

**OFFICER'S REPORT FOR:**

**Hearing Panel**

**SUBJECT:**

**Proposed Waimakariri District Plan: Ranga waka - Transport (TRAN)  
Proposed Waimakariri District Plan: Transport**

**PREPARED BY:**

**Andrew MacLennan – Consultant Planner**

**REPORT DATED:**

**21 July 2023**

**DATE OF HEARING:**

**Stream 5  
21 - 25 August 2023**



## Executive Summary

1. This report considers submissions received by the District Council in relation to the relevant definitions, Introduction, objectives, policies, rules, standards, appendices, matters of discretion and planning map of the Proposed Plan and general matters as they apply to Transport (TRAN). The report outlines recommendations in response to the matters raised in submissions. References to submissions includes further submissions, unless otherwise stated.
2. There were 32 submissions and 303 submission points; and 26 further submissions and 59 further submission points on Transport related provisions. The submissions received were diverse and sought a range of outcomes. A range of technical amendments were requested to Transport related definitions; the Transport chapter Introduction, objectives, policies, rules, standards, appendices, and matters of discretion; and Transport related aspects of the planning map, along with submissions raising Transport-related general matters.
3. This report addresses each of these matters, as well as any other issues raised by submissions. The report outlines recommendations in response to the matters raised in submissions. References to submissions includes further submissions, unless otherwise stated.
4. Appendix A of this report contains a marked-up version of proposed Plan provisions relating to Transport with recommended amendments in response to submissions.
5. For the reasons set out in the Section 32AA evaluation in **Appendix C** of this report, I consider that the proposed objectives and provisions, with the recommended amendments, will be the most appropriate means to achieve the purpose of the RMA where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives, and achieve the relevant objectives of the Proposed Plan, in respect to the proposed provisions.

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## Interpretation

This report may utilise the following abbreviations for brevity as set out in Table 1 below:

**Table 1: Abbreviations Used**

Abbreviation	Means
AEP	Annual exceedance probability
District Council	Waimakariri District Council (territorial authority, submitter and requiring authority)
ECoP	Waimakariri District Council Engineering Code of Practice
GFA	Gross floor area
ITA	Integrated Transport Assessment
NPS	National Policy Statement
NPSUD	National Policy Statement on Urban Development 2020
Operative Plan	Operative Waimakariri District Plan
Proposed Plan	Proposed Waimakariri District Plan
RMA	Resource Management Act 1991
RPS	Operative Canterbury Regional Policy Statement
s32	Section 32 of the RMA
s32AA	Section 32AA of the RMA
s42A	Section 42A of the RMA

**Table 2: Abbreviations of Submitters' Names**

Abbreviation	Means
CCC	Christchurch City Council
CDHB	Christchurch District Health Board
Chorus	Chorus New Zealand Ltd
CIAL	Christchurch International Airport Ltd
Corrections	Ara Poutama Aotearoa the Department of Corrections
DoC	Department of Conservation Te Papa Atawhai
ECan	Environment Canterbury / Canterbury Regional Council
Federated Farmers	Federated Farmers of New Zealand Inc.
FENZ	Fire and Emergency New Zealand
Fish and Game	North Canterbury Fish and Game Council
Foodstuffs	Foodstuffs South Island Ltd and Foodstuffs (South Island) Properties Ltd
Forest and Bird	Royal Forest and Bird Protection Society
Heritage NZ	Heritage New Zealand Pouhere Taonga
Hort NZ	Horticulture New Zealand
Kainga Ora	Kainga Ora - Homes and Communities
KiwiRail	KiwiRail Holdings Limited
Mainpower	Mainpower New Zealand Ltd
MoE	Minister / Ministry of Education
Ngāi Tūāhuriri	Te Ngāi Tūāhuriri Rūnanga

<b>Abbreviation</b>	<b>Means</b>
NZDF	New Zealand Defence Force
Police	Minister of Police / NZ Police
QEII Trust	Queen Elizabeth the Second National Trust
Ravenswood	Ravenswood Developments Ltd
Spark	Spark New Zealand Trading Ltd
Summerset	Summerset Retirement Villages (Rangiora) Ltd
Tuhaitara Trust	Te Kohaka o Tuhaitara Trust
Transpower	Transpower New Zealand Ltd
Vodafone	Vodafone New Zealand Ltd / One.NZ
WDC	Waimakariri District Council (including as requiring authority)
Waka Kotahi	Waka Kotahi NZ Transport Agency

In addition, references to submissions includes further submissions, unless otherwise stated.



# 1 Introduction

## 1.1 Purpose

6. The purpose of this report is to provide the Hearing Panel with a summary and analysis of the submissions received on the Transport (TRAN) chapter, TRAN-related definitions, and TRAN-related planning map matters, and to recommend possible amendments to the Proposed Plan in response to those submissions. References to submissions includes further submissions, unless otherwise stated.
7. This report is prepared under section 42A of the RMA.
8. This report makes recommendations as to whether submissions received on the above matters should be accepted, accepted in part, or rejected, and concludes with a recommendation for changes to the Proposed Plan provisions or map.
9. The recommendations are informed by evaluation undertaken by the author.
10. This report is provided to assist the Hearings Panel in their role as Independent Commissioners. The Hearings Panel may choose to accept or reject the conclusions and recommendations of this report and may come to different conclusions and make different recommendations, based on the information and evidence provided to them by submitters.
11. This report is intended to be read in conjunction with Officers' Reports on 'Part 1: Introduction and general provisions' (the 'overarching' report) and 'Strategic directions'.

## 1.2 Author

12. My name is Andrew Maclennan. My qualifications and experience are set out in **Appendix D** of this report.
13. My role in preparing this report is that of an expert planner.
14. I was not involved in the preparation of the Proposed Plan or the Section 32 report. I have been contracted to evaluate the relief requested in submissions and to provide recommendations in the form of a Section 42A report.
15. Although this is a District Council Hearing, I have read the Code of Conduct for Expert Witnesses contained in the 2023 Practice Note issued by the Environment Court. I have complied with that Code when preparing my written statement of evidence and I agree to comply with it when I give any oral evidence.
16. The scope of my evidence relates to the Transport (TRAN) chapter, Transport-related definitions, and Transport-related aspects of the planning map. I confirm that the issues addressed in this statement of evidence are within my area of expertise as an expert policy planner.
17. Any data, information, facts, and assumptions I have considered in forming my opinions are set out in the part of the evidence in which I express my opinions. Where I have set out opinions in my evidence, I have given reasons for those opinions.
18. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

### 1.3 Key Issues in Contention

19. There were 32 submissions and 303 submission points; and 26 further submissions and 59 further submission points on Transport related provisions. The majority of the submissions received were related to minor drafting matters including amendments to Transport related definitions, objectives, policies, rules, standards, appendices, and matters of discretion; and Transport related aspects of the planning map. The 'High traffic generators' rule TRAN-R20 was the key point of contention within the submissions. I address submissions relating to these topics in this report.

### 1.4 Procedural Matters

20. At the time of writing this report there have not been any pre-hearing conferences, clause 8AA meetings or expert witness conferencing in relation to submissions on provisions relating to Transport.

### 1.5 Variation 1: Housing Intensification

21. The TRAN chapter is subject to one amendment introduced by Variation 1: Housing Intensification, within the Introduction section as follows:

*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.*

22. Submissions associated with this amendment are not addressed within this report but are highlighted in **Appendix A** to assist the reader. These submissions will be addressed in the Variation 1 s42A report.
23. This amendment was included on a number of district plan chapters to reflect the fact that the transport chapter contained a number of existing proposed provisions that were considered to potentially affect density but were assessed as 'existing qualifying matters' under Variation 1. No specific changes to provisions were proposed<sup>1</sup>.

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<sup>1</sup> See section 3.2 of the s32 Evaluation of Variation 1 for an explanation of how district wide matters apply

## 2 Statutory Considerations

### 2.1 Resource Management Act 1991

24. The Proposed Plan has been prepared in accordance with the RMA and in particular, the requirements of:

- section 74 Matters to be considered by territorial authority, and
- section 75 Contents of district plans.

25. There are a number of higher order planning documents and strategies and other plans that provide direction and guidance for the preparation and content of the Proposed Plan. These documents relevant to the Transport provisions in the proposed Plan are discussed in detail within the Section 32 Evaluation Report for the Transport chapter. This Section 32 Report sets out the background context that has influenced the notified Transport provisions.

26. In relation to the RPS, the introduction to Chapter 5 – Land use and infrastructure states:

*The issues and objectives within this chapter of the Canterbury Regional Policy Statement (CRPS) generally apply to all of the Canterbury region. However, many resource management issues associated with urban and rural-residential development tend to be concentrated in the Greater Christchurch area. For the Greater Christchurch area, the issues to be resolved, and the manner in which the objectives are to be implemented, are set out in Chapter 6 – Recovery and Rebuilding of Greater Christchurch.*

*Within this chapter, the issues, objectives and policies that relate to the Canterbury region inclusive of Greater Christchurch will be notated as 'Entire Region'; those provisions which are not relevant to Greater Christchurch will be notated as 'Wider Region'.*

*Accordingly, the achievement and implementation of the objectives, policies or methods in Chapter 6 – Recovery and Rebuilding of Greater Christchurch, take precedence within Greater Christchurch.*

27. In addition, Chapter 6 – Recovery and rebuilding of Greater Christchurch states:

*Chapter 6 provides a resource management framework for the recovery of Greater Christchurch, to enable and support earthquake recovery and rebuilding, including restoration and enhancement, for the area through to 2028. Recovery in Greater Christchurch is also supported by provisions in Chapter 5 – Land use and infrastructure that are notated "Entire Region". The provisions in the remainder of the CRPS also apply.*

*The purpose of Chapter 6 is to enable recovery by providing for development in a way that achieves the purpose of the Resource Management Act 1991.*

28. Map A within the RPS sets out the geographic extent of Greater Christchurch which includes the southeastern corner of the Waimakariri District including Rangiora, Kaiapoi, Woodend and Pegasus.

29. Within this report a variety of relevant RPS provisions are referred to including within Chapters 5 and 6 both of which are relevant and apply within the Waimakariri District, albeit that the achievement and implementation of the objectives, policies or methods in Chapter 6 –

Recovery and Rebuilding of Greater Christchurch, take precedence within Greater Christchurch.

## 2.2 Section 32AA

30. I have undertaken an evaluation of the recommended amendments to provisions since the initial section 32 evaluation was undertaken in accordance with s32AA. Section 32AA states:

***32AA Requirements for undertaking and publishing further evaluations***

*(1) A further evaluation required under this Act—*

*(a) is required only for any changes that have been made to, or are proposed for, the proposal since the evaluation report for the proposal was completed (the changes); and*

*(b) must be undertaken in accordance with section 32(1) to (4); and*

*(c) must, despite paragraph (b) and section 32(1)(c), be undertaken at a level of detail that corresponds to the scale and significance of the changes; and*

*(d) must—*

*(i) be published in an evaluation report that is made available for public inspection at the same time as the approved proposal (in the case of a national policy statement or a New Zealand coastal policy statement or a national planning standard), or the decision on the proposal, is notified; or*

*(ii) be referred to in the decision-making record in sufficient detail to demonstrate that the further evaluation was undertaken in accordance with this section.*

*(2) To avoid doubt, an evaluation report does not have to be prepared if a further evaluation is undertaken in accordance with subsection (1)(d)(ii).*

31. The required section 32AA evaluation for changes proposed as a result of consideration of submissions with respect to matters relating to Transport is contained within **Appendix C** of this report.

## 2.3 Trade Competition

32. No consideration of trade competition has been given with respect to Transport. Trade competition is not considered relevant to the Transport provisions of the Proposed Plan.
33. There are no known trade competition issues raised within the submissions.

## 3 Consideration of Submissions

### 3.1 Overview

34. There were 32 submissions and 303 submission points; and 26 further submissions and 59 further submission points on Transport related definitions; the Transport chapter Introduction, objectives, policies, rules, standards, appendices, and matters of discretion; Transport related aspects of the planning map; and general matters.

#### 3.1.1 Report Structure

35. Submissions on matters relating to Transport raised a number of issues which have been grouped into topics. An evaluation of the submissions follows a topic-by-topic approach in the following order:

- Transport-related General matters;
- Transport chapter Introduction;
- Transport Objectives;
- Transport Policies;
- Transport Rules;
- Transport Standards;
- Transport Matters of Discretion;
- Transport Appendices;
- Transport-related planning map matters; and
- Transport-related Definitions.

36. The following evaluation should be read in conjunction with the summaries of submissions and the submissions themselves. Where I agree with the relief sought and the rationale for that relief, I have noted my agreement, and my recommendation is provided in the summary of submission table in **Appendix B**. Where I have undertaken further evaluation of the relief sought in a submission(s), the evaluation and recommendations are set out in the body of this report. I have provided a marked-up version of the Chapter with recommended amendments in response to submissions as **Appendix A**.

37. Where a further submission has been lodged in support of or in opposition to an original submission, the further submission is referenced by a footnote of 'support' or 'oppose' along with the name of the further submitter and the further submission number.

38. This report only addresses definitions that are specific to this topic.

39. I have undertaken the s32AA evaluation of amendments proposed as a result of consideration of submissions with respect to matters relating to Transport in a consolidated manner, which is attached as **Appendix C**.

## 4 General matters

### 4.1.1 Matters raised by submitters

40. Seven submissions have been received relating to general transport matters unrelated to specific provisions. One provides general support for the notified Transport provisions,<sup>2</sup> and one supports the removal of minimum car parking requirements and seeks this be retained.<sup>3</sup>
41. Two submitters<sup>4</sup> seek provision within the Plan for Mass Rapid Transport, or fast rail, and Martin Pinkham [199.1] considers the Proposed Plan fails to provide adequate provision for key transport hubs and routes necessary to support a comprehensive Spatial Development Plan for the District.
42. One submission considers 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.
43. One submission considers active transport modes should be included in any development,<sup>5</sup> and Oxford-Ohoka Community Board [172.9] considers the size of vehicle used should inform the size of car parking provided, particularly in rural environments.

### 4.1.2 Assessment

44. In relation to the submitters seeking provision for a fast rail between Ashburton and Hanmer Springs, key transport hubs and routes within the TRAN chapter, or provision for integrated development of housing and transport infrastructure, I disagree this is the role of the district plan to provide for this. Promotion of this nature would usually occur outside the statutory environment of a district plan.
45. In relation to the submission seeking provisions requiring active transport modes as part of any development. I note that the TRAN chapter plan includes objectives, policies and rules relating to active transport.
46. In relation to the submission from the Oxford-Ohoka Community Board, I note that 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.

### 4.1.3 Summary of recommendations

47. I recommend that the submissions from the following submitters be **accepted**:

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<sup>2</sup> Rangiora-Ashley Community Board [148.1]

<sup>3</sup> Foodstuffs [267.18]

<sup>4</sup> Drusilla Kingi [16.6], Kaiapoi-Tuahiwi Community Board [147.2]

<sup>5</sup> Woodend-Sefton Community Board [155.15]

- Foodstuffs South Island Ltd and Foodstuffs (South Island) Properties Ltd [267.18],
- Rangiora-Ashley Community Board [148.1],
- Woodend-Sefton Community Board [155.15],
- Oxford-Ohoka Community Board [172.9].

48. I recommend that the submissions from the following submitters be **rejected**:

- Drucilla Kingi-Patterson [16.6],
- Kaiapoi-Tuahivi Community Board [147.2], and
- Martin Pinkham [199.1].

49. I recommend that no change be made to the EI chapter of the Proposed District Plan.

## **4.2 Introduction to the Transport chapter**

### **4.2.1 Matters raised by submitters**

50. One submission has been received relating to the Introduction to the Transport chapter. KiwiRail seeks amendments to support interpretation of policies, objectives and rules that apply to rail infrastructure.<sup>6</sup> Specifically, they seek the Energy and Infrastructure and Transport Chapters adopt the approach of the draft Wellington City District Plan (now proposed), which provides separate chapters and provisions for Infrastructure, Energy and Transport.

### **4.2.2 Assessment**

51. In relation to the submission from KiwiRail, the amendment to the Energy and Infrastructure chapter will be considered within the Energy and Infrastructure s42A report. I disagree that any further amendments are required the TRAN chapter.

### **4.2.3 Summary of recommendations**

52. I recommend that the submission from KiwiRail be **rejected**.

- KiwiRail Holdings Ltd [373.16]

53. I recommend that no change be made to the EI chapter of the Proposed District Plan.

### **4.2.4 Section 32AA evaluation**

54. No section 32AA evaluation is required.

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<sup>6</sup> KiwiRail [373.16]

## 5 Objectives

### 5.1 Introduction

55. The Transport Chapter includes five objectives. One objective TRAN-O5<sup>7</sup> only received submissions in support and seeking its retention as notified. I therefore recommend this objective be retained as notified.

### 5.2 Objective TRAN-O1: A safe, resilient, efficient, integrated and sustainable transport system

#### 5.2.1 Matters raised by submitters

56. Eleven submissions have been received on TRAN-O1, 8 seek it be retained as notified.<sup>8</sup> Two seek amendments to Clause (5). Specifically, MoE seeks explicit provision for walking, cycling and micro-mobility users,<sup>9</sup> and WDC seeks amendment to clarify the relationship between how public transport and active transport support reduce dependency on private motor vehicles.<sup>10</sup>

57. Mark Kingston considers the Council needs to invest in creating the "Eastern Bypass" before any more residential development is allowed to progress around Rangiora. The submitter seeks creation of the "Eastern Bypass" designation before residential developments are progressed, as the submitter considers the current roading network will become overloaded.<sup>11</sup>

#### 5.2.2 Assessment

58. With reference to amendments seeking explicit provision for "walking, cycling and micro-mobility", I note the Proposed Plan includes a definition of "active transport" which states:

*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.*

59. Given the definition of active transport I disagree any additions relating to walking and cycling are required. However, I acknowledge that 'micro-mobility' is not captured by the definition of 'active transport'. I also acknowledge that 'micro-mobility' usage is increasing and is a form of transport that does reduce dependency on private motor vehicles. 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. I note that Waka Kotahi includes a definition of 'micro-mobility' in their 'draft Public transport design guidance'<sup>12</sup> as:

*'Micromobility: 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.'*

<sup>7</sup> Clampett Investments [284.53], Rolleston Industrial Developments Limited [326.57]

<sup>8</sup> CIAL [254.33], Waka Kotahi [275.14], Clampett Investments Ltd [284.49], FENZ [303.18], ECAN [316.28], Kainga Ora [325.64], Rolleston Industrial Developments Ltd [326.53], KiwiRail [373.27]

<sup>9</sup> MoE [277.15]

<sup>10</sup> WDC [367.31]

<sup>11</sup> Mark Kingston [369.1]

<sup>12</sup> <https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/public-transport-design-guidance/>



60. I recommend this definition be added to the Proposed Plan.
61. In relation to replacing reference to “*private motor vehicles*” with “*single-occupant motor vehicles*”, I agree this provides greater support for initiatives such as carpooling and use of T2 lanes. I also consider inserting the word “*prioritising*” goes part way to fulfilling Council’s obligations to give greater effect to Policy 1(c) of the NPSUD and both amendments reinforce Council’s aim to reduce dependency on private motor vehicles.
62. Finally in relation to submission seeking the creation of the “eastern bypass” designation, I note that the Proposed Plan as notified includes the following new 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. Requirement WDC-47 is subject to a requirement/designation process separate to the provisions in the Transport chapter and the Proposed District Plan process. This requirement 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 requirement without the approval of the requiring authority (that is Waimakariri District Council), which helps secure the route until such time as the requirement is beyond appeal and becomes a designation.

### 5.2.3 Summary of recommendations

63. I recommend that the submissions from the following submitters be **accepted**:
- CIAL [254.33]
  - MoE [277.15]
  - Waka Kotahi [275.14]
  - Clampett Investments Ltd [284.49]
  - Fire and Emergency New Zealand [303.18]
  - Canterbury Regional Council [316.28]
  - Kainga Ora [325.64]
  - Rolleston Industrial Developments Ltd [326.53]
  - KiwiRail [373.27]
  - Waimakariri District Council [367.31]
64. I recommend that the submissions from the following submitters be **rejected**:
- Mark Kingston [369.1]
65. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-O1(5) as follows and as shown in **Appendix A**:

<b>TRAN-O1</b>	<p><b>A safe, resilient, efficient, integrated and sustainable transport system</b> 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"> <li>1. is safe, resilient, efficient and sustainable for all transport modes;</li> <li>2. is responsive to future needs and changing technology;</li> <li>3. enables economic development, including for freight;</li> <li>4. supports healthy and liveable communities;</li> <li>5. reduces dependency on <u>private single-occupant</u><sup>13</sup> motor vehicles, including through <u>prioritising</u><sup>14</sup> public transport, <u>and active transport, and micromobility</u><sup>15</sup>; and</li> <li>6. enables the economic, social, cultural and environmental well-being of people and communities.</li> </ol>
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66. I recommend including a new definition of 'micromobility' as follows:

<b>MICROMOBILITY</b>	<p><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><sup>16</sup></p>
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### 5.3 Objective TRAN-O2: Parking, loading area and associated access and manoeuvring area

#### 5.3.1 Matters raised by submitters

67. Four submissions have been received on TRAN-O2, 3 seek it be retained as notified.<sup>17</sup> Kainga Ora seeks the removal of reference to 'parking demand' to better reflect the requirements of the NPSUD.<sup>18</sup>

#### 5.3.2 Assessment

68. In relation to removal of "parking demand", 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.

#### 5.3.3 Summary of recommendations

69. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.50]

<sup>13</sup> Waimakariri District Council [367.31]

<sup>14</sup> Waimakariri District Council [367.31]

<sup>15</sup> MoE [277.15]

<sup>16</sup> MoE [277.15]

<sup>17</sup> Clampett Investments [284.50], ECAN [316.29], Rolleston Industrial Developments Limited [326.54]

<sup>18</sup> Kainga Ora [235.65]

- Canterbury Regional Council [316.29]
- Rolleston Industrial Developments Limited [326.54]

70. I recommend that the submissions from the following submitters be **rejected**:

- Kainga Ora [235.65]

71. I recommend that no change be made to the EI chapter of the Proposed District Plan.

## 5.4 Objective TRAN-O3: Adverse effects from the transport system

### 5.4.1 Matters raised by submitters

72. Seven submissions have been received on TRAN-O3, 6 seek it be retained as notified.<sup>19</sup>

73. ECan considers that as notified, phrasing allows equal consideration of whether to avoid, remedy or mitigate adverse effects.<sup>20</sup> They seek amendments to align with Policy 5.8.5 of the RPS and proposes that the Plan avoids or mitigates in the first instance, and remedies where this is not practicable.

