposed.</p> <p>10. The extent to which the proximity of a vehicle crossing to a pedestrian crossing facility may adversely affect the safe use of the pedestrian crossing facility."</p>	10.4	Reject	<p>The requested deletion of TRAN-MD4(4) is not accepted as there may be circumstances where an ITA is not required.</p> <p>The requested deletion of "future" from (8) is not accepted. Future crossings may be known as these may already be consented, or permitted under the Vehicle Crossing Bylaw, but not yet constructed.</p> <p>The requested deletion of (10) and related amendment to (1) are not accepted as they concern two different things.</p> <p>(10) concerns how the proximity of a vehicle crossing to a pedestrian crossing may adversely affect the safe use of the pedestrian crossing and is therefore more specific than (1).</p> <p>(1) is more general as it concerns the safety of users of all transport modes which is wider in scope than (10).</p>	No
326.111	Rolleston Industrial Developments Ltd	TRAN-MD4	Support TRAN-MD4. Retain TRAN-MD4 as notified.	10.4	Accept	No changes sought to the notified provision.	No
284.108	Clampett Investments Ltd	TRAN-MD5	Supports TRAN-MD5. Retain TRAN-MD5 as notified.	10.5	Accept	No changes sought to the notified provision.	No
325.92	Kainga Ora – Homes and Communities	TRAN-MD5	<p>Delete TRAN-MD5(1) as it provides no metric for assessment and is covered by clause (2).</p> <p>Amend TRAN-MD5:</p>	10.5	Reject	The data provided by (1) will assist in addressing the matters in (2), (3) and (4).	No

⁴³ Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

Table B 9: Recommended responses to submissions: TRAN Matters of Discretion							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			"Vehicle crossing design 1. The number of pedestrian and cycle movements across the site frontage and the number and type of vehicles using the vehicle crossing. ..."				
326.112	Rolleston Industrial Developments Ltd	TRAN-MD5	Support TRAN-MD5. Retain TRAN-MD5 as notified.	10.5	Accept	No changes sought to the notified provision.	No
284.109	Clampett Investments Ltd	TRAN-MD6	Supports TRAN-MD6. Retain TRAN-MD6 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.113	Rolleston Industrial Developments Ltd	TRAN-MD6	Support TRAN-MD6. Retain TRAN-MD6 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.110	Clampett Investments Ltd	TRAN-MD7	Supports TRAN-MD7. Retain TRAN-MD7 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.114	Rolleston Industrial Developments Ltd	TRAN-MD7	Support TRAN-MD7. Retain TRAN-MD7 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.111	Clampett Investments Ltd	TRAN-MD8	Supports TRAN-MD8. Retain TRAN-MD8 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.115	Rolleston Industrial Developments Ltd	TRAN-MD8	Support TRAN-MD8. Retain TRAN-MD8 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.112	Clampett Investments Ltd	TRAN-MD9	Supports TRAN-MD9. Retain TRAN-MD9 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.116	Rolleston Industrial Developments Ltd	TRAN-MD9	Support TRAN-MD9. Retain TRAN-MD9 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.113	Clampett Investments Ltd	TRAN-MD10	Supports TRAN-MD10. Retain TRAN-MD10 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.117	Rolleston Industrial Developments Ltd	TRAN-MD10	Support TRAN-MD10. Retain TRAN-MD10 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.114	Clampett Investments Ltd	TRAN-MD11	Supports TRAN-MD11. Retain TRAN-MD11 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.118	Rolleston Industrial Developments Ltd	TRAN-MD11	Support TRAN-MD11. Retain TRAN-MD11 as notified.	10.1	Accept	No changes sought to the notified provision.	No
373.100	KiwiRail Holdings Ltd	TRAN-MD11	Support the restricted discretionary activity status of high traffic generating activities and the matters of discretion outlined in TRAN-MD11. The requirement for a basic or full Integrated Transport Assessment, depending on traffic volume thresholds, will help to identify and manage the adverse effects of high traffic generator activities on the transport system including the	10.1	Accept	No changes sought to the notified provision.	No

Table B 9: Recommended responses to submissions: TRAN Matters of Discretion

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			rail network and any level crossings effected by the development. Retain TRAN-MD11 as notified.				
284.115	Clampett Investments Ltd	TRAN-MD12	Supports TRAN-MD12. Retain TRAN-MD12 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.119	Rolleston Industrial Developments Ltd	TRAN-MD12	Support TRAN-MD12. Retain TRAN-MD12 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.116	Clampett Investments Ltd	TRAN-MD13	Supports TRAN-MD13. Retain TRAN-MD13 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.120	Rolleston Industrial Developments Ltd	TRAN-MD13	Support TRAN-MD13. Retain TRAN-MD13 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.117	Clampett Investments Ltd	TRAN-MD14	Supports TRAN-MD14. Retain TRAN-MD14 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.121	Rolleston Industrial Developments Ltd	TRAN-MD14	Support TRAN-MD14. Retain TRAN-MD14 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.118	Clampett Investments Ltd	TRAN-MD15	Supports TRAN-MD15. Retain TRAN-MD15 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.122	Rolleston Industrial Developments Ltd	TRAN-MD15	Support TRAN-MD15. Retain TRAN-MD15 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.119	Clampett Investments Ltd	TRAN-MD16	Supports TRAN-MD16. Retain TRAN-MD16 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.123	Rolleston Industrial Developments Ltd	TRAN-MD16	Support TRAN-MD16. Retain TRAN-MD16 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.120	Clampett Investments Ltd	TRAN-MD17	Supports TRAN-MD17. Retain TRAN-MD17 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.124	Rolleston Industrial Developments Ltd	TRAN-MD17	Support TRAN-MD17. Retain TRAN-MD17 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.121	Clampett Investments Ltd	TRAN-MD18	Supports TRAN-MD18. Retain TRAN-MD18 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.125	Rolleston Industrial Developments Ltd	TRAN-MD18	Support TRAN-MD18. Retain TRAN-MD18 as notified.	10.1	Accept	No changes sought to the notified provision.	No
373.44	KiwiRail Holdings Ltd	TRAN-MD18	Support TRAN-MD18, including the consideration of the impact on the safety and efficiency of the rail network and visibility and safe sight distances. Further support clause 3 relating to consultation with KiwiRail. Retain TRAN-MD18 as notified.	10.1	Accept	No changes sought to the notified provision.	No