74. CCC consider the Proposed Plan requires a new objective, or seeks amendment to TRAN-O3, to acknowledge the inter-district flow of traffic.<sup>21</sup>

### 5.4.2 Assessment.

75. In relation to inserting an effects hierarchy to manage adverse effects, I presume the submission reference to Policy 5.8.5 should instead read as "Policy 5.3.8".

76. Policy 5.3.8 (Wider Region) seeks to:

*'Integrate land use and transport planning on a way that:*

...

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

*(3) where the adverse effects from the development, operation and expansion of the transport system:*

*a. on significant natural and physical resources and cultural values are avoided, or where this is not practicable, remedied or mitigated; and*

*b. are otherwise appropriately controlled'*

77. 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

<sup>19</sup> CIAL [254.34], Waka Kotahi [275.15], Clampett Investments [284.51], Kainga Ora [325.66], Rolleston Industrial Developments Limited [326.55], KiwiRail [323.28]

<sup>20</sup> ECan [316.30]

<sup>21</sup> CCC [360.4], CCC [360.5]

added). I consider the 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.

78. With reference to the inter-district flow of traffic between the Waimakariri District and Christchurch City, I disagree amendments or an additional objective are required. I note that 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.

#### **5.4.3 Summary of recommendations**

79. I recommend that the submissions from the following submitters be **accepted**:

- Waka Kotahi [275.15]
- Clampett Investments [284.51]
- Kainga Ora [325.66]
- Rolleston Industrial Developments Limited [326.55]
- KiwiRail [323.28]

80. I recommend that the submissions from the following submitters be **rejected**:

- Canterbury Regional Council [316.30]
- CCC [360.4], [360.5]

81. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## **5.5 Objective TRAN-O4: Effects of activities on the transport system**

### **5.5.1 Matters raised by submitters**

82. Seven submissions have been received on TRAN-O4, and three seek it be retained as notified.<sup>22</sup>
83. Kainga Ora [325.67] seeks deletion of the word “*avoided*”, as they consider the supporting provisions adequately manage adverse effects.
84. Waka Kotahi [275.16] seeks amendments to ensure the transport system is not constrained or compromised.
85. George Jason Smith [270.11] considers it is not only the activities that occur on the development site that can adversely affect the transport network but the development itself and seeks the following amendments with associated amendment of related objectives, rules, standards and matters of discretion accordingly:

*‘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.’*

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<sup>22</sup> Clampett Investments [284.52], Rolleston Industrial Developments Limited [326.56], KiwiRail [373.29]

86. The submitter also seeks that the numbering of the TRAN Objectives is altered so the current TRAN-O4 comes before current TRAN-O3, to emphasise that the Transport network is of more significance than any proposal.

### 5.5.2 Assessment

87. I do not support the submission of Kainga Ora, I note that RPS Policy 5.3.8(2) states:

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

(1) ...

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

88. In addition, method 2 associated with Policy 5.3.8(2) requires that territorial authorities to set out provisions which:

*“avoid land-uses that may result in adverse sensitivity effects on transport infrastructure”.*

89. Finally, I note that Policy 6.3.6 of the RPS (related to the Greater Christchurch) states:

*‘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.’*

90. Therefore, I consider an avoidance policy is necessary to provide plan users with clear direction of its intent and support the application of proceeding provisions.

91. I support the submission of Waka Kotahi, noting the “Principal reasons and explanation’ associated with RPS Policy 5.3.8 (Wider Region) recognises that the operation, maintenance and future development of the transport system can be significantly constrained by the adverse environmental impact of encroaching activities and development.

92. In relation to the submission of George Jason Smith I do not support the wording amendments sought, however I consider the revised drafting provides for future planning and development. I disagree a re-ordering of objectives is required, order of the objectives is not important as they all have equal weight.

### 5.5.3 Summary of recommendations

93. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.52]
- Rolleston Industrial Developments Limited [326.56]
- KiwiRail [373.29]
- Waka Kotahi [275.16]
- Christchurch City Council [360.4], [360.5]

94. I recommend that the submissions from the following submitters be **rejected**:
- George Jason Smith [270.11]
  - Kainga Ora [325.67]
95. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-O4 as follows and as shown in **Appendix A**:

<b>TRAN-O4</b>	<b>Effects of activities on the transport system</b> 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> <sup>23</sup> .
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## 5.6 Section 32AA evaluation

96. I consider the recommended amendments will provide greater scope and clarity as to the outcomes intended, and therefore will be easier to interpret and implement and will be more effective than the notified provisions. The recommended amendments will be more consistent with and give better effect to higher order documents, and better provide for critical infrastructure, strategic infrastructure, and regionally significant infrastructure. The recommended amended objectives are the most appropriate way to achieve the purpose of the RMA by providing a coherent package of desired outcomes consistent with sustainable management. A full assessment of the amendments recommended to the TRAN Chapter are included in **Appendix C**.

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<sup>23</sup> Waka Kotahi NZ Transport Agency [275.16]

## 6 Policies

### 6.1 Introduction

97. The Transport Chapter includes 16 policies. Nine of these policies (Policies TRAN-P3<sup>24</sup>, TRAN-P6<sup>25</sup>, TRAN-P7<sup>26</sup>, TRAN-P8<sup>27</sup>, TRAN-P10<sup>28</sup>, TRAN-P12<sup>29</sup>, TRAN-P13<sup>30</sup>, and TRAN-P16<sup>31</sup>) only received submissions in support and seeking their retention as notified.
98. I recommend that no change be made to the following policies in the EI chapter of the Proposed Plan:
- TRAN-P3, TRAN-P6, TRAN-P7, TRAN-P8, TRAN-P10, TRAN-P12, TRAN-P13, and TRAN-P16

### 6.2 Policy TRAN-P1: Recognising the benefits of, and providing for, transport

#### 6.2.1 Matters raised by submitters

99. Six submissions have been received on policy TRAN-P1, five seek it be retained as notified.<sup>32</sup> Waka Kotahi [275.17] seek amendments to Clause (2) which take into account the functional and operational needs of infrastructure.

#### 6.2.2 Assessment

100. 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. Therefore, support amendment sought by Waka Kotahi.

#### 6.2.3 Summary of recommendations

101. I recommend that the submissions from the following submitters be **accepted**:
- Clampett Investments [284.54]
  - Fire and Emergency New Zealand [303.19]
  - Kainga Ora [254.68]

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<sup>24</sup> Clampett Investments [284.56], Rolleston Industrial Developments Limited [326.60]

<sup>25</sup> Clampett Investments [284.59], Kainga Ora [325.71], Rolleston Industrial Developments Limited [326.63], KiwiRail [373.33]

<sup>26</sup> MoE [277.18], Clampett Investments [284.60], Kainga Ora [325.72], Rolleston Industrial Developments Limited [326.64]

<sup>27</sup> Clampett Investments [284.61], Kainga Ora [325.73], Rolleston Industrial Developments Limited [326.65]

<sup>28</sup> Clampett Investments [284.63], Kainga Ora [325.75], Rolleston Industrial Developments Limited [326.67]

<sup>29</sup> Clampett Investments [284.65], Rolleston Industrial Developments Limited [326.69]

<sup>30</sup> Clampett Investments [284.66], FENZ [303.22], Rolleston Industrial Developments Limited [326.70], KiwiRail [373.34]

<sup>31</sup> Clampett Investments [284.69], Rolleston Industrial Developments Limited [326.73]

<sup>32</sup> Clampett Investments [284.54], FENZ [303.19], Kainga Ora [254.68], Rolleston Industrial Developments Limited [326.58], KiwiRail [373.30]

- Rolleston Industrial Developments Limited [326.58]
- KiwiRail [373.30]
- Waka Kotahi [275.17]

102. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-P1(2) as follows and as shown in **Appendix A**:

<b>TRAN-P1</b>	<p><b>Recognising the benefits of, and providing for, transport</b></p> <p>Recognise the benefits of transport by:</p> <ol style="list-style-type: none"> <li>1. enabling the maintenance, repair, removal or minor upgrade of the transport system including land transport infrastructure;</li> <li>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><sup>33</sup> and</li> <li>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.</li> </ol>
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### 6.3 Policy TRAN-P2: Environmentally sustainable outcomes

#### 6.3.1.1 Matters raised by submitters

103. Seven submissions have been received on policy TRAN-P2, three seek it be retained as notified.<sup>34</sup> Kainga Ora [325.76] seek the following minor wording amendments:

*'~~Seek more~~ Promote environmentally sustainable outcomes associated with transport, including by promoting.'*

104. ECAN [316.31] consider amendments are required to give effect to the RPS and seek the policy specify that offsets may be used only where they are likely to be achieved in perpetuity, and that carbon sequestration will not be via wilding or pest plant species.

105. Waka Kotahi [275.18] consider Clause (6), Clause (7) and Clause (8) to be unspecific to the Transport chapter, instead seek broader measures relating to environmental sustainability and seek their deletion. If retained, they consider they are better situated in the Energy and Infrastructure chapter or amended to clearly articulate how they relate to transport.

106. Hort NZ [295.84] consider that planting carbon sequestering trees will have unintended consequences for future land uses and seeks removal of references to "planting carbon sequestering trees" in Clause (7).

<sup>33</sup> Waka Kotahi [275.17]

<sup>34</sup> Clamptett Investments [275.18], Rolleston Industrial Developments Limited [326.59], Department of Conservation [419.48]



### 6.3.1.2 Assessment

107. Policy 5.3.8 of the RPS aims for integrated land use and transport planning, recognising that transport infrastructure can greatly assist in not only improving access and mobility of people and communities, but can assist in achieving broader environmental objectives.
108. To reflect the intent of this RPS policy, 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.
109. In relation to the submission of ECAN, I recognise RPS Policy 9.3.6<sup>35</sup> 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<sup>36</sup> 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.
110. I 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"*.
111. With regards to removing *"planting carbon sequestering trees"*, I consider 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.

### 6.3.1.3 Summary of recommendations

112. I recommend that the submissions from the following submitters be **accepted**:
- Clampett Investments [275.18]
  - Rolleston Industrial Developments Limited [326.59]
  - Department of Conservation [419.48]
  - Kainga Ora [325.76]
  - Canterbury Regional Council [316.31]

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<sup>35</sup> Policy 9.3.6 - Limitations on the use of biodiversity offsets

The following criteria will apply to the use of biodiversity offsets:

1. the offset will only compensate for residual adverse effects that cannot otherwise be avoided, remedied or mitigated;
2. the residual adverse effects on biodiversity are capable of being offset and will be fully compensated by the offset to ensure no net loss of biodiversity;
3. where the area to be offset is identified as a national priority for protection under Policy 3.2, the offset must deliver a net gain for biodiversity;
4. there is a strong likelihood that the offsets will be achieved in perpetuity; and
5. where the offset involves the ongoing protection of a separate site, it will deliver no net loss, and preferably a net gain for indigenous biodiversity conservation.

<sup>36</sup> 5.3.13 Spread of wilding trees (Wider Region)

Avoid, or minimise as far as practicable, the risk of wilding tree spread, through the location of planting, design of planting, species selection and management, once planting has occurred.

113. I recommend that the submissions from the following submitters be **rejected**:

- Waka Kotahi [275.18]
- Horticulture NZ [295.84]

114. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-P2 as follows and as shown in **Appendix A**:

<b>TRAN-P2</b>	<p><b>Environmentally sustainable outcomes</b>  <del>Seek more</del> <u>Promote</u><sup>37</sup> environmentally sustainable outcomes associated with transport, including <del>by promoting</del><sup>38</sup>:</p> <ol style="list-style-type: none"> <li>1. the use of public transport, active transport and sustainable forms of transport;</li> <li>2. the use of green infrastructure;</li> <li>3. the increased utilisation of renewable resources;</li> <li>4. the use of low impact approaches (such as in site, route or structure selection or construction methodology);</li> <li>5. using low carbon materials in construction;</li> <li>6. changing the way activities that generate high greenhouse gas emissions are delivered;</li> <li>7. offsetting greenhouse gas emissions, <u>where there is a strong likelihood that the offsets will be achieved in perpetuity,</u><sup>39</sup> through activities such as planting carbon sequestering trees (<u>excluding wilding or pest species</u>)<sup>40</sup> or the establishment and restoration of wetlands; and</li> <li>8. energy efficiency and conservation practices.</li> </ol>
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## 6.4 Policy TRAN-P4: New activities

### 6.4.1 Matters raised by submitters

115. Eight submissions have been received on TRAN-P4, 7 seek it be retained as notified.<sup>41</sup> CCC [360.6] seek a minor amendment to clause 1 as follows:

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;

### 6.4.2 Assessment

116. I agree minor wording amendments provides clarification and support plan users with interpretation and implementation of Clause (1).

<sup>37</sup> Kainga Ora [325.76]

<sup>38</sup> Kainga Ora [325.76]

<sup>39</sup> ECAN [316.31]

<sup>40</sup> Canterbury Regional Council [316.31]

<sup>41</sup> Summerset [207.7], MoE [277.16], Clampett Investments [284.57], FENZ [303.20], Kainga Ora [325.69], Rolleston Industrial Developments Limited [326.61], KiwiRail [373.31]

### 6.4.3 Summary of recommendations

117. I recommend that the submissions from the following submitters be **accepted**:

- Summerset [207.7]
- MoE [277.16]
- Clampett Investments [284.57]
- Fire and Emergency New Zealand [303.20]
- Kainga Ora [325.69]
- Rolleston Industrial Developments Limited [326.61]
- KiwiRail [373.31]
- Christchurch City Council [360.6]

118. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-P4 as follows and as shown in **Appendix A**:

<b>TRAN-P4</b>	<p><b>New activities</b></p> <p>New activities:</p> <ol style="list-style-type: none"> <li>1. locate on or establish primary access <del>to the classification of road</del> <u>a road classified<sup>42</sup></u> within the District Plan road hierarchy <u>as<sup>43</sup></u> best able to accommodate the level and type of traffic generated;</li> <li>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;</li> <li>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;</li> <li>4. provide safe and efficient access, including ease of access by service and emergency service vehicles; and</li> <li>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.</li> </ol>
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## 6.5 Policy TRAN-P5: High traffic generating activities

### 6.5.1 Matters raised by submitters

119. Seven submissions have been TRAN-P5 six seek it be retained as notified<sup>44</sup>. Summerset [207.8] generally supports TRAN-P5, especially the recognition of the needs of people whose mobility is restricted as is often the case in retirement villages. However, the submitter considers clause

<sup>42</sup> Christchurch City Council [360.6]

<sup>43</sup> Christchurch City Council [360.6]

<sup>44</sup> MoE [277.17], Clampett Investments [284.58], Kainga Ora [325.70], Rolleston Industrial Developments Limited [326.62], KiwiRail [373.32], Ecan [316.32],

(9) needs to be clear, as applicants are not responsible for all infrastructure and service improvements. They seek that TRAN-P5 is retained but seek that the intent of clause (9) is clarified.

### 6.5.2 Assessment

120. 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.

### 6.5.3 Summary of recommendations

121. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.58],
- Rolleston Industrial Developments Limited [326.62],
- Summerset [207.8],
- Ecan [316.32],
- MoE [277.17],
- Kainga Ora [325.70],
- KiwiRail [373.32]

122. I recommend that no change be made to the EI chapter of the Proposed District Plan.

## 6.6 Policy TRAN-P9: Cycle transport

### 6.6.1 Matters raised by submitters

123. Five submissions have been received on TRAN-P9, 4 seek it be retained as notified.<sup>45</sup>

124. WDC [637.33] considers the policy refers only to cycling transport in terms of the roading network and end-of-journey facilities but does not include land use / development. They seek the following amendments which restructure the policy by using numbered clauses to identify the examples of measures, and introduce a new measure focused on new development:

*‘Encourage cycle transport through measures such as:*

- 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*

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<sup>45</sup> MoE [277.19], Clampett Investments [284.62], Kainga Ora [325.74], Rolleston Industrial Developments Limited [326.66]

4. provision of cycling end-of-journey facilities at larger-scale commercial, industrial, and mixed use development for staff such as showers and lockers.'

### 6.6.2 Assessment

125. With regards to restructuring the policy by introducing clauses, I agree the amendments clarify the policy's intent and consider they will support plan users with its interpretation and implementation.
126. In relation to the submitter's Clause (1), I agree in part that including "*throughout the transport system*" captures those parts of the transport system that form part of critical infrastructure, strategic infrastructure, regionally significant infrastructure, land transport infrastructure, and strategic transport networks. However, I note RPS Policy 5.3.8 requires territorial authorities to address the interaction between land use and the transport system by promoting accessibility and modal choice "as appropriate". I therefore consider this should be reflected in the clause to support any assessment of effects.
127. I note Policy 5.3.2(3) of the RPS recognises that the integration of transport networks and modes can promote sustainable development by enhancing, among other things, accessibility and safety. It directs territorial authorities to include provisions which consider how new land use will be appropriately serviced by transport and other infrastructure, and I consider the submitter's Clause (2) fulfils this requirement.
128. With reference to the provision of end-of-journey facilities, I acknowledge the Council's Walking and Cycling Strategy and vision to encourage cycling to and from work. I also refer to the "Cycle parking planning and design" document, produced on behalf of Waka Kotahi. This document summarises best practice provision of cycle parking and end-of-trip facilities and notes basic planning principles.<sup>46</sup>
129. Specific to Christchurch, it makes detailed recommendations regarding the "end-of-trip facilities" to be provided, including showers and lockers. In places where less than 10 cycle parks are provided, it recommends no showers or lockers are required. However, as the number of cycle parks provided increase, so the recommended number of showers and lockers increase.
130. I note Policy 7.2.1.6 within the Christchurch District Plan that public and active transport is promoted by ensuring activities provide an adequate amount of safe, secure, and convenient cycle parking. Outside the Central City, the policy is expanded to include associated end of trip facilities. It is achieved by setting a minimum number of cycle parking end-of-trip facilities required for commercial activities, tertiary education and research activities, and hospitals located outside the Central City. I consider the submitter's Clause (4) adopts a similar approach and reflect best practice guidance and is therefore supported.

### 6.6.3 Summary of recommendations

131. I recommend that the submissions from the following submitters be **accepted**:
- MoE [277.19]

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<sup>46</sup> ViaStrada Limited. (2022). *Cycle parking planning and design*. Waka Kotahi NZ Transport Agency. <https://www.nzta.govt.nz/assets/resources/cycle-parking-planning-and-design/cycle-parking-planning-and-design.pdf>

- Clampt Investments [284.62]
- Kainga Ora [325.74]
- Rolleston Industrial Developments Limited [326.66]
- Waimakariri District Council [637.33]

132. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-P9 as follows and as shown in **Appendix A**:

<b>TRAN-P9</b>	<p><b>Cycle transport</b> Encourage cycle transport through measures such as:</p> <ol style="list-style-type: none"> <li>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><sup>47</sup>;</li> <li>2. new development designed to maximise convenient and safe connections to the active transport network; and<sup>48</sup></li> <li>3. the provision of cycle parking that is safe, convenient, visible and secure; and</li> <li>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><sup>49</sup>.</li> </ol>
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## 6.7 Policy TRAN-P11: Parking and associated access and manoeuvring area

### 6.7.1 Matters raised by submitters

133. Five submissions have been received on TRAN-P11, 3 seek it be retained as notified.<sup>50</sup> Fulton Hogan [21.19] considers the policy too detailed which impairs its effectiveness. They seek the policy be deleted and replaced by the following:

*'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.'*

134. Kainga Ora [325.77] seek the following amendments which delete reference to matters unrelated in a land use context and clarify the policy's application:

*'Parking (where provided) and associated access and manoeuvring area shall ensure the following*

...

*~~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;~~*

<sup>47</sup> Waimakariri District Council [367.33]

<sup>48</sup> Waimakariri District Council [367.33]

<sup>49</sup> Waimakariri District Council [367.33]

<sup>50</sup> Clampt Investments [284.64], FENZ [303.21], Rolleston Industrial Developments Limited [326.68]

~~6.7.~~ be permanently marked and surfaced where required, and maintained to control the generation of dust, or excessive noise, ~~or other nuisance;~~

...

~~12.13.~~ 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.'

### 6.7.2 Assessment

135. In response to the submission from Fulton Hogan I consider policies should guide decision makers in how to assess proposals and decide whether they will achieve objectives. I consider the generalised approach 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.
136. In response to the submission points from Kainga Ora, I consider that the inclusion 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, therefore the disagree with the suggested deletion.
137. I consider 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.
138. Finally, I agree in part with the amendment proposed 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.

### 6.7.3 Summary of recommendations

139. I recommend that the submissions from the following submitters be **accepted**:
- Clampett Investments [284.64]
  - Fire and Emergency New Zealand [303.21]
  - Rolleston Industrial Developments Limited [326.68]
  - Kainga Ora [325.77]
140. I recommend that the submissions from the following submitters be **rejected**:
- Fulton Hogan [21.19]
141. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-P11(7) as follows and as shown in **Appendix A**:

<b>TRAN-P11</b>	<p><b>Parking and associated access and manoeuvring area</b>          Parking (where provided) and associated access and manoeuvring area shall ensure the following:</p> <ol style="list-style-type: none"> <li>1. ...</li> </ol>
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	7. be permanently marked and surfaced where required, and maintained to control <u>adverse effects such as</u> <sup>51</sup> the generation of dust, excessive noise, or <u>the trafficking of loose material onto a sealed road</u> <del>other nuisance</del> <sup>52</sup> ;
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## 6.8 Policy TRAN-P14: Adverse effects on amenity values of adjacent activities

### 6.8.1 Matters raised by submitters

142. Four submissions have been received on TRAN-P14, 3 seek it be retained as notified.<sup>53</sup> Kainga Ora [325.78] seek the deletion of, “*more than minor or significant*” but provide no further commentary regarding the reasons for this.

### 6.8.2 Assessment

143. In response to the submission points from Kainga Ora, I 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.

### 6.8.3 Summary of recommendations

144. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.67]
- Rolleston Industrial Developments Limited [326.71]
- Kainga Ora [325.78]
- KiwiRail [373.35]

145. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRANS-P14 as follows and as shown in **Appendix A**:

<b>TRAN-P14</b>	<b>Adverse effects on amenity values of adjacent activities</b> Ensure adverse effects of <del>more than minor or significant</del> <sup>54</sup> 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.
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<sup>51</sup> Kainga Ora [325.77]

<sup>52</sup> Kainga Ora [325.77]

<sup>53</sup> Clampett Investments [284.67], Rolleston Industrial Developments Limited [326.71], KiwiRail [373.35]

<sup>54</sup> Kainga Ora [325.78]



## 6.9 Policy TRAN-P15: Effects of activities on the transport system

### 6.9.1 Matters raised by submitters

146. Seven submissions have been received on TRAN-P15, four seek it be retained as notified.<sup>55</sup>
147. Kainga Ora [325.79] and seek amendments which reflect the amendments sought to TRAN-O4. Kainga Ora specifically seeks amendments to Clause (2) which remove reference to “*avoiding, remedying or mitigating*” and instead insert “*managing*”, as they consider the provisions which follow support the policy direction of managing adverse effects.
148. George Jason Smith [271.12] considers TRAN-P15 fails to recognise that development and subdivision of themselves can each have adverse effects on the Transport network and seeks amendment to the policy to acknowledge this. The submitter also considers that the drafting of the policy is too permissive. The submitter seeks that the policy amended to remove the phrase ‘to the extent considered reasonably practicable,’.

### 6.9.2 Assessment

149. In relation to the submission from Kainga Ora I note that 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, as such I disagree this amendment is required.
150. In relation to the submission from Mr Smith. I consider 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. I also consider 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.

### 6.9.3 Summary of recommendations

151. I recommend that the submissions from the following submitters be **accepted**:
- Clampett Investments [284.67]
  - Rolleston Industrial Developments Limited [326.71]
  - KiwiRail [373.35]
152. I recommend that the submissions from the following submitters be **rejected**:
- Kainga Ora [325.79]
  - George Jason Smith [271.12]
153. I recommend that no change be made to the EI chapter of the Proposed District Plan.

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<sup>55</sup> Clampett Investments [284.68], FENZ [303.23], Rolleston Industrial Developments Limited [326.72], KiwiRail [373.36]

## 6.10 Section 32AA evaluation

154. I consider the recommended amendments provide greater scope and clarity, and therefore will be easier to interpret and implement and more effective than the notified provisions in achieving the objectives. A full assessment of the amendments recommended to the TRAN Chapter are included in **Appendix C**.

## 7 Activity Rules

### 7.1 Introduction: No submissions and submissions in support

155. The Transport Chapter includes:

- 21 permitted activities (TRANS-R1 – TRANS-R18, TRANS-R21).
- three restricted discretionary activities (TRANS-R19, TRANS-R20, TRANS-R22)
- one non-complying activity (TRAN-R23)

156. Rules TRAN-R1<sup>56</sup>, TRAN-R4<sup>57</sup>, TRAN-R8, TRAN-R9, TRAN-R10, TRAN-R11<sup>58</sup>, TRAN-R17<sup>59</sup> and TRAN-R18<sup>60</sup> only received submissions in support and seeking their retention as notified. I therefore recommend these rules be retained as notified and the submissions in support be accepted. There were no submissions to TRAN-R14 and TRAN-R23.

157. I recommend that no change be made to the following Activity Rules in the EI chapter of the Proposed Plan:

Rules TRAN-R1, TRAN-R4, TRAN-R8, TRAN-R9, TRAN-R10, TRAN-R11, TRAN-R14, TRAN-R17, TRAN-R18, and TRAN-R23

### 7.2 TRAN-R2: Provision of new, and additions or upgrades to existing, land transport infrastructure

#### 7.2.1 Matters raised by submitters

158. Five submissions have been received on TRAN-R2. Four seek it be retained as notified.<sup>61</sup> Mr Smith seeks amendments to prevent hazards and delays caused by intersections on high-speed roads.<sup>62</sup> The submitter considers a new development's internal road should be required to connect to roads with the lowest classification, where there is a choice available, and considers the provisions contained within "*TRAN-8 - Formation of a new vehicle crossing*" should also apply to new roads. Finally, the submitter considers that the default activity status for breaches of this rule should be elevated, no alternative activity status was suggested by the submitter.

#### 7.2.2 Assessment

159. I disagree with the suggested amendments. I consider the new road should connect to road that can accommodate the amount of traffic that is generate. In relation to the suggested amendment to the activity status, I disagree this is required. I consider a default activity status

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<sup>56</sup> Clampett investments [284.70], Rolleston Industrial Developments Limited [326.74], KiwiRail [373.37]

<sup>57</sup> Clampett investments [284.73], Rolleston Industrial Developments Limited [326.77]

<sup>58</sup> Clampett investments [284.76] [284.77] [284.78] [284.79] [284.80], Rolleston Industrial Developments Limited [326.80] [326.81] [326.82] [326.83] [326.84]

<sup>59</sup> Clampett investments [284.83], Z-Energy [286.21], Rolleston Industrial Developments Limited [326.87]

<sup>60</sup> Clampett investments [284.87], Rolleston Industrial Developments Limited [326.91]

<sup>61</sup> Clampett investments [284.71], Kainga Ora [325.80] Rolleston Industrial Developments Limited [326.75], KiwiRail [373.38]

<sup>62</sup>

as a restricted discretionary activity is appropriate as it provides Council with the ability to decline consent if required. This is consistent with most of the other rules in the TRAN chapter.

### **7.2.3 Summary of recommendations**

160. I recommend that the submissions from the following submitters be **accepted**:

- Clampett investments [284.71]
- Kainga Ora [325.80]
- Rolleston Industrial Developments Limited [326.75]
- KiwiRail [373.38]

161. I recommend that the submissions from George Jason Smith [270.13] be **rejected**.

162. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## **7.3 TRAN-R3: Formation of a new road**

### **7.3.1 Matters raised by submitters**

163. Three submissions have been received, two seek it be retained as notified.<sup>63</sup> One seeks amendments to allow for appropriate standards to be developed which support the Ohoka Outline Development Plan detailed in proposed Private Plan Change 31.<sup>64</sup>

### **7.3.2 Assessment**

164. In response to the submitter seeking an amendment to the rule, I note that 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.

### **7.3.3 Summary of recommendations**

165. I recommend that the submissions from the following submitters be **accepted**:

- Clampett investments [284.72]
- Rolleston Industrial Developments Limited [326.76]

166. I recommend that the submissions from the following submitters be **rejected**:

- Rolleston Industrial Developments Limited [160.4]

167. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

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<sup>63</sup> Clampett investments [284.72], Rolleston Industrial Developments Limited [326.76]

<sup>64</sup> Rolleston Industrial Developments Limited [160.4]

## 7.4 TRAN-R5: Formation of a new vehicle crossing

### 7.4.1 Matters raised by submitters

168. In relation to TRAN-R5, four submissions have been received, two seek it be retained as notified.<sup>65</sup> Waka Kotahi seek [275.19], for safety reasons, amendments of an additional standard to ensure a new access onto the state highway requires resource consent.
169. Kainga Ora [325.81] considers that where standards are not met, activities are subject to a non-notification provision and seek the following notification to be included:

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.

### 7.4.2 Assessment

170. In relation to the submission from Waka Kotahi's, I disagree with this suggested amendment. I note that Waka Kotahi has the ability to declare limited access sections of the state highway as they consider necessary, also they control access to roads that are not limited access as they are all designated and any new access requires the approval of the designating authority. Within the TRAN Chapter above the 'Rules' there is a section that sets out the separate approvals required from the relevant road controlling authority. Clauses (1) and (3) within this section explains this situation and no further statement is required.
171. I consider this acknowledgement of the road controlling authority approval and 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 tool to determine the relevant affected parties.

### 7.4.3 Summary of recommendations

172. I recommend that the submissions from the following submitters be **accepted**:

- Clampett investments [284.74]
- Rolleston Industrial Developments Limited [326.78]

173. I recommend that the submissions from the following submitters be **rejected**:

- Kainga Ora [325.81]
- Waka Kotahi [275.19]

174. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## 7.5 TRAN-R6: Formation of a new vehicle accessway

### 7.5.1 Matters raised by submitters

175. Five submissions have been received, three seek it be retained as notified.<sup>66</sup>

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<sup>65</sup> Clampett investments [284.74], Rolleston Industrial Developments Limited [326.78]

<sup>66</sup> Clampett investments [284.75], FENZ [303.24], Rolleston Industrial Developments Limited [326.79]

176. Kainga Ora [325.87] considers the requirement within clause (3)(a) to form accessways to road design standards for six or more sites is onerous and may inhibit further residential intensification.
177. Bellgrove Rangiora Ltd [408.9] considers the visibility splay shown in Figure TRAN-4 to be appropriate for commercial and industrial accessways but oversized for residential accessways. They seek amendments 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).

### 7.5.2 Assessment

178. In response Kainga Ora, I consider that the level of traffic generation that may be anticipated for an accessway serving six or more sites 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. The RDIS activity status provides the necessary consent process to consider applications with lesser standards.
179. In response to Bellgrove Rangiora Ltd, 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.

### 7.5.3 Summary of recommendations

180. I recommend that the submissions from the following submitters be **accepted**:
- Clampett investments [284.75],
  - Fire and Emergency New Zealand [303.24],
  - Rolleston Industrial Developments Limited [326.79]
181. I recommend that the submissions from the following submitters be **rejected**:
- Kainga Ora [325.87]
  - Bellgrove Rangiora Ltd [408.9]
182. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of advisory notes below TRANS-R6 as follows and as shown in **Appendix A**:

	<p><b>Advisory Notes</b></p> <ul style="list-style-type: none"> <li>• <del>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 <i>Waka Kotahi</i> Research Report 453 'Trips and Parking Related to Land Use'. Where a proposed</del></li> </ul>
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	<p>activity does not align with the listed activities, and/or for<sup>67</sup> 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.</p> <ul style="list-style-type: none"> <li>• Check the ECOP for relevant construction standards.</li> </ul>
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## 7.6 TRAN-R12: Formation of parking area, loading area, manoeuvring area, vehicle crossing or accessway

### 7.6.1 Matters raised by submitters

183. Three submissions have been received on TRAN-R12, two seek it be retained as notified.<sup>68</sup>

184. Tuhaitara Trust considers it unnecessary and inappropriate for parking, loading, and manoeuvring areas within the Tuhaitara Coastal Reserve to be formed, sealed and drained. Instead, the submitter considers such areas should be required to be formed to an all-weather standard and maintained to avoid stormwater ponding, run-off, and dust nuisance.<sup>69</sup>

### 7.6.2 Assessment

185. I agree with the Tuhaitara Trust that in the context of the Tuhaitara Coastal Park an all-weather standard is the standard that reflects the amount of traffic and its location. I support the suggested amendment.

### 7.6.3 Summary of recommendations

186. I recommend that the submissions from the following submitters be **accepted**:

- Clampett investments [284.81]
- Rolleston Industrial Developments Limited [326.85]
- Tuhaitara Trust [113.1]

187. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of TRAN-R12(2) as to include 'or Natural Open Space Zone'<sup>70</sup> as shown in **Appendix A**.

## 7.7 TRAN-R13: Landscaping of a new car parking area

### 7.7.1 Matters raised by submitters

188. Three submissions have been received on TRAN-R13, two seek it be retained as notified.<sup>71</sup> Z-Energy [286.20] seeks amendments to the carpark landscaping rule to exempt additions and alterations at existing service stations.

<sup>67</sup> Sports and Education Corporation [416.9]

<sup>68</sup> Clampett investments [284.81], Rolleston Industrial Developments Limited [326.85]

<sup>69</sup> Tuhaitara Trust [113.1]

<sup>70</sup> Tuhaitara Trust [113.1]

<sup>71</sup> Clampett investments [284.82], Rolleston Industrial Developments Limited [326.86]

### 7.7.2 Assessment

189. The submitter has not provided any rationale as to why alterations at existing service stations should be exempt from the 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.

### 7.7.3 Summary of recommendations

190. I recommend that the submissions from the following submitters be **accepted**:

- Clampett investments [284.82]
- Rolleston Industrial Developments Limited [326.86]

191. I recommend that the submissions from the following submitters be **rejected**:

- Z-Energy [286.20]

192. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## 7.8 TRAN-R15: Provision of new cycle parking and TRAN-S10: Minimum cycle parking requirements

### 7.8.1 Matters raised by submitters

193. TRAN-R-15 relates to the provision of new cycle parking and TRAN-S10 and Table TRAN-13 relate directly to permitted activity standard TRAN-R15(1). Three submissions have been received on TRAN-R15, two seek it be retained as notified.<sup>72</sup>

194. Sports and Education Corporation [416.12] support provision of cycle parking and end of trip facilities in principle, as they consider encouraging visitors and staff to cycle where appropriate is a sustainable and environmentally friendly transport option. However, the submission raises concern with the workability and practicality of TRAN-R15 and TRAN-R16 (and associated supporting standards and tables). The submission considers there is a lack of clarity about whether activities are required to provide short or long stay cycle parks, which has significant implications for how these cycle parks are constructed and whether end of trip facilities are required under TRAN-R16. The submission considers the cycle park requirement for staff working at a commercial activity 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.

195. Sports and Education Corporation seek clarification regarding which categories of activity require short stay and long stay cycle parks, a reduction in the cycle requirements for commercial activities, and an exemption to small-scale activities from the minimum cycle parking requirements detailed in Table TRAN-13.

196. MoE [277.24] has submitted on Table TRAN-13 which relates to minimum cycle parking requirements. MoE considers educational facilities should be excluded from these requirements and should be determined by the individual needs of the educational facility.

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<sup>72</sup> Clampett investments [284.84], Rolleston Industrial Developments Limited [326.88]



### 7.8.2 Assessment

197. I agree with the submitter that greater clarity is required within 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.
198. I disagree that cycle park requirement for staff working at a commercial activity is excessive. The proposed staff cycle parking rate for a commercial activity is 1 per 200m<sup>2</sup> GFA, with a minimum of 2 spaces provided is considered appropriate and is consistent with the requirement within TRANS-P4(5) to provide facilities for safe active transport, including cycling end-of-journey facilities for staff.
199. In relation to the submission from MoE seeking that educational facilities are excluded from Table TRAN-13, I 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.
200. 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.'*
201. 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.

### 7.8.3 Summary of recommendations

202. I recommend that the submissions from the following submitters be accepted:
- Clampett Investments [284.84]
  - Rolleston Industrial Developments Limited [326.88]
  - Sports and Education Corporation [416.12]
203. I recommend that the submissions from the following submitters be **rejected**:
- MoE [277.24]
204. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of advisory notes below TRANS-R15 as follows and as shown in **Appendix A**:

	<p><b>Advisory Notes</b></p> <p>* Short stay cycle parking (<u>see TRAN-S10 Table TRAN-13</u>)<sup>73</sup> 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, <del>such as</del><sup>74</sup> for staff (see TRAN-S10 Table TRAN-13)<sup>75</sup> is anticipated to be for 4 hours or more.</p>
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## 7.9 TRAN-R16: Provision of cycling end-of-trip facilities for staff

### 7.9.1 Matters raised by submitters

205. Three submissions have been received on TRAN-R16, two seek it be retained as notified<sup>76</sup>.
206. Sports and Education Corporation [416.13] consider the end-of-trip facility requirements to be excessive to the number of cycle parks provided. The submission states that within the Auckland Unitary Plan, all activities with a gross floor area less than 500m<sup>2</sup> are exempt from providing end of trip facilities and the requirements do not apply to commercial activities such as retail and hospitality.
207. The submission seeks amendments to 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 500m<sup>2</sup>) or raise the threshold for the number of staff cycle parks before end-of trip facilities are required.

### 7.9.2 Assessment

208. 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 200m<sup>2</sup> 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 2,200m<sup>2</sup> 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.
209. I consider the alternative threshold suggested of 500m<sup>2</sup> GFA from the Auckland Unitary Plan is unrealistic in the Waimakariri context. Under this, for a new office or commercial activity, staff

<sup>73</sup> Sports and Education Corporation [416.12]

<sup>74</sup> Sports and Education Corporation [416.12]

<sup>75</sup> Sports and Education Corporation [416.12]

<sup>76</sup> Clampett investments [284.85], Rolleston Industrial Developments Limited [326.89]

cycle end-of-journey facilities would not be required until providing 5,500m<sup>2</sup> GFA, which is highly unlikely to be triggered in Waimakariri District.

210. 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 standard that can be considered on a case-by case basis.

### **7.9.3 Summary of recommendations**

211. I recommend that the submissions from the following submitters be **accepted**:

- Clampett investments [284.85]
- Rolleston Industrial Developments Limited [326.89]
- Sports and Education Corporation [416.13]

212. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## **7.10 TRAN-R19: 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**

### **7.10.1 Matters raised by submitters**

213. Three submissions have been received on TRAN-R19, two seek it be retained as notified<sup>77</sup>.
214. Foodstuffs [267.19] consider that 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. They also oppose TRAN-R19 as they consider 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.

### **7.10.2 Assessment**

215. 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.
216. I also note that 'Principal shopping streets' in Rangiora, Kaiapoi and Oxford, with restrictions on the location of new vehicle access and new parking areas, were included to the operative District Plan through Plan Changes 33, 34 and 35. It is proposed to carry these through to the proposed Plan due to the contribution it is considered these make to town centre amenity.

### **7.10.3 Summary of recommendations**

217. I recommend that the submissions from the following submitters be **accepted**:

- Clampett investments [284.88]
- Rolleston Industrial Developments Limited [326.929]

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<sup>77</sup> Clampett investments [284.88], Rolleston Industrial Developments Limited [326.92]

218. I recommend that the submissions from the following submitters be **rejected**:

- Foodstuffs [267.19]

219. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## **7.11 Rule TRAN-R20: High traffic generators, Table TRAN-1: High Traffic Generation Thresholds & Table TRAN-2: ITA Requirement**

### **7.11.1 Matters raised by submitters**

220. Ten submissions have been received on TRAN-R20, five seek it be retained as notified.<sup>78</sup> Sports and Education Corporation [416.8] and [416.9] support TRAN-20, Table TRAN-1 and Table TRAN-2, but considers further clarification is required to understand if TRAN-APP6 explicitly applies. If it does, they seek the appendix include all defined activities provided for in the SPZ(PR).

221. Z-Energy [286.22] oppose TRAN-R20 and associated Table TRAN-1 and seek exclusion for service stations. Similarly, Woolworths NZ Ltd [282.81] and [282.140] seek amendments to increase the permitted daily traffic volume thresholds for supermarkets to align with the Auckland Unitary Plan.

222. In relation to Table TRAN-1, five submissions have been received, three seek it be retained as notified.<sup>79</sup> Summerset [207.9] support TRAN-R20 but consider the approach taken to Table TRAN-2 requires amendment and seeks the threshold for retirement villages is raised to 250vmpd. Z-

223. Kainga Ora [325.83] consider the Proposed Plan should enable residential development and the requirement of an Integrated Traffic Assessment (ITA) is both onerous and unnecessary. Regarding Table TRAN-1 they seek the following amendments:

Non-residential activities in Residential Zones / Special Purpose Zone (Kāinga Nohoanga), Special Purpose Zone (Pines Beach and Kairaki Regeneration)

224. In relation to Table TRAN-2, two submissions have been received, one seeks it be retained as notified.<sup>80</sup> Similar to the amendment sought for Table TRAN-1, Kainga Ora consider the requirement of a full Integrated Traffic Assessment (ITA) for restricted-discretionary activities to be both onerous and unnecessary and seek the following amendment:

Activity status under all other applicable rule: Restricted discretionary

Type of ITA required: ~~Full~~Basic

### **7.11.2 Assessment**

225. In relation to the submission from Summerset, I note that district plans generally adopt one of three potential approaches to a high traffic generator rule. One approach is to simply set a vehicle movement per day threshold. This is the approach used in the operative District Plan. However, this approach is considered arbitrary and the operative threshold is set so high that it

<sup>78</sup> MoE [277.21], Clampett Investments [284.89], Rolleston Industrial Developments Limited [326.93], KiwiRail [373.39], Fulton Hogan [41.20]

<sup>79</sup> Fulton Hogan [41.21], CDHB [68.19], MoE [277.22]

<sup>80</sup> MoE [277.23]

captures very few activities and is therefore generally ineffective – as it does capture some activities appropriately.

226. 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.
227. 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<sup>81</sup>, prior to proposed plan notification in 2021, and was recommended by that traffic consultant.
228. Setting a vehicle movement per day threshold specific to retirement villages is not considered necessary, 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 residents and their transport needs, and staffing levels and their transport needs.
229. In relation to the submission from Woolworths, I consider setting a vehicle movement per day threshold specific to supermarkets is not necessary, 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.
230. In relation to the submission from Z Energy I consider exempting service stations is not necessary, as the approach adopted is zone based, not activity based. 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.
231. In relation to the submission from Kainga Ora I consider limiting the application of the high traffic generator rule to non-residential activities would be inappropriate. 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.
232. 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 Basic ITA. I consider it is important that a Full ITA is triggered for RDIS activities, in particular I note that TRAN-R20 High traffic generators is an RDIS activity, and if the threshold for a full ITA was

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<sup>81</sup> [https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0035/98378/2.-High-Traffic-Generators-Technical-Report-2019.PDF](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0035/98378/2.-High-Traffic-Generators-Technical-Report-2019.PDF)

amended from RDIS to discretionary ('DIS') this would result in a high traffic generating activities not requiring a Full ITA. I consider this would not achieve TRAN-P5.

233. In relation to the amendment suggested by Sports and Education Corporation, I note that, 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<sup>82</sup>.
234. Whether the District Council requests additional information including an independent traffic assessment, would depend on whether a Basic or Full ITA was required, and an assessment under the matters contained in TRAN-MD11. 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.

### 7.11.3 Summary of recommendations

235. I recommend that the submissions from the following submitters be **accepted**:

- MoE [277.21], [277.22], [277.23]
- Clampett Investments [284.89]
- Rolleston Industrial Developments Limited [326.93]
- KiwiRail [373.39]
- Fulton Hogan [41.20], [41.21]
- Canterbury District Health Board [68.19]
- Kainga Ora [325.83]
- Sports and Education Corporation [416.8] [416.9]

236. I recommend that the submissions from the following submitters be **rejected**:

- Summerset [207.9]
- Z-Energy [286.22] [286.23]
- Woolworths NZ Ltd [282.81] and [282.140]

237. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of advisory notes below TRAN-R20 as follows and as shown in **Appendix A**:

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<sup>82</sup> See section 2.5.3 Transport Section 32 report

	<p><b>Advisory Notes</b></p> <ul style="list-style-type: none"> <li>• The following is a guide to determining whether an activity is a high traffic generator, 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 high traffic generator, 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 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.</li> <li>• 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.</li> <li>• <del>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 <i>Waka Kotahi</i> Research Report 453 'Trips and Parking Related to Land Use'. Where a proposed activity does not align with the listed activities, and/or for<sup>83</sup> 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.</del></li> </ul>
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## 7.12 TRAN-R21: Activities adjacent to a road/rail level crossing

### 7.12.1 Matters raised by submitters

238. Three submissions have been received on TRAN-R21, two seek it be retained as notified.<sup>84</sup>

239. KiwiRail [373.40 & 343.41] supports the rule intent but considers amendments are required to the associated TRAN-APP7 to achieve TRAN-P4 and TRAN-P6 and ensure level crossing sightlines are not compromised.