Table B 9: Recommended responses to submissions: TRAN Matters of Discretion							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
284.122	Clampett Investments Ltd	TRAN-MD19	Supports TRAN-MD19. Retain TRAN-MD19 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.126	Rolleston Industrial Developments Ltd	TRAN-MD19	Support TRAN-MD19. Retain TRAN-MD19 as notified.	10.1	Accept	No changes sought to the notified provision.	No
373.4544	KiwiRail Holdings Ltd	TRAN-MD19	Support TRAN-MD19, including the assessment of the extent of adverse effects on the current or future safety and efficiency of transport in (2). Retain TRAN-MD19 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.123	Clampett Investments Ltd	TRAN-MD20	Supports TRAN-MD20. Retain TRAN-MD20 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.127	Rolleston Industrial Developments Ltd	TRAN-MD20	Support TRAN-MD20. Retain TRAN-MD20 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.124	Clampett Investments Ltd	TRAN-MD21	Supports TRAN-MD21. Retain TRAN-MD21 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.128	Rolleston Industrial Developments Ltd	TRAN-MD21	Support TRAN-MD21. Retain TRAN-MD21 as notified.	10.1	Accept	No changes sought to the notified provision.	No
284.125	Clampett Investments Ltd	TRAN-MD22	Supports TRAN-MD22. Retain TRAN-MD22 as notified.	10.1	Accept	No changes sought to the notified provision.	No
326.129	Rolleston Industrial Developments Ltd	TRAN-MD22	Support TRAN-MD22. Retain TRAN-MD22 as notified.	10.1	Accept	No changes sought to the notified provision.	No
373.43	KiwiRail Holdings Ltd	TRAN-MD22	Support TRAN-MD22. The safety and structure of the rail corridor is essential for rail operations. Retain TRAN-MD22 as notified.	10.1	Accept	No changes sought to the notified provision.	No

Table B 10: Recommended responses to submissions: TRAN-related Planning Map							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
367.18 ⁴⁵	Waimakariri District Council	Mapping of Road Hierarchy	Amendment to Planning Map Road Hierarchy required for local and collector roads to update and better reflect function of, and traffic volume on, the specified roads. Amend the Planning Map to change the following road locations from Local Road to Collector Road:	12.1	Accept	The Road Hierarchy on the proposed plan map will be amended to reflect the updates that are recommended to be accepted as this reflects the latest information held by the District Council's roading department.	Yes

⁴⁴ Support - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

⁴⁵ Oppose – Templeton Group [FS 81] – Officer recommendation – reject

Table B 10: Recommended responses to submissions: TRAN-related Planning Map							
Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Sections of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
			<p>a. Pegasus Main Street from Pegasus to Lakeside Drive. b. Te Kohanga Drive from Pegasus Main Street to Tiritiri Moana Drive. c. Infinity Drive from Pegasus Boulevard to Lakeside Drive. d. Blackett Street west of King Street. e. Lehmans Road and River Road from Future Road to West Belt f. Todds Road (all). g. Silverstream Boulevard from Island Road to Sneyd Street. h. Adderley Terrace from Sneyd Street to Fuller Street.</p> <p>Amend the Planning Map to change the following road locations from Collector Road to Local Road:</p> <p>a. Beatties Road (all). b. Huntington Drive north of Salisbury. c. Sandown Boulevard (all). d. Belmont Avenue (all). e. Eders Road (all). f. Petries Road south of Gladstone Road to Copper Beach Road. g. Copper Beach Road from Petries Road to Woodend Beach Road, Island Road from Cosgrove Road to Silverstream Boulevard.</p> <p>Amend to show all of Bob Robertson Drive as Collector Road.</p>			<p>It should be noted that in the proposed plan, the Road Hierarchy classifies roads as either Strategic, Arterial, Collector, or Local Road. However, the proposed plan map only shows Strategic, Arterial and Collector Roads and any other road not shown on the map is a Local Road.</p> <p>On the basis of the amendments recommended to be accepted, some roads currently classified as Local Road (not shown on the planning map) will display as Collector Road on the planning map. Conversely, some roads currently displaying as Collector Road on the planning map, will no longer appear on the planning map when their classification changes to Local Road.</p>	