### 7.12.2 Assessment

240. I consider 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. I recommend that TRAN-APP7 be amended using text, tables and figures from KiwiRail's as set out below.

<sup>83</sup> Sports and Education Corporation [416.9]

<sup>84</sup> Clamptett investments [284.90], Rolleston Industrial Developments Limited [326.94]

### 7.12.3 Summary of recommendations

241. I recommend that the submissions from the following submitters be **accepted**:

- Clampett investments [284.90]
- Rolleston Industrial Developments Limited [326.94]
- KiwiRail [373.40 & 343.41]

242. I recommend that the TRAN chapter of the Proposed District Plan be amended by deleting TRANS-APP7 and replacing it with the following and as shown in **Appendix A**:

#### **TRAN-APP7 Sight triangles for road/rail level crossing**

##### **Approach sight triangles at level crossings with Stop or Give Way signs** <sup>85 86</sup>

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.

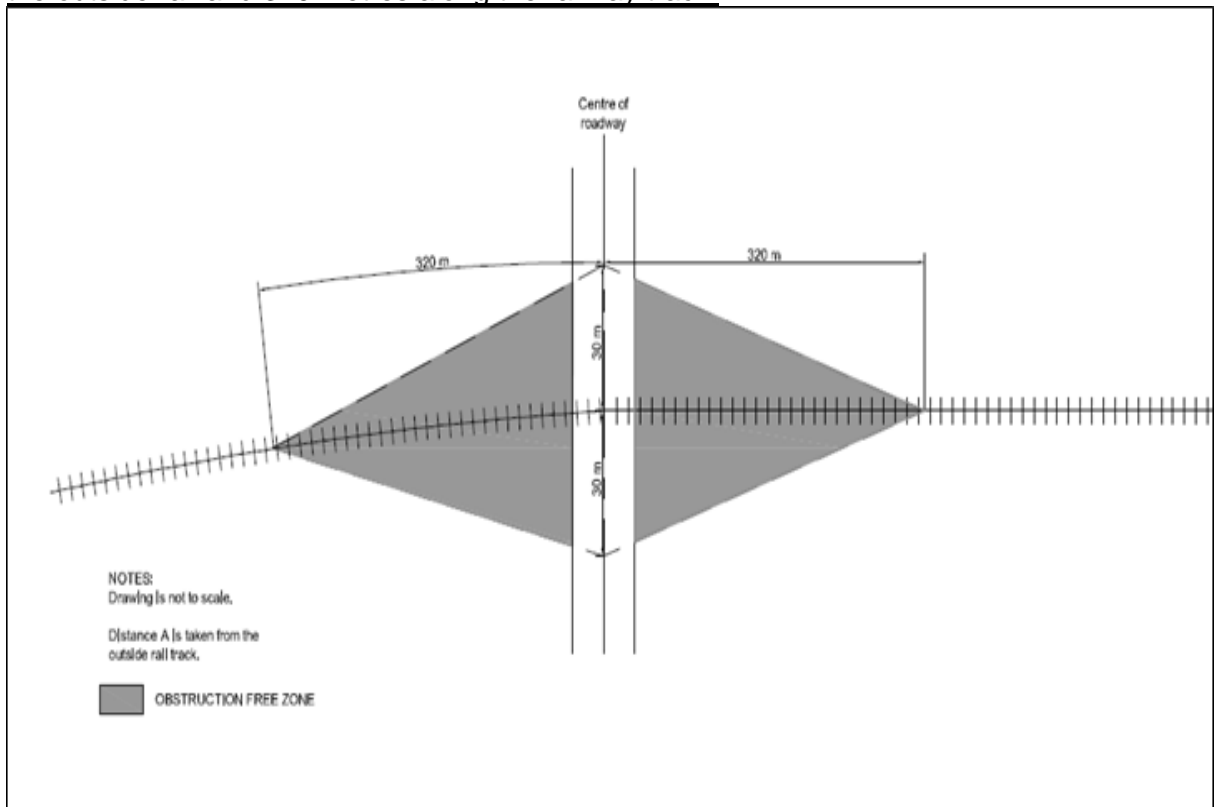


Figure 1: Approach Sight Triangles for Level Crossings with “Stop” or “Give Way” Signs

#### Advice Note:

<sup>85</sup> KiwiRail Holdings Ltd [373.40]

<sup>86</sup> KiwiRail Holdings Ltd [373.41]



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:

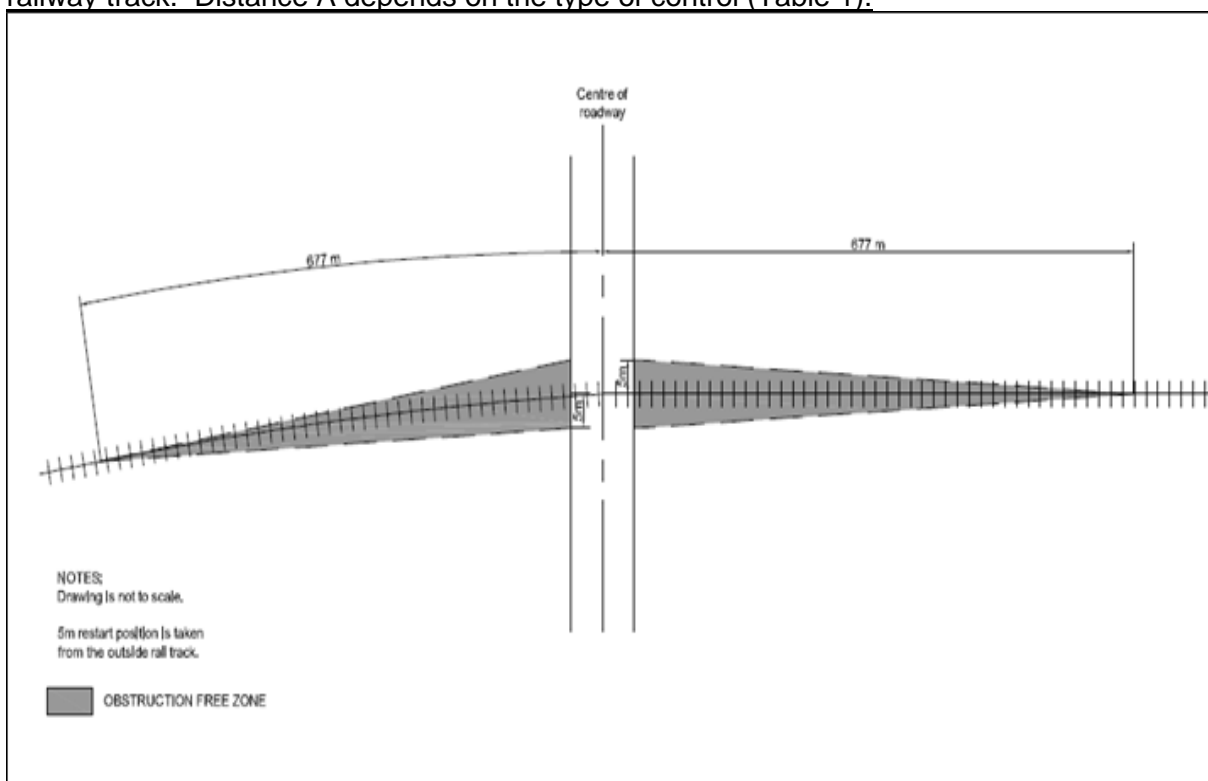
- See a train and stop before the crossing; or
- Continue at the approach speed and cross the level crossing safely

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.

**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:**

1. 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.
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

### **7.13 Rule TRAN-R22: Installation of a new stock underpass beneath a road corridor or rail corridor**

#### **7.13.1 Matters raised by submitters**

243. Four submissions have been received on TRAN-R22, three seek it be retained as notified.<sup>87</sup> Federated Farmers [414.91] oppose the restricted discretionary status for stock underpasses under rail and road, and in particular, the limitation on notification options and seek its amendment to a “controlled” activity status.

#### **7.13.2 Assessment**

244. In relation to the submission from Federated Farmers, I consider 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. 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.

#### **7.13.3 Summary of recommendations**

245. I recommend that the submissions from the following submitters be **accepted**:

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<sup>87</sup> Clampett Investments [284.91], Rolleston Industrial Developments Limited [326.95], KiwiRail [373.42]

- Clampett Investments [284.91]
- Rolleston Industrial Developments Limited [326.95]
- KiwiRail [373.42]

246. I recommend that the submissions from the following submitters be **rejected**:

- Federated Farmers [414.91]

247. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## **7.14 Rule TRAN-R23: Rangiora Airfield**

### **7.14.1 Matters raised by submitters**

248. Three submissions have been received on TRAN-R23, 2 seek it be retained as notified.<sup>88</sup> Drucilla Kingi-Patterson [16.10] seeks height restrictions to apply for buildings around Rangiora Airfield.

### **7.14.2 Assessment**

249. In relation to the submission from Drucilla Kingi-Patterson, I consider such restrictions already exist within the proposed Plan. I note that 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. These have been carried over unaltered into the proposed Plan.

250. 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.

### **7.14.3 Summary of recommendations**

251. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.92]
- Rolleston Industrial Developments Limited [326.96]

252. I recommend that the submissions from the following submitters be **rejected**:

- Drucilla Kingi-Patterson [16.10]

253. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## **7.15 Section 32AA evaluation**

254. I consider the recommended amendments provide greater scope and clarity, and therefore will be easier to interpret and implement and more effective than the notified rules. A full

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<sup>88</sup> Clampett Investments [284.92], Rolleston Industrial Developments Limited [326.96]

assessment of the amendments recommended to the TRAN Chapter are included in **Appendix C**.

## 8 Standards

### 8.1 Introduction

255. The Transport Chapter includes 11 transport standards, seven of which (Standards TRAN-S3,<sup>89</sup> TRAN-S5,<sup>90</sup> TRAN-S6,<sup>91</sup> TRAN-S7,<sup>92</sup> TRAN-S8,<sup>93</sup> TRAN-S9,<sup>94</sup> and TRAN-S11<sup>95</sup>) only received submissions in support and seeking their retention as notified. I therefore recommend these rules be retained as notified and the submissions in support be accepted.

### 8.2 Standard TRAN-S1, including Table TRAN-3 and Table TRAN-4

#### 8.2.1 Matters raised by submitters

256. Table TRAN-3 and Table TRAN-4 relate directly to Standard TRAN-S1. Seven submissions have been received on these provisions. Two submissions have been received on TRAN-S1 which seek it be retained as notified.<sup>96</sup> Woodend-Sefton Community Board [155.2] seeks amendments to the standard which include provision of 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.
257. WDC [367.34], [367.35] identifies minor errors in the design requirements of both Table TRAN-3 and TRAN-4 and seeks amendments to align both tables with regional standards, the Waimakariri Engineering Code of Practice, and Austroads Guide to Road Design Part 3.
258. With specific reference to Table TRAN-3, Kainga Ora [325.84] seeks its deletion as they consider the values to be excessive and create faster speed environments which does not align with the "Living Streets" initiative of Waka Kotahi, Porirua City Council, or Kāinga Ora.
259. Similarly, regarding Table TRAN-4, Kainga Ora [325.85] seek amendments to the classifications to manage the safety and efficiency of the transport network, while recognising and providing for residential intensification.

#### 8.2.2 Assessment

260. In relation to the submission from the Woodend-Sefton Community Board, I note the widths of footpath have been reviewed by an independent traffic consultant in 2019. The recommendation of this review was as follows:

*'The current District Plan requirements for footpaths are based entirely on the link function of roads and do not take into account the place function. It is considered that a better approach*

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<sup>89</sup> Clampett Investments [284.95], Rolleston Industrial Developments Limited [326.99]

<sup>90</sup> Clampett Investments [284.97], Rolleston Industrial Developments Limited [326.101]

<sup>91</sup> Clampett Investments [284.98], Rolleston Industrial Developments Limited [326.102]

<sup>92</sup> Clampett Investments [284.99], Rolleston Industrial Developments Limited [326.103]

<sup>93</sup> Clampett Investments [284.100], FENZ [303.28], Rolleston Industrial Developments Limited [326.104]

<sup>94</sup> Clampett Investments [284.101], Rolleston Industrial Developments Limited [326.105]

<sup>95</sup> Clampett Investments [284.103], Rolleston Industrial Developments Limited [326.107]

<sup>96</sup> Clampett Investments [284.93], Rolleston Industrial Developments Limited [326.97]

*that takes some account of the adjacent activity would be to adopt an approach more similar to the CCC approach'.<sup>97</sup>*

261. This report recommended that a new table be added to the Proposed Plan requiring footpath widths of between 1.5 – 2.5 metres depending on the location of the footpath. These recommendations have been incorporated in the TRAN chapter. For completeness I note that the operative District Plan requires a standard 1.5 metre minimum footpath width in all locations<sup>98</sup>.
262. In relation to the submission seeking that footpaths not be overly shaded in winter, I note that controls on fence height and design in the different zones chapters (i.e. GRZ-BFS8 Fencing) will mitigate potential shading of footpaths in winter. I disagree any further controls on shading are required.
263. In relation to the submissions from the Woodend-Sefton Community Board and Kainga Ora seeking amendments to the road widths, I note that the road widths have been reviewed by an independent traffic consultant in 2019<sup>99</sup>. The recommendation within this report have been included within the TRANS-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<sup>100</sup> does not support a reduction in road corridor widths. This is a matter that can be considered through the RDIS resource consent process.
264. In relation to the submission from Waimakariri District Council, I note that 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.

### **8.2.3 Summary of recommendations**

265. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.93]
- Rolleston Industrial Developments Limited [326.97]
- Waimakariri District Council [367.34], [367.35]

266. I recommend that the submissions from the following submitters be **rejected**:

- Kainga Ora [325.84], [325.85]
- Woodend-Sefton Community Board [155.2]

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<sup>97</sup> [https://www.waimakariri.govt.nz/data/assets/pdf\\_file/0034/98377/1.-Transport-Technical-Report-Stantec-2019-DPR.PDF](https://www.waimakariri.govt.nz/data/assets/pdf_file/0034/98377/1.-Transport-Technical-Report-Stantec-2019-DPR.PDF) Section 3.4

<sup>98</sup> Chapter 30 Utilities and Traffic Management – Rules; Table 30.1: Road Design Attributes by Zone.

<sup>99</sup> [https://www.waimakariri.govt.nz/data/assets/pdf\\_file/0034/98377/1.-Transport-Technical-Report-Stantec-2019-DPR.PDF](https://www.waimakariri.govt.nz/data/assets/pdf_file/0034/98377/1.-Transport-Technical-Report-Stantec-2019-DPR.PDF) Section 2.6

<sup>100</sup> Waka Kotahi NZ Transport Agency [FS 110]

267. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the Table TRANS-3 and Table TRANS-4 as follows and as shown in **Appendix A**:

**Table TRAN-3: Design standards for new roads where the posted speed limit is 50km/hr 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 corridor <sup>101</sup> width (m) <sup>2</sup>	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) <sup>3</sup>			1 x 2.5 (one side)	1 x 2.5 (one side)	1 x 2.5 (one side)
Parking (m) <sup>4</sup>	2.5 (within carriageway, one side only)	2.0 <sup>102</sup> (within carriageway, each side)	Indented parking bays (outside carriageway, each side)	Indented parking bays (outside carriageway, each side)	Indented parking bays (outside carriageway, each side)
Cycle lane (m) <sup>1</sup>			2 x 1.8	2 x 1.8	2 x 1.8
Traffic lane (m)	4.0 minimum	4.0 minimum	2 x 3.3	2 x 3.5	2 x 3.5
Median (m)				2.0	2.0
Minimum carriageway width (m)	6.5	8.0	10.2	12.6	12.6
<p>1. Where cycle lanes are required these shall be permanently marked.</p> <p>2. The balance of the road reserve corridor<sup>103</sup> not occupied by the carriageway, indented parking bays, footpaths and shared use path, may be used for landscaping and</p>					

<sup>101</sup> Waka Kotahi NZ Transport Agency [275.3]

<sup>102</sup> Waimakariri District Council [367.34]

<sup>103</sup> Waka Kotahi NZ Transport Agency [275.3]

- installation of services. Services should not be installed under footpaths or shared use path.
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/hr 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 <sup>104</sup> width (m)	20.0	20.0	23.0	24.0	<del>25-30.0</del> <sup>105</sup>
Shared use path (m) (one side) <sup>1</sup>			2.5	2.5	2.5
Traffic lane (m)	1 x 3.5	2 x 3.3	2 x 3.5	2 x 3.5	2 x 3.5
Total shoulder width (m)	2 x 1.5	2 x 1.5	2 x 1.5	2 x 2.0	2 x 2.5
Minimum sealed shoulder width (m)	2 x <del>0.75</del> <u>0.5</u> <sup>106</sup>	2 x 1.0	2 x 1.0	2 x 1.5	2 x 2.5
Minimum carriageway width (m)	6.5	9.6	10.0	11.0	12.0
1. Consultation should be undertaken with the District Council to confirm the location of a shared use path.					

<sup>104</sup> Waka Kotahi NZ Transport Agency [275.3]

<sup>105</sup> Waimakariri District Council [367.35]

<sup>106</sup> Waimakariri District Council [367.35]



### 8.3 Standard TRAN-S2: Minimum road intersection separation distances

#### 8.3.1 Matters raised by submitters

268. Three submissions have been received on this standards, two seek the standard be retained as notified.<sup>107</sup> One submission has been received seeking amendment to TRAN-S2 but appears to relate to matters of discretion.<sup>108</sup> The submitter considers the matters of discretion are limited and appear to allow proposals to proceed, even if inappropriate, unsustainable, or unsafe and seeks amendment which delete reference to “*to the extent considered practicable*”.

#### 8.3.2 Assessment

269. In response to the submission from Mr Smith, I note that there are a total of eight matters of discretion matters that may be considered. I consider the matters chosen are 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.

#### 8.3.3 Summary of recommendations

270. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.94]
- Rolleston Industrial Developments Limited [326.98]

271. I recommend that the submissions from the following submitters be **rejected**:

- George JasonSmith [270.14]

272. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

### 8.4 Standard TRAN-S4: Design standards for new vehicle accessways, including Table TRAN-7: Design standards for new vehicle accessways

#### 8.4.1 Matters raised by submitters

273. Two submissions have been received on TRANS-S4 specifically, both seek it be retained as notified.<sup>109</sup> Four submissions seek amendments to values identified in Table TRAN-7, specifically related to the values stated for new residential units in Residential Zones and identified special Purpose Zones.

274. Kainga Ora [325.86] raise concern regarding the accessway formation requirements for more than 6 residential units set out in Table TRAN-7. They consider it overly prescriptive and an inhibitor of further intensification. For similar reasons they oppose the mandatory passing bay

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<sup>107</sup> Clampett Investments [284.94], Rolleston Industrial Developments Limited [326.98]

<sup>108</sup> George JasonSmith [270.14]

<sup>109</sup> Clampett Investments [284.96], Rolleston Industrial Developments Limited [326.100]

requirements for 1-6 residential units. Additionally, they seek amendments to reduce the minimum legal width and minimum formed width of roads.

275. George Jason Smith [270.15] considers the table appears to allow unlimited numbers of dwellings to be served by an accessway and seeks amendments which delete reference to ">6".
276. Sarah Gale [237.7] and FENZ [303.27] both seek to increase the minimum formed width legal width requirement for 1-3 new residential units from 3m to 4m.

#### **8.4.2 Assessment**

277. In relation to the submission from Sarah Gale Table TRAN-7 in TRAN-S4 has been amended by way of a Clause 16 RMA minor amendment<sup>110</sup>. 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.) 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. These minor errors have been corrected.
278. In relation to the submission from Kainga Ora, I consider 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. As part of the Clause 16 RMA minor amendment outlined in 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.
279. In relation to the submission from George Jason Smith Table TRAN-7 in TRAN-S4 relates to 'design standards for new vehicle accessways'. It shows what is considered the appropriate 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.
280. I consider it is also important to highlight the relationship between Table TRAN-7 and TRAN-R6. TRAN-R6 relates to the formation of new vehicle accessways. TRAN-R6(3) requires that a new vehicle accessway shall be designed to the standard of a new road, where:
- any new vehicle accessway in Residential Zones or Rural Zones will serve six or more sites; or
  - vehicle movements on any new accessway will exceed 100 vehicle movements.
281. This is at odds with the requirement set out in Table TRAN-7 which requires lesser design standards for new accessways in the Residential Zone serving more than six residential units. To clarify which of these provisions prevails, I recommend an addition to the notes associated with Table TRAN-7 to clarify that the requirements within TRAN-R6 prevail over Table TRAN-7. I also

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<sup>110</sup> [https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0015/120912/Memo-re-Proposed-Clause-16-Amendments-v3.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0015/120912/Memo-re-Proposed-Clause-16-Amendments-v3.pdf)

recommend a consequential amendment to TRAN-R6 to clarify that this rule take precedence over TRAN Table 7.

282. In relation the amendment from FENZ, I agree the amendment will facilitate easier access by emergency service vehicles, which has been an issue in some recent developments with narrower vehicle access.

#### 8.4.3 Summary of recommendations

283. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.96]
- Rolleston Industrial Developments Limited [326.100]
- Sarah Gale [237.7]
- Fire and Emergency New Zealand [303.27]

284. I recommend that the submissions from the following submitters be **rejected**:

- George JasonSmith [270.15]
- Kainga Ora [325.86]

285. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the notes below Table TRANS-7 and TRANS-R6 as follows and as shown in **Appendix A**:

**Table TRAN-7: Design standards for new vehicle accessways**

Zone	Number of residential units	Number of marked parking spaces provided	Minimum legal width (m)	Minimum formed width (m)	Maximum formed width (m)	Passing bays <sup>1</sup>
Residential Zones, Special Purpose Zone (Kāinga Nohoanga), Special Purpose Zone (Pines Beach and Kairaki Regeneration)	1 - 3		5.5	≥ 4.0 <sup>111</sup>	5.0	Yes (for 2 or more residential units)
	4 - 6		6.0	4.5	5.5	Yes
	> 6		7.0	5.5	6.0	
Commercial and Mixed Use Zones, all other Special		< 15	8.0	5.5	8.0	
		≥ 15	8.0	6.0	8.0	

<sup>111</sup> Fire and Emergency NZ [303.27]

Purpose Zones <sup>2</sup>						
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 not 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> <p>2. Access can be provided by two separate one-way crossings each with a minimum width of 3.5m.</p> <p>3. <u>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 see TRAN-R6<sup>112</sup></u></p>						

TRAN-R6 Formation of a new vehicle accessway	
All Zones	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>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;</li> <li>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</li> <li><u>notwithstanding Table TRAN-7,<sup>113</sup> 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</u></li> </ol>
	<b>Activity status when compliance not achieved: as set out in TRAN-S4</b>

<sup>112</sup> Schedule 1 Clause 16(2)

<sup>113</sup> Schedule 1 Clause 16(2)

<p>speed limit of the road with which the accessway will connect:</p> <ul style="list-style-type: none"> <li>a. where any new vehicle accessway in Residential Zones or Rural Zones will serve six or more sites;</li> <li>or</li> <li>b. where vehicle movements on any new accessway will exceed 100 per day.</li> </ul>	
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**8.5 Section 32AA evaluation**

286. I consider the recommended amendments provide greater scope and clarity, and therefore will be easier to interpret and implement and more effective than the notified rules. A full assessment of the amendments recommended to the TRAN Chapter are included in **Appendix C**.

## 9 Matters of Discretion

### 9.1 Introduction

287. The Transport Chapter includes 22 matters of discretion, 18 of which (Matters of discretion TRAN-MD1,<sup>114</sup> TRAN-MD6,<sup>115</sup> TRAN-MD7,<sup>116</sup> TRAN-MD8,<sup>117</sup> TRAN-MD9,<sup>118</sup> TRAN-MD10,<sup>119</sup> TRAN-MD11,<sup>120</sup> TRAN-MD12,<sup>121</sup> TRAN-MD13,<sup>122</sup> TRAN-MD14,<sup>123</sup> TRAN-MD15,<sup>124</sup> TRAN-MD16,<sup>125</sup> TRAN-MD17,<sup>126</sup> TRAN-MD18,<sup>127</sup> TRAN-MD19,<sup>128</sup> TRAN-MD20,<sup>129</sup> TRAN-MD21,<sup>130</sup> and TRAN-MD22<sup>131</sup>) only received submissions in support and seeking their retention as notified. I therefore recommend these rules be retained as notified and the submissions in support be accepted.

288. I recommend that no change be made to the following Matters of discretion in the TRAN chapter of the Proposed Plan:

TRAN-MD1, TRAN-MD6, TRAN-MD7, TRAN-MD8, TRAN-MD9, TRAN-MD10, TRAN-MD11, TRAN-MD12, TRAN-MD13, TRAN-MD14, TRAN-MD15, TRAN-MD16, TRAN-MD17, TRAN-MD18, TRAN-MD19, TRAN-MD20, TRAN-MD21, and TRAN-MD22.

### 9.2 TRAN-MD2: Maximum number of vehicle crossings

#### 9.2.1 Matters raised by submitters

289. Three submissions have been received on TRAN-MD2, two seek it be retained as notified.<sup>132</sup> Kainga Ora [325.88] consider matter (2) is addressed in matter (1), and matter (4) requires clarification to support its interpretation and application. The following amendment has been sought:

*'Maximum number of vehicle crossings*

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<sup>114</sup> Clampett Investments [284.104], Rolleston Industrial Developments Limited [326.108]

<sup>115</sup> Clampett Investments [284.109], Rolleston Industrial Developments Limited [326.113]

<sup>116</sup> Clampett Investments [284.110], Rolleston Industrial Developments Limited [326.114]

<sup>117</sup> Clampett Investments [284.111], Rolleston Industrial Developments Limited [326.115]

<sup>118</sup> Clampett Investments [284.112], Rolleston Industrial Developments Limited [326.116]

<sup>119</sup> Clampett Investments [284.113], Rolleston Industrial Developments Limited [326.117]

<sup>120</sup> Clampett Investments [284.114], Rolleston Industrial Developments Limited [326.118], KiwiRail [373.100]

<sup>121</sup> Clampett Investments [284.115], Rolleston Industrial Developments Limited [326.119]

<sup>122</sup> Clampett Investments [284.116], Rolleston Industrial Developments Limited [326.120]

<sup>123</sup> Clampett Investments [284.117], Rolleston Industrial Developments Limited [326.121]

<sup>124</sup> Clampett Investments [284.118], Rolleston Industrial Developments Limited [326.122]

<sup>125</sup> Clampett Investments [284.119], Rolleston Industrial Developments Limited [326.123]

<sup>126</sup> Clampett Investments [284.120], Rolleston Industrial Developments Limited [326.124]

<sup>127</sup> Clampett Investments [284.121], Rolleston Industrial Developments Limited [326.125], KiwiRail [373.44]

<sup>128</sup> Clampett Investments [284.122], Rolleston Industrial Developments Limited [326.126], KiwiRail [373.45]

<sup>129</sup> Clampett Investments [284.123], Rolleston Industrial Developments Limited [326.127]

<sup>130</sup> Clampett Investments [284.144], Rolleston Industrial Developments Limited [326.128]

<sup>131</sup> Clampett Investments [284.145], Rolleston Industrial Developments Limited [326.129], KiwiRail [373.43]

<sup>132</sup> Clampett Investments [284.105], Rolleston Industrial Developments Limited [326.109]

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.*~~

### 9.2.2 Assessment

290. I disagree with the deletion of clause (2). 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.
291. 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 TRANS-MD2.

### 9.2.3 Summary of recommendations

292. I recommend that the submissions from the following submitters be **accepted**:
- Clampett Investments [284.105]
  - Rolleston Industrial Developments Limited [326.109]
293. I recommend that the submissions from the following submitters be **rejected**:
- Kainga Ora [325.88]
294. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## 9.3 TRAN-MD3: Minimum separation distance between vehicle crossings

### 9.3.1 Matters raised by submitters

295. Three submissions have been received on TRAN-MD3, two seek it be retained as notified.<sup>133</sup> Kainga Ora [325.89] seek the following amendment to matter (1) to clarify its meaning and application:

Minimum separation distance between vehicle crossings

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<sup>133</sup> Clampett Investments [284.106], Rolleston Industrial Developments Limited [326.110]

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.~~

...

### 9.3.2 Assessment

296. 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 TRANS-MD3.

### 9.3.3 Summary of recommendations

297. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.106]
- Rolleston Industrial Developments Limited [326.110]

298. I recommend that the submissions from the following submitters be **rejected**:

- Kainga Ora [325.89]

299. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## 9.4 TRAN-MD4: Minimum separation distance for vehicle crossings from road intersections and pedestrian crossing facility

### 9.4.1 Matters raised by submitters

300. Three submissions have been received on TRANS-MD4, two seek it be retained as notified.<sup>134</sup> Kainga Ora [325.90] seek the following amendments as they consider matter (4) will be addressed by the Integrated Transport Assessment rules, "future" crossings cannot be determined, and matter (10) can be incorporated into matter (3) to avoid duplication:

Minimum separation distance for vehicle crossings from road intersections and pedestrian crossing facility

...

3. The extent of effects on the safety of users of all transport modes and pedestrian crossing facilities.

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.~~

...

8. The extent of any cumulative effects when considered in the context of existing ~~and future~~ vehicle crossings serving other activities in the vicinity.

...

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.~~

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<sup>134</sup> Clampett Investments [284.107], Rolleston Industrial Developments Limited [326.111]



### 9.4.2 Assessment

301. The requested deletion of clause (4) is not supported as I consider there may be circumstances where an Integrated Transport Assessment (ITA) is not required, and in these situations, this matter of discretion will be relevant.
302. The requested deletion of 'future' from clause (8) is not supported. I note that future crossings may be known as these may already be consented, or permitted under the Vehicle Crossing Bylaw, but not yet constructed.
303. The requested deletion of clause (10) and related amendment to clause (1) are not supported as they concern two different things. Clause (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 clause (1). Clause (1) is more general as it concerns the safety of users of all transport modes which is wider in scope than clause (10).

### 9.4.3 Summary of recommendations

304. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.107]
- Rolleston Industrial Developments Limited [326.111]

305. I recommend that the submissions from the following submitters be **rejected**:

- Kainga Ora [325.90]

306. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## 9.5 TRAN-MD5: Vehicle crossing design

### 9.5.1 Matters raised by submitters

307. Three submissions have been received on TRANS-MD5, two seek it be retained as notified.<sup>135</sup> Kainga Ora [325.92] seek deletion of matter (1) as they consider it provides no metric for assessment and is covered by clause (2).

### 9.5.2 Assessment

308. I disagree with the deletion of (1). I consider the data provided by (1) will assist in addressing the matters in (2), (3) and (4).

### 9.5.3 Summary of recommendations

309. I recommend that the submissions from the following submitters be **accepted**:

- Clampett Investments [284.108]
- Rolleston Industrial Developments Limited [326.112]

310. I recommend that the submissions from the following submitters be **rejected**:

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<sup>135</sup> Clampett Investments [284.108], Rolleston Industrial Developments Limited [326.112]

- Kainga Ora [325.902]

311. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## **9.6 Section 32AA evaluation**

312. No changes to the matters of discretion are recommended.

## 10 Appendices

### 10.1 Introduction

313. The Transport Chapter includes eight appendices. Submissions have been received in relation to TRAN-APP1,<sup>136</sup> TRAN-APP6 (assessed as part of TRAN-R20 above),<sup>137</sup> and TRAN-APP7.<sup>138</sup>

### 10.2 TRAN-APP1: Design standards for new vehicle crossings (Table TRANS-15, Table TRANS-16, Table TRANS-17, Table TRANS-18, Table TRANS-19 and Figure TRAN-6, Table TRANS-20 and Figure TRAN-7)

#### 10.2.1 Matters raised by submitters

314. Two submissions have been received on APP1.

315. With reference to Table TRAN-17, Kainga Ora [325.82] consider the minimum separation distances for vehicle crossings from road intersections require review and amendment to manage the safety and efficiency of the transport network.

316. With reference to Table TRAN-19, Waka Kotahi [275.20] question what the minimum sight distances from vehicle crossings for posted speed limits have been based on. They seek the amendment to Table TRANS-19 to align with the NZTA Policy Planning Manual.

#### 10.2.2 Assessment

317. In response to the submission from Kainga Ora, I note that the notified proposed minimum separation distances for vehicle crossings from road 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. I consider deleting the requirements may pose significant adverse effects on the safety and efficiency of the transport network.

318. In relation to the submission from Waka Kotahi, I note that the notified 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<sup>139</sup>. However, it is accepted that in the interim it appears that Waka Kotahi NZ Transport Agency has updated the relevant standards. As such I support the suggested amendments.

#### 10.2.3 Summary of recommendations

319. I recommend that the submissions from the following submitters be **accepted**:

- Waka Kotahi [275.20]

320. I recommend that the submissions from the following submitters be **rejected**:

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<sup>136</sup> Waka Kotahi [275.20], Kainga Ora [325.82]

<sup>137</sup> Sports and Education Corporation [416.8]

<sup>138</sup> KiwiRail [373.41]

<sup>139</sup> See section 2.5.3 Transport Section 32 report

- Kainga Ora [325.82]

321. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the Table TRANS-19 as follows and as shown in **Appendix A**:

**Table TRAN-19: Minimum sight distances from vehicle crossings**

Posted speed limit (km/hr)	<del>All activities</del> Residential activity except high traffic generators (m)	Other activity (m)
30	40	
40	<del>60</del> 89	75
50	<del>80</del> 113	100
60	<del>100</del> 140	125
70	<del>120</del> 170	150
80	<del>150</del> 203	180
90	<del>170</del> 240	215
100	<del>200</del> 282	250 <sup>140</sup>

### 10.3 TRAN-APP7: Sight triangles for road/rail level crossing

#### 10.3.1 Matters raised by submitters

322. One submission has been received on this appendix. KiwiRail [373.41] consider the appendix requires amendment to give direction as to how the diagrams and sight triangles are to be applied. This will support TRAN-R21, TRAN-P6 and TRAN-P4, and ensure level crossing sightlines are not compromised. 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.
323. 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.

#### 10.3.2 Assessment

324. I agree with the amendments sought by KiwiRail. I consider 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. I recommend TRAN-APP7 be amended using text, tables and figures from KiwiRail's submission.

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<sup>140</sup> Waka Kotahi NZ Transport Agency [275.20]

### 10.3.3 Summary of recommendations

325. I recommend that the submissions from the following submitters be **accepted**:

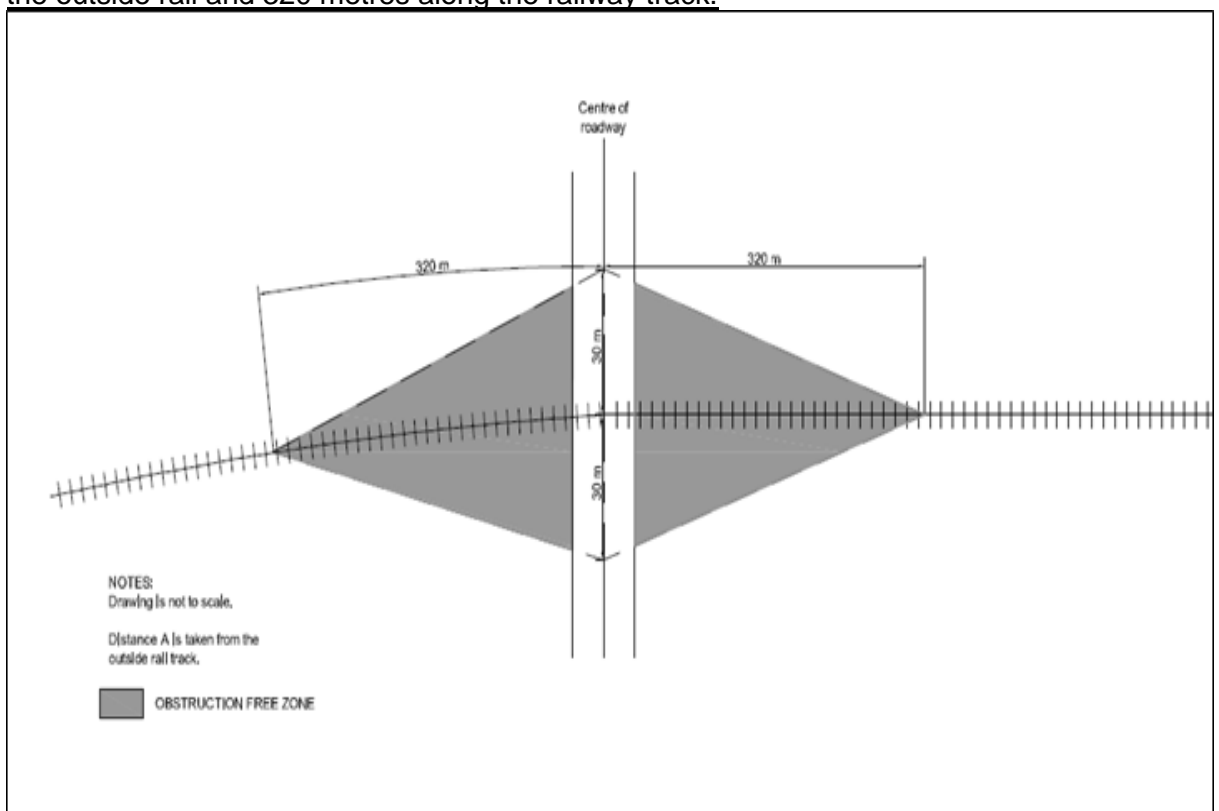
- KiwiRail [373.41]

326. I recommend that the TRAN chapter of the Proposed District Plan be amended by deleting Table TRAN-APP7 and replacing it with a new version as follows and as shown in **Appendix A**:

#### **TRAN-APP7 Sight triangles for road/rail level crossing**

##### **Approach sight triangles at level crossings with Stop or Give Way signs** <sup>141 142</sup>

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

<sup>141</sup> KiwiRail Holdings Ltd [373.40]

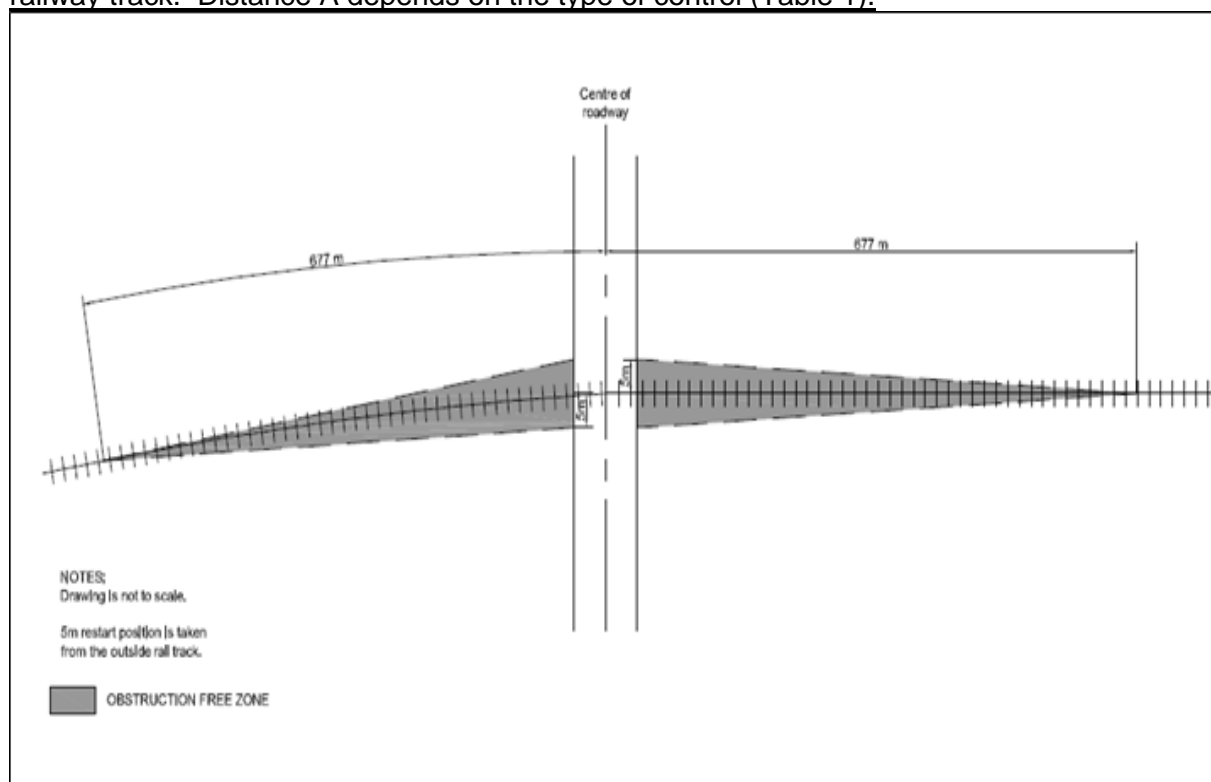
<sup>142</sup> KiwiRail Holdings Ltd [373.41]

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.

### **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:**

3. 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.
4. 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

## **10.4 Section 32AA evaluation**

327. I consider the recommended amendments will provide important updates, will provide greater clarity and be more accurate, and therefore will be easier to interpret and implement and more effective than the notified provisions. A full assessment of the amendments recommended to the TRAN Chapter are included in **Appendix C**.

## 11 Planning Map

### 11.1 Introduction

#### 11.1.1 Matters raised by submitters

328. There was only one submission point on Transport related planning map matters. This was from Waimakariri District Council (367.18), seeking to amend the District Plan Road Hierarchy so that a number of roads currently classified as Local Roads will instead show as Collector Roads, and a number of roads currently classified as Collector Roads will instead show as Local Roads, as follows:

*'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:*

- 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. Blakett 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:*

- 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 to show all of Bob Robertson Drive as Collector Road.'*

#### 11.1.2 Assessment

329. I recommend this submission be accepted as it is based on the latest information held by the District Council's roading department.



330. 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.
331. 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.

### ***11.1.3 Summary of recommendations***

332. I recommend that the submissions from the following submitters be **accepted**:
- Waimakariri District Council [367.18]
333. I recommend that the Planning Maps of the Proposed District Plan be amended as set out above.

## **11.2 Section 32AA evaluation**

334. I consider the recommended amendments will be more accurate, and therefore will be more effective than the notified District Plan road hierarchy shown on the proposed planning map. A full assessment of the amendments recommended to the TRAN Chapter are included in **Appendix C**.

## 12 Definitions

### 12.1 Introduction

335. 19 submissions were lodged on the following 15 Transport related Definitions in the proposed plan as notified:

Accessway*	Parking area*
Active transport	Public transport facility*
All weather standard	Rail corridor*
Heavy vehicle*	Road reserve
Land transport infrastructure*	Strategic transport networks*
Loading area*	Tertiary education and research activity*
Loading space*	Transport system*
Manoeuvring area*	

336. 16 of these submissions seek that these definitions be retained as notified (shown with an \* in the table above).<sup>143</sup>

#### 12.1.1 Summary of recommendations

337. I recommend that the submissions from the following submitters be **accepted**:

- Horticulture NZ [295.9], [295.44], [295.45], [295.46]
- Waimakariri District Council [367.25]
- Fulton Hogan [41.5]
- KiwiRail Holdings Ltd [373.3], [373.7], [373.11], [373.12]
- Clampett Investments Ltd [284.18], [284.20]
- Rolleston Industrial Developments Ltd [326.19], [326.21]
- CIAL [254.16], [254.17]
- MoE [277.9]

338. I recommend that no change be made to the following definitions of the Proposed District Plan:

Accessway, Parking area, Public transport facility, Rail corridor, Heavy vehicle, Land transport infrastructure, Strategic transport networks, Loading area, Tertiary education and research activity, Loading space, Transport system, and Manoeuvring area.

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<sup>143</sup> CIAL [254.3], CIAL [254.17], Clampett Investments [284.18], Clampett Investments [284.20], Fulton Hogan [41.5], [Hort NZ [295.9], Hort NZ [295.44], Hort NZ [295.45], Hort NZ [295.46], KiwiRail [373.3], KiwiRail [373.7], KiwiRail [373.11], KiwiRail [373.12], MOE [277.9], Rolleston Industrial Developments Limited [326.19], Rolleston Industrial Developments Limited [326.21],

## 12.2 Active transport

### 12.2.1 Matters raised by submitters and assessment

339. One submission has been received on this definition which seeks to align with proposed changes to the Accessible Street regulatory package.<sup>144</sup> The submitter seeks to widen the scope of the definition to include low-powered e-bikes and e-scooters.

### 12.2.2 Assessment

340. I disagree that the definition should be widened to include low-powered e-bikes and e-scooters. I note the definition of 'Active transport' includes modes of travel other than conventional motor vehicles and which rely primarily on human power. I consider low-powered e-bikes and e-scooters do not primarily on human power and therefore does not fit within the definition of 'Active transport'. Instead, as set out in my assessment of TRAN-O1 (Section 6.2 of this report), I have suggested a new definition be added to the Proposed Plan for 'micromobility' which includes a range of small, lightweight vehicles such as electric bikes, electric scooters and electric skateboards.

### 12.2.3 Summary of recommendations

341. I recommend that the submissions from the Waimakariri District Council [367.32] be **rejected**.
342. I recommend that no change be made to the TRAN chapter of the Proposed District Plan.

## 12.3 All weather standard

### 12.3.1 Matters raised by submitters

343. One submission<sup>145</sup> has been received on this definition which seeks the following amendment to recognise access requirements needed in weather conditions that include a 2% annual exceedance probability event (for flooding).

### 12.3.2 Assessment

344. I agree with the suggested addition. I note that the proposed amendment reflects the standard to which the District's roads are designed.

### 12.3.3 Summary of recommendations

345. I recommend that the submissions from the Waimakariri District Council [367.25] be **accepted**.
346. I recommend that the TRAN chapter of the Proposed District Plan be amended by changing the wording of the 'all weather standard' definition as follows and as shown in **Appendix A**:

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> <sup>146</sup> .
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<sup>144</sup> WDC [367.32]

<sup>145</sup> WDC [367.25]

<sup>146</sup> Waimakariri District Council [367.25]

## 12.4 Road Reserve

### 12.4.1 Matters raised by submitters

347. One submission has been received on this definition which seeks the definition of "road reserve" be deleted, as it has the same meaning as "road corridor".<sup>147</sup> Additionally they seek to replace references to "road reserve" in the Plan with "road corridor".

### 12.4.2 Assessment

348. I agree that of 'road reserve' has the same meaning as 'road corridor' and is therefore unnecessary. I also agree that definition of 'road reserve' should be deleted and references to 'road reserve' in the plan should be amended to 'road corridor' for consistency.

### 12.4.3 Summary of recommendations

349. I recommend that the submissions from Waka Kotahi [275.3] be **accepted**.

350. I recommend that the TRAN chapter of the Proposed District Plan be amended by deleting the definition of Road reserve definition as follows and as shown in **Appendix A**:

ROAD RESERVE	has the same meaning as road corridor. <sup>148</sup>
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<sup>147</sup> Waka Kotahi [275.3]

<sup>148</sup> Waka Kotahi [275.3]

### 13 Conclusions


351. There were 32 submissions and 303 submission points; and 26 further submissions and 59 further submission points on Transport related provisions.
352. Having considered all the submissions and reviewed all relevant statutory and non-statutory documents, I recommend that Proposed Plan should be amended as set out in **Appendix A** of this report.
353. The recommended responses to submissions on matters relating to the Transport, and reasons, are contained in Tables B 1 to B 10 in **Appendix B** of this report.
354. The evaluation in Tables B 1 to B 10 in **Appendix B** should be read in conjunction with **Appendix A**.
355. For the reasons set out in the s32AA evaluation attached in **Appendix C** of this report, and in Tables B 1 to B 10 in **Appendix B** of this report, I consider that the proposed objectives and provisions, with the recommended amendments, will be the most appropriate means to:
- achieve the purpose of the RMA where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives, and
  - achieve the relevant objectives of the Proposed Plan, in respect to the proposed provisions.

#### Recommendations:

I recommend that:

1. The Hearing Commissioners accept, Accept, or reject submissions as outlined in **Appendix B** of this report; and
2. The Proposed Plan be amended in accordance with the changes recommended in **Appendix A** of this report.

Signed:

Name and Title		Signature
Report Author	Andrew Maclennan Associate, Incite	

## Appendix A. Recommended Amendments to Transport Chapter

Where changes are recommended in response to submissions, these are shown as follows:

- Text recommended to be added to the Proposed Plan is underlined.
- Text recommended to be deleted from the Proposed Plan is ~~struck through~~.
- Sections in **red text and highlighted in yellow** are subject to Variation 1: Housing Intensification

## 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.

Land use and subdivision also needs to be managed to avoid, remedy or mitigate adverse effects of potentially incompatible activities on the provision of an integrated, safe, responsive, and sustainable transport system, which includes strategic transport networks<sup>149</sup>

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	
<b>TRAN-O1</b>	<p><b>A safe, resilient, efficient, integrated and sustainable transport system</b></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"> <li>1. is safe, resilient, efficient and sustainable for all transport modes;</li> <li>2. is responsive to future needs and changing technology;</li> <li>3. enables economic development, including for freight;</li> <li>4. supports healthy and liveable communities;</li> </ol>

<sup>149</sup> Christchurch International Airport Ltd [254.32]

	<p>5. reduces dependency on private <u>single-occupant</u><sup>150</sup> motor vehicles, including through <u>prioritising</u><sup>151</sup> public transport, <del>and</del> active transport, <u>and micromobility</u><sup>152</sup>; and</p> <p>6. enables the economic, social, cultural and environmental well-being of people and communities.</p>
<b>TRAN-O2</b>	<p><b>Parking, loading area and associated access and manoeuvring area</b> Parking, where provided, loading area and associated access and manoeuvring area that:</p> <ol style="list-style-type: none"> <li>1. caters for access, parking demand and manoeuvring in an efficient, functional and sustainable manner;</li> <li>2. enhances the amenity values and function of town centres and Residential Zones;</li> <li>3. results in safe places for people to use and move through;</li> <li>4. is accessible and convenient for pedestrians;</li> <li>5. provides secure, visible and convenient cycle parking, and cycling end-of-journey facilities for staff;</li> <li>6. supports greater use of public transport, including through park and ride facilities; and</li> <li>7. enables access, loading and manoeuvring without reducing amenity values or compromising safety.</li> </ol>
<b>TRAN-O3</b>	<p><b>Adverse effects from the transport system</b> 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>
<b>TRAN-O4</b>	<p><b>Effects of activities on the transport system</b> 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><sup>153</sup>.</p>
<b>TRAN-O5</b>	<p><b>Rangiora Airfield</b> 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>
<b>Policies</b>	
<b>TRAN-P1</b>	<p><b>Recognising the benefits of, and providing for, transport</b> Recognise the benefits of transport by:</p> <ol style="list-style-type: none"> <li>1. enabling the maintenance, repair, removal or minor upgrade of the transport system including land transport infrastructure;</li> <li>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><sup>154</sup> and</li> </ol>

<sup>150</sup> Waimakariri District Council [367.31]

<sup>151</sup> Waimakariri District Council [367.31]

<sup>152</sup> MoE [277.15]

<sup>153</sup> Waka Kotahi NZ Transport Agency [275.17]

<sup>154</sup> Waka Kotahi [275.17]



	<p>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.</p>
<b>TRAN-P2</b>	<p><b>Environmentally sustainable outcomes</b>  <del>Seek more</del> <u>Promote</u><sup>155</sup> environmentally sustainable outcomes associated with transport, including <del>by promoting</del>:</p> <ol style="list-style-type: none"> <li>1. the use of public transport, active transport and sustainable forms of transport;</li> <li>2. the use of green infrastructure;</li> <li>3. the increased utilisation of renewable resources;</li> <li>4. the use of low impact approaches (such as in site, route or structure selection or construction methodology);</li> <li>5. using low carbon materials in construction;</li> <li>6. changing the way activities that generate high greenhouse gas emissions are delivered;</li> <li>7. offsetting greenhouse gas emissions, <u>where there is a strong likelihood that the offsets will be achieved in perpetuity,</u><sup>156</sup> through activities such as planting carbon sequestering trees (<u>excluding wilding or pest species</u>)<sup>157</sup> or the establishment and restoration of wetlands; and</li> <li>8. energy efficiency and conservation practices.</li> </ol>
<b>TRAN-P3</b>	<p><b>District Plan Road Hierarchy</b>  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>
<b>TRAN-P4</b>	<p><b>New activities</b>  New activities:</p> <ol style="list-style-type: none"> <li>1. locate on or establish primary access <del>to the classification of road</del> <u>a road classified</u><sup>158</sup> within the District Plan road hierarchy <u>as</u><sup>159</sup> best able to accommodate the level and type of traffic generated;</li> <li>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;</li> <li>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;</li> <li>4. provide safe and efficient access, including ease of access by service and emergency service vehicles; and</li> <li>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</li> </ol>

<sup>155</sup> Kainga Ora [325.76]

<sup>156</sup> ECAN [316.31]

<sup>157</sup> Canterbury Regional Council [316.31]

<sup>158</sup> Christchurch City Council [360.6]

<sup>159</sup> Christchurch City Council [360.6]

	paths, cycling end-of-journey facilities for staff, shared use path and footpaths.
<b>TRAN-P5</b>	<p><b>High traffic generating activities</b> Manage the adverse effects of high traffic generating activities on the transport system according to the extent that they:</p> <ol style="list-style-type: none"> <li>1. generate additional vehicle 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;</li> <li>2. are accessible by a range of transport modes and encourage public and active transport use;</li> <li>3. do not compromise the safe, efficient or effective use of the transport system, including ease of access by service and emergency service vehicles;</li> <li>4. provide patterns of development that optimise the use of the transport system;</li> <li>5. maximise positive transport effects;</li> <li>6. avoid, remedy or mitigate adverse transport effects;</li> <li>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;</li> <li>8. provide for the transport needs of people whose mobility is restricted; and</li> <li>9. integrate and coordinate with the transport system, including proposed land transport infrastructure and service improvements.</li> </ol>
<b>TRAN-P6</b>	<p><b>Road/rail level crossings</b> Maintain safe visibility at road/rail level crossings.</p>
<b>TRAN-P7</b>	<p><b>Connections between new development and public transport</b> Achieve connections between public transport and new developments in major settlements by requiring:</p> <ol style="list-style-type: none"> <li>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</li> <li>2. roading design that facilitates the provision of an efficient and convenient public transport system into, out of, and around the development.</li> </ol>
<b>TRAN-P8</b>	<p><b>Parking and public transport</b> 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.</p>
<b>TRAN-P9</b>	<p><b>Cycle transport</b> Encourage cycle transport through measures such as:</p> <ol style="list-style-type: none"> <li>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><sup>160</sup>;</li> <li>2. new development designed to maximise convenient and safe connections to the active transport network; and<sup>161</sup></li> </ol>

<sup>160</sup> Waimakariri District Council [367.33]

<sup>161</sup> Waimakariri District Council [367.33]

	<ol style="list-style-type: none"> <li>3. the provision of cycle parking that is safe, convenient, visible and secure; and</li> <li>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><sup>162</sup>.</li> </ol>
<b>TRAN-P10</b>	<p><b>Pedestrian movement within and adjacent to parking and associated manoeuvring area</b></p> <p>Ensure safe pedestrian movement within and adjacent to parking and associated manoeuvring area by providing:</p> <ol style="list-style-type: none"> <li>1. pedestrian routes that provide safe separation from vehicle movements and which are unimpeded by vehicles;</li> <li>2. visibility between vehicles and pedestrians; and</li> <li>3. pedestrian routes that are designed and constructed to be accessible.</li> </ol>
<b>TRAN-P11</b>	<p><b>Parking and associated access and manoeuvring area</b></p> <p>Parking (where provided) and associated access and manoeuvring area shall ensure the following:</p> <ol style="list-style-type: none"> <li>1. safe and efficient access, parking and manoeuvring is provided, including ease of access for service and emergency service vehicles;</li> <li>2. provide efficient and effective layout of parking, manoeuvring and circulating areas including restriction of vehicle speed and avoidance of long 'blind aisles';</li> <li>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;</li> <li>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;</li> <li>5. for shared parking, a legally binding arrangement is established that protects ongoing access and use;</li> <li>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;</li> <li>7. be permanently marked and surfaced where required, and maintained to control <u>adverse effects such as</u><sup>163</sup> the generation of dust, excessive noise, or <u>the trafficking of loose material onto a sealed road</u> <del>other nuisance</del><sup>164</sup>;</li> <li>8. reduce opportunities for crime and improve safety, taking into account the principles of CPTED and best practice Urban Design principles;</li> <li>9. ensure visibility through natural lighting or illumination;</li> <li>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;</li> <li>11. enable provision of charging facilities for electric vehicles;</li> <li>12. include landscaping that:</li> </ol>

<sup>162</sup> Waimakariri District Council [367.33]

<sup>163</sup> Kainga Ora [325.77]

<sup>164</sup> Kainga Ora [325.77]

	<ul style="list-style-type: none"> <li>a. incorporates establishment and maintenance practices to ensure plant survival, and replacement during the next planting season if plants are diseased, damaged or dead;</li> <li>b. visually softens the dominant effect of hard surfaces;</li> <li>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;</li> <li>d. integrates with stormwater management and footpaths, and may include the use of raingardens for stormwater collection and attenuation of runoff;</li> <li>e. does not adversely affect vehicle or pedestrian safety by impeding visibility; and</li> </ul> <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><b>TRAN-P12</b></p>	<p><b>Loading area and associated access and manoeuvring area</b> 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"> <li>1. be permanently marked and surfaced where required, and maintained to control the generation of dust, excessive noise, or other nuisance;</li> <li>2. provide safe and efficient vehicle movements for the largest vehicle types expected to use the facility or site;</li> <li>3. avoid reverse manoeuvring onto or from any road or pedestrian or cycling environment where this would adversely affect safety;</li> <li>4. provide sufficient separation between service vehicles, car parking, pedestrians and cyclists to enable the safe use of the facility;</li> <li>5. avoid obstruction of any accessway;</li> <li>6. for shared loading facilities, a legally binding arrangement is established that protects ongoing access and use; and</li> <li>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.</li> </ul>
<p><b>TRAN-P13</b></p>	<p><b>Activities within the transport system</b> Across the District:</p> <ul style="list-style-type: none"> <li>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"> <li>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;</li> <li>b. the safety of road design, taking into account the principles of CPTED and best practice Urban Design principles;</li> <li>c. structures, facilities, services and installations of the transport system, including land transport infrastructure;</li> </ul> </li> </ul>

	<p>d. ease of access for service and emergency service vehicles; and</p> <p>e. ease of navigation or route finding;</p> <p>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</p> <p>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.</p>
<b>TRAN-P14</b>	<p><b>Adverse effects on amenity values of adjacent activities</b></p> <p>Ensure adverse effects of <del>more than minor or significant</del><sup>165</sup> 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.</p>
<b>TRAN-P15</b>	<p><b>Effects of activities on the transport system</b></p> <p>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:</p> <ol style="list-style-type: none"> <li>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;</li> <li>2. avoiding, remedying or mitigating adverse reverse sensitivity effects on the transport system; and</li> <li>3. providing for ease of access for service and emergency service vehicles.</li> </ol>
<b>TRAN-P16</b>	<p><b>Rangiora Airfield</b></p> <p>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.</p>

## 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.

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<sup>165</sup> Kainga Ora [325.78]

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 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

<b>TRAN-R1</b>	<b>Maintenance of the existing transport system</b>	
<b>All Zones</b>	<b>Activity status: PER</b>	<b>Activity status when compliance not achieved: N/A</b>
<b>TRAN-R2</b>	<b>Provision of new, and additions or upgrades to existing, land transport infrastructure</b> <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>	
<b>All Zones</b>	<b>Activity status: PER</b> 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.	<b>Activity status when compliance with TRAN-R2 (1)(a) not achieved: RDIS</b> <b>Matters of discretion are restricted to:</b> <ul style="list-style-type: none"> <li>• TRAN-MD19 - Land transport infrastructure</li> <li>• TRAN-MD20 - Extent of effects</li> </ul> <b>Activity status when compliance with TRAN-R2 (1)(b) not achieved: DIS</b>
<b>TRAN-R3</b>	<b>Formation of a new road</b>	
<b>All Zones</b>	<b>Activity status: PER</b> 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).	<b>Activity status when compliance not achieved: as set out in TRAN-S1</b>
	<b>Advisory Notes</b> <ul style="list-style-type: none"> <li>• Check the ECOP for relevant road construction standards.</li> <li>• Check also CE-R5 in the Coastal Environment Chapter, and NFL-R9 in the Natural Features and Landscapes Chapter.</li> </ul>	
<b>TRAN-R4</b>	<b>Formation of a new road intersection</b>	
<b>All Zones</b>	<b>Activity status: PER</b> Where: 1. any activity that includes the formation of a new road intersection shall comply with the minimum road intersection separation	<b>Activity status when compliance not achieved: as set out in TRAN-S2</b>

	distances in TRAN-S2 below.	
	<b>Advisory Note</b> <ul style="list-style-type: none"> <li>• Check the ECOP for relevant road construction standards.</li> </ul>	
<b>TRAN-R5</b>	<b>Formation of a new vehicle crossing</b>	
<b>All Zones</b>	<b>Activity status: PER</b> Where: <ol style="list-style-type: none"> <li>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.</li> </ol>	<b>Activity status when compliance not achieved: as set out in TRAN-S3</b>
	<b>Advisory Notes</b> <ul style="list-style-type: none"> <li>• Check the District Council's Vehicle Crossing Bylaw 2019 for any other relevant requirements.</li> <li>• Check the ECOP for relevant construction standards.</li> <li>• Check TRAN-R7 below regarding the formation of a new vehicle crossing on a sealed road where the posted speed limit is 60km/hr or above.</li> <li>• Check TRAN-R8 below regarding provision of a new vehicle crossing on a site that has frontage to more than one road.</li> </ul>	
<b>TRAN-R6</b>	<b>Formation of a new vehicle accessway</b>	
<b>All Zones</b>	<b>Activity status: PER</b> Where: <ol style="list-style-type: none"> <li>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;</li> <li>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</li> <li>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</li> </ol>	<b>Activity status when compliance not achieved: as set out in TRAN-S4</b>



	<p>Table TRAN-4, with the applicable standard based on the posted speed limit of the road with which the accessway will connect:</p> <ul style="list-style-type: none"> <li>a. where any new vehicle accessway in Residential Zones or Rural Zones will serve six or more sites;</li> <li>or</li> <li>b. where vehicle movements on any new accessway will exceed 100 per day.</li> </ul>	
<p><b>Advisory Notes</b></p> <ul style="list-style-type: none"> <li>• <del>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 <i>Waka Kotahi</i> Research Report 453 ‘Trips and Parking Related to Land Use’. Where a proposed activity does not align with the listed activities, and/or fFor<sup>166</sup> 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.</del></li> <li>• Check the ECOP for relevant construction standards.</li> </ul>		
<p><b>TRAN-R7 Formation of a new vehicle crossing on a sealed road where the posted speed limit is 60km/hr or above</b></p>		
<p><b>All Zones</b></p>	<p><b>Activity status: PER</b> Where:</p> <ul style="list-style-type: none"> <li>1. any activity that includes the formation of a new vehicle crossing on a sealed road where the posted speed limit is 60km/hr 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 vehicle movements per</li> </ul>	<p><b>Activity status when compliance not achieved: as set out in TRAN-S5</b></p>

<sup>166</sup> Sports and Education Corporation [416.9]

	day or have peak hour flows of more than 20 vehicle 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><b>Advisory Notes</b></p> <ul style="list-style-type: none"> <li>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 <i>Waka Kotahi Research Report 453 'Trips and Parking Related to Land Use'</i>. Where a proposed activity does not align with the listed activities, and/or fFor<sup>167</sup> 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.</li> <li>Check the ECOP for relevant construction standards.</li> </ul>	
<b>TRAN-R8</b>	<b>Formation of a new vehicle crossing on a site with frontage to more than one road</b>	
<b>All Zones</b>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>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;</li> <li>other than in (1) above, for any activity that includes a new vehicle crossing to be formed on 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</li> <li>the new vehicle crossing complies with TRAN-R5 and TRAN-R7 (as applicable).</li> </ol>	<p><b>Activity status when compliance not achieved: RDIS</b> <b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>TRAN-MD20 - Extent of effects</li> </ul> <p><b>Notification</b> 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.</p>
<b>TRAN-R9</b>	<b>Provision of accessible car parking space</b>	
<b>All Zones</b>	<p><b>Activity status: PER</b> Where:</p>	<b>Activity status when compliance not achieved: as set out in TRAN-S6</b>

<sup>167</sup> Sports and Education Corporation [416.9]

	<ol style="list-style-type: none"> <li>1. except in the circumstance specified in (3)(a) below, any activity (excluding residential activity) shall provide accessible car parking spaces on site;</li> <li>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</li> <li>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"> <li>a. where GFA is less than 200m<sup>2</sup>, no accessible car parking spaces are required;</li> <li>b. where GFA is 200-500m<sup>2</sup>, one accessible car parking space is required; and</li> <li>c. where GFA is more than 500m<sup>2</sup>, one accessible car parking space is required, plus one additional accessible car parking space is required for every additional 2,500m<sup>2</sup> GFA thereafter.</li> </ol> </li> </ol>	
<b>TRAN-R10</b>	<b>Provision of car parking space and associated manoeuvring area</b>	
<b>All Zones</b>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>1. any activity that includes the provision of any on site car parking spaces, including accessible car parking spaces, shall comply with the dimensions for car parking spaces and associated manoeuvring area specified in TRAN-S7 below;</li> <li>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"> <li>a. Oxford – see TRAN-R18 below;</li> <li>b. Rangiora or Kaiapoi – see TRAN-R19 below;</li> </ol> </li> </ol>	<p><b>Activity status when compliance not achieved with TRAN-R10 (1) and (3) to (5): as set out in TRAN-S7</b>  <b>Activity status when compliance not achieved with TRAN-R10 (2)(a): as set out in TRAN-R18</b>  <b>Activity status when compliance not achieved with TRAN-R10 (2)(b): as set out in TRAN-R19</b></p>

	<ol style="list-style-type: none"> <li>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;</li> <li>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</li> <li>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"> <li>a. ten or more parking spaces are to be serviced by a single accessway; or</li> <li>b. five or more residential units share a single accessway; or</li> <li>c. the activity is on a rear site.</li> </ol> </li> </ol>	
<b>TRAN-R11</b>	<b>Provision of loading space and associated manoeuvring area</b>	
<b>All Zones</b>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>1. for any activity (excluding a residential unit), loading space and associated manoeuvring area shall be provided that complies with the minimum loading space and associated manoeuvring area dimensions in TRAN-S8 below;</li> <li>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;</li> </ol>	<p><b>Activity status when compliance not achieved with TRAN-R11 (1) to (3) and (5): as set out in TRAN-S8</b>  <b>Activity status when compliance not achieved with TRAN-R11 (4)(a): as set out in TRAN-R18</b>  <b>Activity status when compliance not achieved with TRAN-R11 (4)(b): as set out in TRAN-R19</b></p>

	<ol style="list-style-type: none"> <li>3. the loading space and associated manoeuvring area shall be provided on site;</li> <li>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"> <li>a. Oxford – see TRAN-R18 below;</li> <li>b. Rangiora or Kaiapoi – see TRAN-R19 below; and</li> </ol> </li> <li>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.</li> </ol>	
<b>TRAN-R12</b>	<b>Formation of parking area, loading area, manoeuvring area, vehicle crossing or accessway</b>	
<b>All Zones</b>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>1. except where specified in (2) and (3) below, for all activities: <ol style="list-style-type: none"> <li>a. any vehicle crossing, accessway, and on site parking area, loading area, and manoeuvring area shall be formed, sealed and drained;</li> <li>b. parking space and loading space shall be permanently marked;</li> <li>c. where parking space and loading space are used at night these shall be illuminated and shall comply with the relevant provisions in the Light Chapter;</li> </ol> </li> <li>2. except where specified in (3) below, for all activities in Rural Zones, Special Purpose Zone (Kāinga Nohoanga) or Special</li> </ol>	<p><b>Activity status when compliance not achieved: RDIS</b> <b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>• TRAN-MD15 - Formation of parking, loading and manoeuring areas and associated vehicle crossings and accessways</li> <li>• TRAN-MD16 - Illumination of parking or loading areas</li> </ul>

	<p>Purpose Zone (Pines Beach and Kairaki Regeneration) or <u>Natural Open Space Zone</u>:<sup>168.</sup></p> <ul style="list-style-type: none"> <li>a. any vehicle crossing shall be formed, sealed and drained;</li> <li>b. any accessway, and on site parking area, loading area, and manoeuvring area, shall be either: <ul style="list-style-type: none"> <li>i. formed, sealed and drained; or</li> <li>ii. formed to an all weather standard, and maintained to avoid: <ul style="list-style-type: none"> <li>a. stormwater ponding on parking area, loading area, or manoeuvring area;</li> <li>b. stormwater runoff onto an adjoining site or road;</li> <li>c. adverse dust or noise effects being experienced beyond the boundaries of the site;</li> <li>d. vehicle traffic spreading loose gravel onto an adjoining sealed road;</li> </ul> </li> </ul> </li> </ul> <p>3. the requirements in (1) and (2) above shall not apply to the following:</p> <ul style="list-style-type: none"> <li>a. sites where vehicle access is obtained</li> </ul>	
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<sup>168</sup> Te Kohaka o Tuhaitara Trust [113.1]

	<p>from an unsealed road; and</p> <p>b. activities provided for as temporary activities under the provisions of the Temporary Activities Chapter of the District Plan.</p>	
<p><b>Advisory Note</b></p> <ul style="list-style-type: none"> <li>• Check the ECOP for relevant road construction standards.</li> </ul>		
<p><b>TRAN-R13</b></p>	<p><b>Landscaping of a new car parking area</b></p>	
<p><b>All Zones</b></p>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>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);</li> <li>2. landscaping strip(s) shall have a minimum width, and planting protection area(s) shall have a minimum diameter, of 1.5m;</li> <li>3. landscaping shall be within, or immediately adjacent to, the parking area;</li> <li>4. landscaping shall consist of a combination of trees, shrubs and ground cover species;</li> <li>5. trees shall:             <ol style="list-style-type: none"> <li>a. be placed at regular spacings along a road boundary or within a parking area;</li> <li>b. have a minimum height of 1.5m above ground level and be in a healthy state at the time of planting;</li> <li>c. be a species capable of</li> </ol> </li> </ol>	<p><b>Activity status when compliance not achieved: RDIS</b> <b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>• TRAN-MD20 - Extent of effects</li> </ul>

	<p>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><b>Advisory Notes</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>	
<p><b>TRAN-R14</b></p>	<p><b>Provision of new footpaths</b></p>	
<p><b>All Zones</b></p>	<p><b>Activity status: PER</b> Where:</p> <p>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</p>	<p><b>Activity status when compliance not achieved: as set out in TRAN-S9</b></p>



	<p>currently exist) shall be provided <del>within the road reserve</del><sup>169</sup>-road corridor in accordance with the requirements for new footpaths in TRAN-S9 below.</p>	
	<p><b>Advisory Note</b></p> <ul style="list-style-type: none"> <li>• Check the ECOP for relevant road construction standards.</li> </ul>	
<p><b>TRAN-R15</b></p>	<p><b>Provision of new cycle parking</b></p>	
<p><b>All Zones</b></p>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>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</li> <li>2. any required cycle parking shall be designed and constructed as follows:             <ol style="list-style-type: none"> <li>a. short stay * cycle parking shall:                 <ol style="list-style-type: none"> <li>i. be located within 15m of the entrance to an activity or bus stops;</li> <li>ii. be visible when approaching</li> </ol> </li> </ol> </li> </ol>	<p><b>Activity status when compliance not achieved: as set out in TRAN-S10</b></p>

<sup>169</sup> Waka Kotahi NZ Transport Agency [275.3]

	<p>or leaving an activity or bus stops;</p> <ul style="list-style-type: none"> <li>b. cycle parks shall:             <ul style="list-style-type: none"> <li>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;</li> <li>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";</li> <li>iii. not require lifting of the cycle for the cycle to be secured to the cycle stand;</li> <li>iv. be under lighting when used at night;</li> <li>v. be protected ** from motor vehicles;</li> <li>vi. not create a safety hazard or impede pedestrian thoroughfares;</li> </ul> </li> </ul>	
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	<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><b>Advisory Notes</b></p> <p>* Short stay cycle parking (<u>see TRAN-S10 Table TRAN-13</u>)<sup>170</sup> 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, <del>such as</del><sup>171</sup> for staff (see TRAN-S10 Table TRAN-13)<sup>172</sup> is anticipated to be for 4 hours or more.</p>	
<b>TRAN-R16</b>	<b>Provision of cycling end-of-trip facilities for staff</b>	
<b>All Zones</b>	<p><b>Activity status: PER</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>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.</li> </ol>	<p><b>Activity status when compliance not achieved: as set out in TRAN-S11</b></p>
<b>TRAN-R17</b>	<b>Installation of new charging facilities for electric vehicles</b>	
<b>All Zones</b>	<p><b>Activity status: PER</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>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,</li> </ol>	<p><b>Activity status when compliance not achieved: RDIS</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>TRAN-MD19 (10) - Land transport infrastructure</li> </ul>

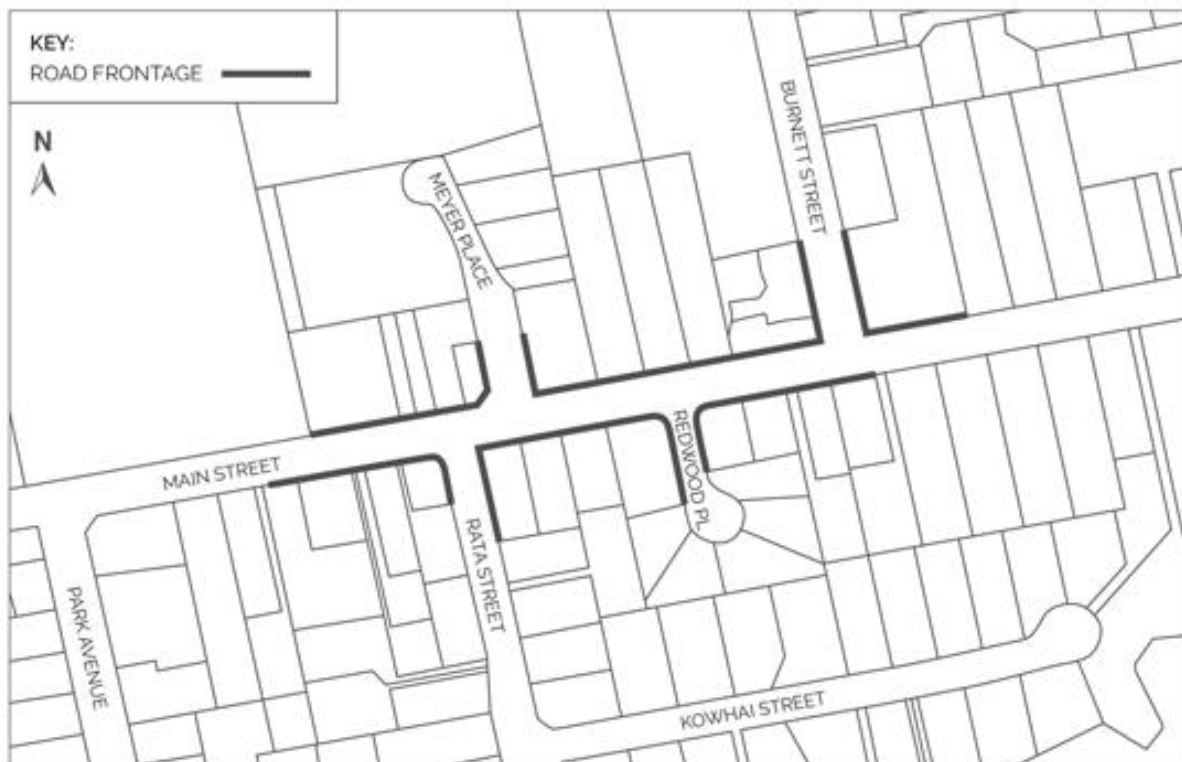
<sup>170</sup> Sports and Education Corporation [416.12]

<sup>171</sup> Sports and Education Corporation [416.12]

<sup>172</sup> Sports and Education Corporation [416.12]

	parking area or parking building.	
<b>TRAN-R18</b>	<b>Provision of a parking area or loading area and associated manoeuvring area on a site with frontage to a Principal Shopping Street in Oxford</b>	
<b>Local Centre Zone</b>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>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).</li> </ol>	<p><b>Activity status when compliance not achieved: DIS</b></p>

Figure TRAN-1: Principal Shopping Street frontages in Oxford



<b>TRAN-R19</b>	<b>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</b>	
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<p><b>Town Centre Zone</b></p>	<p><b>Activity status: RDIS</b> Where:</p> <ol style="list-style-type: none"> <li>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);</li> <li>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 minimum dimensions in TRAN-S8 below; and</li> <li>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.</li> </ol> <p><b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>	<p><b>Activity status when compliance not achieved: DIS</b></p>
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**Figure TRAN-2: Principal Shopping Street frontages in Rangiora**



Figure TRAN-3: Principal Shopping Street frontages in Kaiapoi



<b>TRAN-R20</b>	<b>High traffic generators</b>	
<b>All Zones</b>	<p><b>Activity status: RDIS</b> Where:</p> <ol style="list-style-type: none"> <li>1. any activity generates an average daily traffic volume that exceeds the thresholds contained in Table TRAN-1 below; and</li> <li>2. for the activities in (1) above:             <ol style="list-style-type: none"> <li>a. either a Basic ITA or Full ITA shall be required;</li> <li>b. the type of ITA to be provided shall be determined by</li> </ol> </li> </ol>	<p><b>Activity status when compliance not achieved: N/A</b></p>

	<p>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.</p> <p><b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>• TRAN-MD11 – High traffic generators</li> </ul>	
<p><b>Advisory Notes</b></p> <ul style="list-style-type: none"> <li>• The following is a guide to determining whether an activity is a high traffic generator, 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 high traffic generator, 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 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.</li> <li>• 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.</li> <li>• <del>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 <i>Waka Kotahi</i> Research Report 453 'Trips and Parking Related to Land Use'. Where a proposed activity does not align with the listed activities, and/or for<sup>173</sup> 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.</del></li> </ul>		

### Table TRAN-1: High Traffic Generation Thresholds

<sup>173</sup> Sports and Education Corporation [416.9]



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

Table TRAN-2: ITA Requirement

Activity status under all other applicable rules	Type of ITA required
Permitted	Basic
Controlled	Basic
Restricted discretionary	<del>Full</del> <u>Basic</u> <sup>174</sup>
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><b>Activity status: PER</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>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.</li> </ol>	<p><b>Activity status when compliance not achieved: RDIS</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>TRAN-MD18 - New buildings, structures, road intersections, vehicle crossings or vegetation adjacent to road/rail level crossings</li> <li>TRAN-MD19 - Land transport infrastructure</li> </ul> <p><b>Notification</b></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</p>

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<sup>174</sup> Kainga Ora [325.83]

		considers this is required, absent its written approval.
<b>TRAN-R22</b>	<b>Installation of a new stock underpass beneath a road corridor or rail corridor</b>	
<b>All Zones</b>	<p><b>Activity status: RDIS</b> Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> <li>TRAN-MD22 - New stock underpass beneath a road corridor or rail corridor</li> </ul> <p><b>Notification</b> 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>	<b>Activity status when compliance not achieved: N/A</b>
<b>TRAN-R23</b>	<b>Rangiora Airfield</b>	
<b>All Zones</b>	<p><b>Activity status: NC</b> Where:</p> <ol style="list-style-type: none"> <li>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"> <li>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</li> <li>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.</li> </ol> </li> </ol>	<b>Activity status when compliance not achieved: N/A</b>

## Transport Standards

<b>TRAN-S1</b>	<b>Design standards for new roads</b>
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<b>All Zones</b>	Refer to Table TRAN-3 or Table TRAN-4 below, as applicable.	<b>Activity status when compliance not achieved: RDIS</b> <b>Matters of discretion are restricted to:</b> <ul style="list-style-type: none"> <li>• TRAN-MD1 - Road design</li> </ul>
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**Table TRAN-3: Design standards for new roads where the posted speed limit is 50km/hr 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 corridor <sup>175</sup> width (m) <sup>2</sup>	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) <sup>3</sup>			1 x 2.5 (one side)	1 x 2.5 (one side)	1 x 2.5 (one side)
Parking (m) <sup>4</sup>	2.5 (within carriageway, one side only)	2.0 <sup>176</sup> (within carriageway, each side)	Indented parking bays (outside carriageway, each side)	Indented parking bays (outside carriageway, each side)	Indented parking bays (outside carriageway, each side)
Cycle lane (m) <sup>1</sup>			2 x 1.8	2 x 1.8	2 x 1.8
Traffic lane (m)	4.0 minimum	4.0 minimum	2 x 3.3	2 x 3.5	2 x 3.5
Median (m)				2.0	2.0
Minimum carriageway width (m)	6.5	8.0	10.2	12.6	12.6

<sup>175</sup> Waka Kotahi NZ Transport Agency [275.3]

<sup>176</sup> Waimakariri District Council [367.34]

1. Where cycle lanes are required these shall be permanently marked.
2. The balance of the road ~~reserve~~ corridor<sup>177</sup> not occupied by the carriageway, indented parking bays, footpaths and shared use path, may be used for landscaping and installation of services. Services should not be installed under footpaths or shared use path.
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/hr 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 <del>reserve</del> <u>corridor</u> <sup>178</sup> width (m)	20.0	20.0	23.0	24.0	<del>25</del> <u>30.0</u> <sup>179</sup>
Shared use path (m) (one side) <sup>1</sup>			2.5	2.5	2.5
Traffic lane (m)	1 x 3.5	2 x 3.3	2 x 3.5	2 x 3.5	2 x 3.5
Total shoulder width (m)	2 x 1.5	2 x 1.5	2 x 1.5	2 x 2.0	2 x 2.5
Minimum sealed shoulder width (m)	2 x <del>0.75</del> <u>0.5</u> <sup>180</sup>	2 x 1.0	2 x 1.0	2 x 1.5	2 x 2.5

<sup>177</sup> Waka Kotahi NZ Transport Agency [275.3]

<sup>178</sup> Waka Kotahi NZ Transport Agency [275.3]

<sup>179</sup> Waimakariri District Council [367.35]

<sup>180</sup> Waimakariri District Council [367.35]

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

Table TRAN-5: Minimum road intersection separation distances

Posted speed limit (km/hr)	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
<b>TRAN-S3</b>	<b>Design standards for new vehicle crossings</b>	
<b>All Zones</b>	Refer to Table TRAN-6 below.  <u><b>Notification</b></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.<sup>181</sup></u>	<b>Activity status when compliance not achieved: RDIS</b> <b>Matters of discretion are restricted to:</b> <ul style="list-style-type: none"> <li>• TRAN-MD2 - Maximum number of vehicle crossings</li> <li>• TRAN-MD3 - Minimum separation distance between vehicle crossings</li> <li>• TRAN-MD4 - Minimum separation distance for vehicle crossings from road intersections and pedestrian crossing facility</li> </ul>

<sup>181</sup> Kainga Ora [325.81]

	<ul style="list-style-type: none"> <li>• TRAN-MD5 - Vehicle crossing design</li> <li>• TRAN-MD7 - Sight distance from vehicle crossings</li> <li>• TRAN-MD8 - Visibility at vehicle crossings</li> <li>• TRAN-MD17 - Queuing space</li> </ul>
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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
<b>TRAN-S4</b>	<b>Design standards for new vehicle accessways</b>
<b>All Zones</b>	<p>Refer to Table TRAN-7 below.</p> <p><b>Activity status when compliance not achieved: RDIS</b>  <b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>• TRAN-MD6 - Vehicle accessway design</li> <li>• TRAN-MD8 - Visibility at vehicle crossings</li> <li>• TRAN-MD17 - Queuing space</li> </ul>

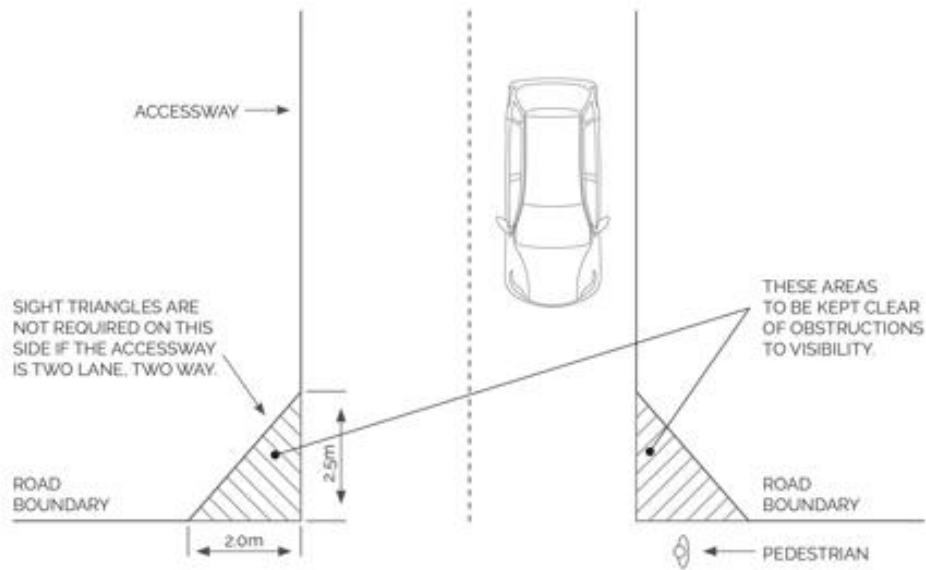
**Table TRAN-7: Design standards for new vehicle accessways**

Zone	Number of residential units	Number of marked parking spaces provided	Minimum legal width (m)	Minimum formed width (m)	Maximum formed width (m)	Passing bays <sup>1</sup>
Residential Zones, Special Purpose Zone (Kāinga Nohoanga), Special Purpose Zone (Pines Beach and Kairaki Regeneration)	1 - 3		5.5	≥ 4.0 <sup>182</sup>	5.0	Yes (for 2 or more residential units)
	4 - 6		6.0	4.5	5.5	Yes
	> 6		7.0	5.5	6.0	
Commercial and Mixed Use Zones, all other Special Purpose Zones <sup>2</sup>		< 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 not 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> <p>2. Access can be provided by two separate one-way crossings each with a minimum width of 3.5m.</p> <p>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 see <u>TRAN-R6</u><sup>183</sup></p>						

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

<sup>182</sup> Fire and Emergency NZ [303.27]

<sup>183</sup> Schedule 1 Clause 16(2)



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

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

**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

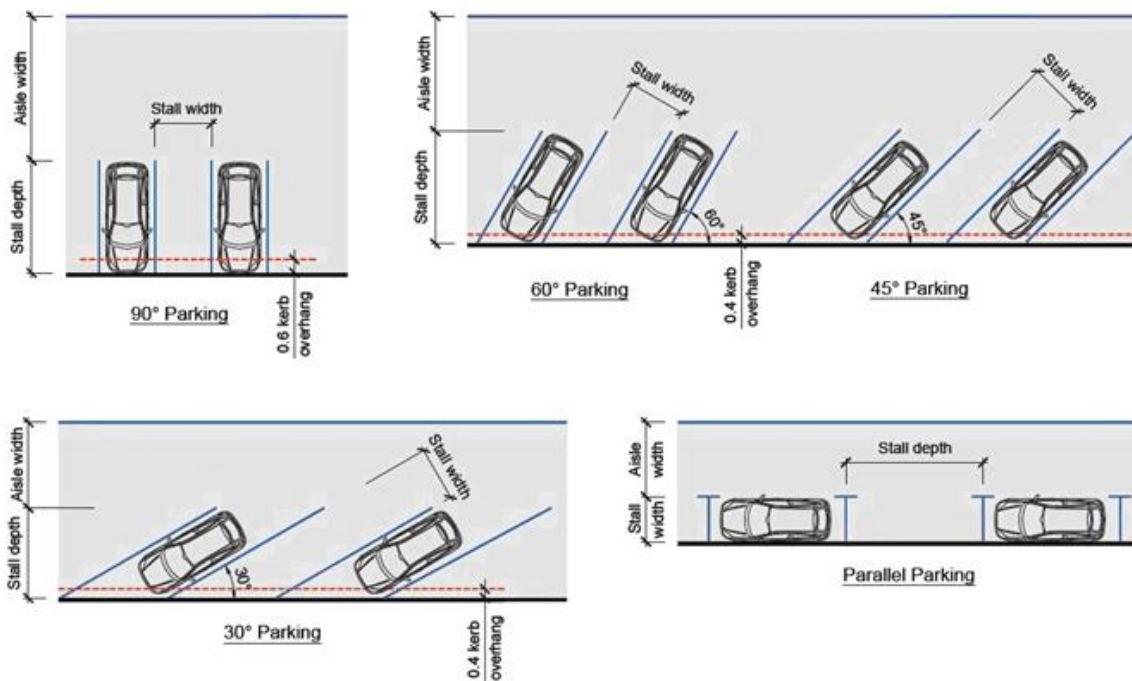
<b>Total number of car parking spaces</b>	<b>Number of accessible car parking spaces</b>	
1-20	Not less than 1	
21-50	Not less than 2	
For every additional 50 car parks or part of a car park	Not less than 1	
<b>TRAN-S7</b>	<b>Minimum car parking space and associated manoeuvring area dimensions</b>	
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

**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) <sup>4</sup>	Stall depth (m) <sup>5 6 7</sup>
All Users	Parallel	3.3 one way aisle 5.5 two way aisle	2.5	5.0 unobstructed 6.1 obstructed
Long term <sup>1</sup>	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 <sup>2</sup>	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 <sup>3</sup>	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><b>Activity status when compliance not achieved: RDIS</b>  <b>Matters of discretion are restricted to:</b></p> <ul style="list-style-type: none"> <li>• TRAN-MD9 - Loading spaces</li> <li>• TRAN-MD10 - Manoeuvring area for parking or loading spaces</li> <li>• TRAN-MD17 - Queuing space</li> </ul>

**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><b>Activity status when compliance not achieved: RDIS</b></p>

		<b>Matters of discretion are restricted to:</b> <ul style="list-style-type: none"> <li>• TRAN-MD20 - Extent of effects</li> </ul>
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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
<b>TRAN-S10</b>	<b>Minimum cycle parking requirements</b>	
<b>All Zones</b>	Refer to Table TRAN-13 below.	<b>Activity status when compliance not achieved: RDIS</b> <b>Matters of discretion are restricted to:</b> <ul style="list-style-type: none"> <li>• TRAN-MD14 - Minimum cycle parking facilities required</li> <li>• TRAN-MD16 - Illumination of parking or loading areas</li> </ul>

**Table TRAN-13: Minimum cycle parking requirements**

Activity	Cycle parking required
<b>Residents/visitors/students/customers (short stay cycle parking – see TRAN-R15)<sup>184</sup></b>	
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.

<sup>184</sup> 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 <sup>2</sup> 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 <sup>2</sup> GFA.	
<b>Staff (long stay cycle parking – see TRAN-R15)<sup>185</sup></b>		
Office/commercial activity	1 cycle space per 200m <sup>2</sup> 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 <sup>2</sup> 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.	
<b>TRAN-S11</b>	<b>Minimum cycling end-of-trip facilities for staff</b>	
<b>All Zones</b>	Refer to Table TRAN-14 below.	<b>Activity status when compliance not achieved: RDIS</b> <b>Matters of discretion are restricted to:</b> <ul style="list-style-type: none"> <li>TRAN-MD14 - Minimum cycle parking facilities required</li> </ul>

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

<b>Number of staff cycle parks required</b>	<b>Cycling end-of-trip facilities for staff required</b>
1 - 10	None.
11 - 100	1 shower <sup>1 2</sup> per every 10 staff cycle parks required. 1 locker <sup>3</sup> 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.

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<sup>185</sup> 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

<b>TRAN-MD1</b>	<b>Road design</b> <ol style="list-style-type: none"> <li>1. The extent to which the road will be safe, functional and maintainable at reasonable cost.</li> <li>2. The extent to which use of the road will adversely affect the environment and/or character of the location and surrounding area.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>
<b>TRAN-MD2</b>	<b>Maximum number of vehicle crossings</b> <ol style="list-style-type: none"> <li>1. The extent to which the number of vehicle crossings will adversely affect the efficient and safe operation of the road.</li> <li>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.</li> <li>3. The extent to which any aspect(s) of road design or formation will mitigate adverse effects of the number of vehicle crossings.</li> <li>4. The extent to which any existing landscaping, stormwater management or other infrastructure will be affected by the formation of vehicle crossings.</li> </ol>
<b>TRAN-MD3</b>	<b>Minimum separation distance between vehicle crossings</b> <ol style="list-style-type: none"> <li>1. The extent to which any existing landscaping or stormwater management or other infrastructure will be affected by the location of vehicle crossings.</li> <li>2. The extent to which safety will be adversely affected by conflict between manoeuvring vehicles at vehicle crossings.</li> <li>3. The extent to which there will be sufficient space to accommodate on-street parking demand between vehicle crossings.</li> <li>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.</li> <li>5. The extent to which pedestrian and cycle safety may be adversely affected by a lack of complying separation distance between vehicle crossings.</li> </ol>

<p><b>TRAN-MD4</b></p>	<p><b>Minimum separation distance for vehicle crossings from road intersections and pedestrian crossing facility</b></p> <ol style="list-style-type: none"> <li>1. The extent to which conflict may be created by vehicles queuing across the vehicle crossing.</li> <li>2. The extent to which any potential confusion between vehicles turning at the crossing or the intersection may adversely affect safety.</li> <li>3. The extent of effects on the safety of users of all transport modes.</li> <li>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.</li> <li>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.</li> <li>6. The extent to which the geometry of the frontage road and intersections will mitigate adverse effects of the vehicle crossing.</li> <li>7. The extent to which there are present, or planned, traffic controls along the road corridor where the vehicle or pedestrian crossing is proposed.</li> <li>8. The extent of any cumulative effects when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.</li> <li>9. The extent to which traffic mitigation or calming measures are proposed.</li> <li>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.</li> </ol>
<p><b>TRAN-MD5</b></p>	<p><b>Vehicle crossing design</b></p> <ol style="list-style-type: none"> <li>1. The number of pedestrian and cycle movements across the site frontage and the number and type of vehicles using the vehicle crossing.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>
<p><b>TRAN-MD6</b></p>	<p><b>Vehicle accessway design</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. The extent of effects on the safety and security of people using the accessway.</li> <li>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.</li> <li>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.</li> </ol>

	<ol style="list-style-type: none"> <li>6. The extent to which the required legal width of the accessway is restricted by the boundaries of an existing site or building.</li> <li>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.</li> <li>8. The extent to which accessway drainage is adequately designed and will not cause adverse effects on neighbouring sites.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>
<b>TRAN-MD7</b>	<p><b>Sight distance from vehicle crossings</b></p> <ol style="list-style-type: none"> <li>1. The extent to which the operating speed environment of the road is such that the sight distance requirements can be safely reduced.</li> <li>2. The extent to which sight distance requirements at the vehicle crossing are adequate to provide safe ingress/egress.</li> </ol>
<b>TRAN-MD8</b>	<p><b>Visibility at vehicle crossings</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. The extent to which the height or permeability of fencing or landscaping affects visibility.</li> <li>4. The extent to which alternative adequate methods of improving pedestrian and cycle safety at the vehicle accessway have been provided.</li> </ol>
<b>TRAN-MD9</b>	<p><b>Loading spaces</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. The extent to which an on site shared loading area can be safely and efficiently provided in conjunction with an adjacent activity.</li> <li>3. The nature of any legal agreement that has been entered into securing mutual usage of any loading area shared with other activities.</li> <li>4. The extent to which loading can be safely and efficiently undertaken on the street.</li> <li>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.</li> <li>6. The extent to which loading and service functions on the street will disrupt pedestrian and cycling traffic, frontages, or detract from amenity values.</li> </ol>



	<p>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.</p>
<p><b>TRAN-MD10</b></p>	<p><b>Manoeuvring area for parking or loading spaces</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. The number and type of vehicles using the parking, loading or manoeuvring area.</li> <li>3. The extent to which the required manoeuvring area can physically be accommodated on site.</li> <li>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.</li> </ol>
<p><b>TRAN-MD11</b></p>	<p><b>High traffic generators</b></p> <ol style="list-style-type: none"> <li>1. The findings of an ITA, and the extent to which the ITA addresses the following matters:       <ol style="list-style-type: none"> <li>a. Basic ITA and Full ITA:           <ol style="list-style-type: none"> <li>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).</li> <li>ii. The extent to which any additional vehicle movements will affect the capacity of the road network.</li> <li>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.</li> </ol> </li> <li>iv. Access and manoeuvring (safety and efficiency):           <ol style="list-style-type: none"> <li>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).</li> </ol> </li> <li>v. Design and layout:           <ol style="list-style-type: none"> <li>a. The extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private vehicle, including providing safe and convenient access for travel by such modes.</li> <li>b. The extent to which the design of the development will encourage public transport use.</li> <li>c. The extent to which the design of the proposed development will encourage walking and cycling to nearby destinations.</li> </ol> </li> <li>vi. Heavy vehicles:           <ol style="list-style-type: none"> <li>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.</li> </ol> </li> <li>vii. Accessibility of the location:           <ol style="list-style-type: none"> <li>a. The extent to which the proposed activity has demonstrated the accessibility of the site by a range of</li> </ol> </li> </ol> </li> </ol>

	<p>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.</p> <p>b. The safety, distance and suitability of pedestrian routes to the nearest bus stop.</p> <p>b. Full ITA only (as well as the matters in (a)(i) to (vii) above):</p> <p>i. Network effects:</p> <p>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.</p> <p>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.</p> <p>c. The extent of effects of construction traffic on the transport network.</p> <p>d. The extent of any new or modified infrastructure required for public transport, pedestrian, cycling, private vehicles and freight.</p> <p>e. The extent of any mitigation required to improve safety issues for pedestrians, cyclists or mobility impaired users and the nature of those measures.</p> <p>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.</p> <p>g. The extent to which there are road, public transport, walking or cycling measures to be funded by the proposed development.</p> <p>ii. Strategic framework:</p> <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>
<p><b>TRAN-MD12</b></p>	<p><b>Parking space dimensions</b></p> <p>1. The safety and usability of the parking spaces.</p> <p>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).</p>
<p><b>TRAN-MD13</b></p>	<p><b>Accessible parking spaces</b></p> <p>1. The extent to which the equivalent number of accessible parking spaces can be provided on a separate site which is:</p>

	<ol style="list-style-type: none"> <li>a. located within a readily accessible distance from the activity for persons whose mobility is restricted; and</li> <li>b. clearly associated with the activity through signs or other means.</li> </ol> <ol style="list-style-type: none"> <li>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.</li> <li>3. The extent to which the safety of people whose mobility is restricted will be affected by being set down on the street.</li> </ol>
<b>TRAN-MD14</b>	<p><b>Minimum cycle parking facilities required</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. The extent to which the parking can be provided and maintained in a jointly used cycle parking area.</li> <li>3. The extent to which a legal agreement has been entered into securing mutual usage of any cycle parking area shared with other activities.</li> <li>4. The extent to which the cycle parking facilities are designed and located to match the needs of the intended users.</li> <li>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.</li> <li>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.</li> <li>7. The extent to which alternative adequate cycle parking is available which is within easy walking distance of the development entrance.</li> <li>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.</li> <li>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.</li> </ol>
<b>TRAN-MD15</b>	<p><b>Formation of parking, loading and manoeuvring area and associated vehicle crossings and accessways</b></p> <ol style="list-style-type: none"> <li>1. The extent to which a lack of all-weather surfacing will cause adverse effects.</li> <li>2. The extent to which mud or gravel will be carried on to the road corridor, footpaths, shared use path or cycle lanes.</li> <li>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.</li> <li>4. The extent to which permeable surfaces are suitable.</li> <li>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.</li> </ol>
<b>TRAN-MD16</b>	<p><b>Illumination of parking or loading areas</b></p> <ol style="list-style-type: none"> <li>1. The extent to which a facility is often used during the hours of darkness.</li> <li>2. The extent to which other light sources in the area give adequate light to provide security for users.</li> <li>3. The extent to which glare from the light source will adversely affect the safety of the road corridor or rail corridor.</li> <li>4. Any relevant matters of control or discretion in the Light Chapter.</li> </ol>

<p><b>TRAN-MD17</b></p>	<p><b>Queuing space</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. The effect of queuing vehicles on the safety of pedestrians and cyclists.</li> </ol>
<p><b>TRAN-MD18</b></p>	<p><b>New buildings, other structures, road intersections, vehicle crossings or vegetation adjacent to road/rail level crossing</b></p> <ol style="list-style-type: none"> <li>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"> <li>a. the extent to which the safety and efficiency of rail and road operations will be adversely affected;</li> <li>b. the extent to which a grade separated crossing will be provided; and</li> <li>c. the extent to which connectivity and accessibility for pedestrians, cyclists and vehicles will be improved, without compromising safety.</li> </ol> </li> <li>2. Where minimum setbacks for buildings, other structures or vegetation are not provided: <ol style="list-style-type: none"> <li>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</li> <li>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.</li> </ol> </li> <li>3. The outcome of any consultation with KiwiRail.</li> <li>4. Any characteristics of the proposed activity that will make compliance unnecessary.</li> </ol>
<p><b>TRAN-MD19</b></p>	<p><b>Land transport infrastructure</b></p> <ol style="list-style-type: none"> <li>1. The extent to which there is a need for the development in relation to improving safety, amenity values, efficiency or functionality of transport.</li> <li>2. The extent of adverse effects on the current or future safety and efficiency of transport.</li> <li>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"> <li>a. where a larger building is proposed to locate adjacent to areas with smaller buildings, the massing and design of the proposed building 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: <ol style="list-style-type: none"> <li>i. varying roof forms;</li> <li>ii. window placement;</li> <li>iii. appropriate use of materials;</li> <li>iv. modulation of facades.</li> </ol> </li> </ol> </li> <li>4. The extent to which a building adversely affects the environment, amenity values or adjacent land uses.</li> <li>5. The extent to which there is adequate access to sunlight.</li> <li>6. The extent to which the location and/or the scale of the building does not solely or cumulatively affect public access.</li> <li>7. The extent to which a building results in areas of entrapment or concealment.</li> <li>8. The extent to which the development avoids, remedies or mitigates actual or potential adverse effects.</li> </ol>

	<p>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.</p> <p>10. The extent to which a development impedes, restricts or compromises safe and efficient transport movement including access, parking, loading and manoeuvring.</p>
<b>TRAN-MD20</b>	<p><b>Extent of effects</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Any other relevant assessment matters for the Transport standard not met.</li> <li>3. The outcome of any consultation with <i>Waka Kotahi</i>, KiwiRail or District Council (as applicable).</li> </ol>
<b>TRAN-MD21</b>	<p><b>Parking or loading and associated manoeuvring area on a site with frontage to a Principal Shopping Street in Rangiora or Kaiapoi</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. The type of vehicle requiring use of parking or loading facilities.</li> <li>3. The presence of any existing facilities with capacity to absorb additional parking or loading demand.</li> <li>4. The location and suitability of existing or proposed parking or loading or access.</li> </ol>
<b>TRAN-MD22</b>	<p><b>New stock underpass beneath a road corridor or rail corridor</b></p> <ol style="list-style-type: none"> <li>1. Whether there will be an adverse effect on the safety and structure of the road corridor or rail corridor.</li> <li>2. Whether connectivity across the road corridor or rail corridor will be improved, resulting in improved safety.</li> <li>3. The outcome of any consultation with <i>Waka Kotahi</i>, KiwiRail, or District Council (as applicable).</li> </ol>

## 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**

<b>Roads where the posted speed limit is 50km/hr or less</b>			
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 $\geq$ 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		
<b>Roads where the posted speed limit is 60km/hr or above</b>			
Frontage road speed limit (km/hr)	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 intersections**

<b>Posted speed limit &lt; 50km/hr</b>			
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
<b>Posted speed limit 60-80km/hr</b>			
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
<b>Posted speed limit &gt; 80km/hr</b>			

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

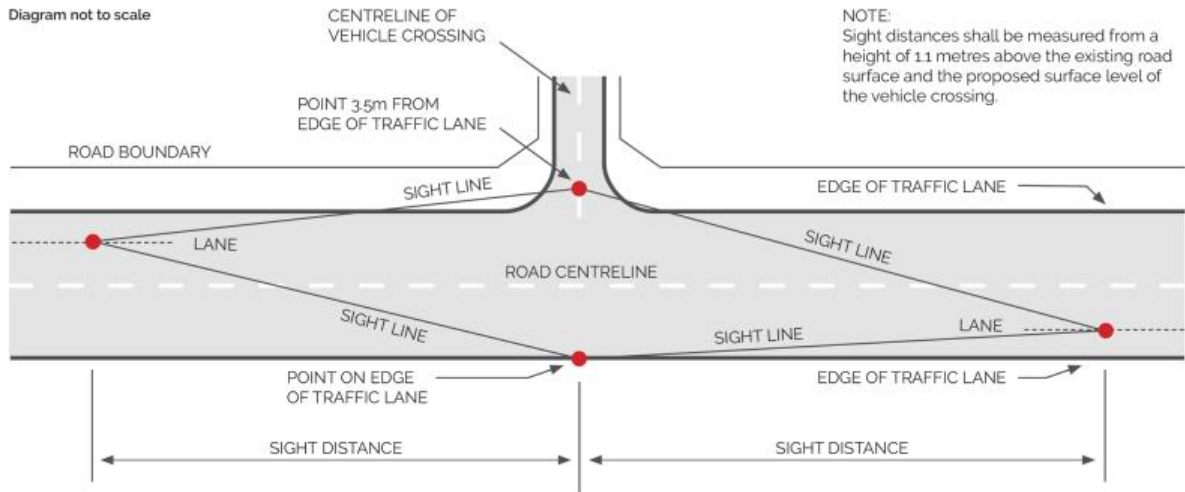
Activity	Number of marked parking spaces provided (For residential activity, the number of residential units)	Minimum legal width (m)	Minimum formed width (m)	Maximum formed width (m)
Residential activity, offices	1 - 3	3.0	2.7	4.5
	4 - 8	3.6	3.0	6.0
	9 - 15	5.0	4.0	6.0
All other activities	1 - 15	5.0	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/hr)	<del>All activities</del> Residential activity except high-traffic generators (m)	<del>Other activity (m)</del>
30	40	
40	<del>60</del> <u>89</u>	<del>75</del>
50	<del>80</del> <u>113</u>	100
60	<del>100</del> <u>140</u>	125
70	<del>120</del> <u>170</u>	150
80	<del>150</del> <u>203</u>	180
90	<del>170</del> <u>240</u>	215

100	200 <u>282</u>	250 <sup>186</sup>
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**Figure TRAN-6: Measurement of sight distances and sight lines from vehicle crossings**



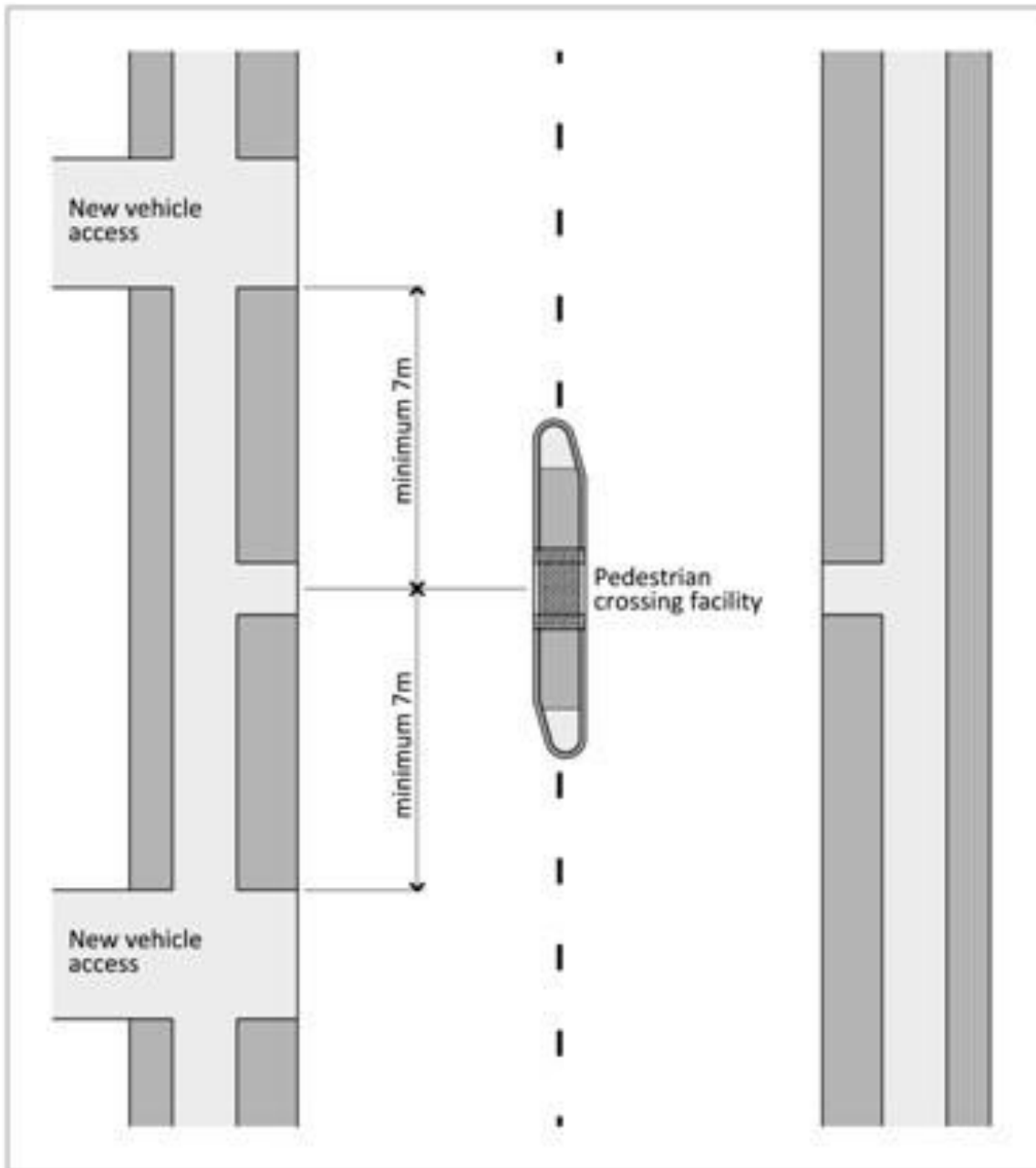
**Table TRAN-20: Minimum separation distance for a new vehicle crossing from an existing pedestrian crossing facility**

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**

<sup>186</sup> Waka Kotahi NZ Transport Agency [275.20]





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

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

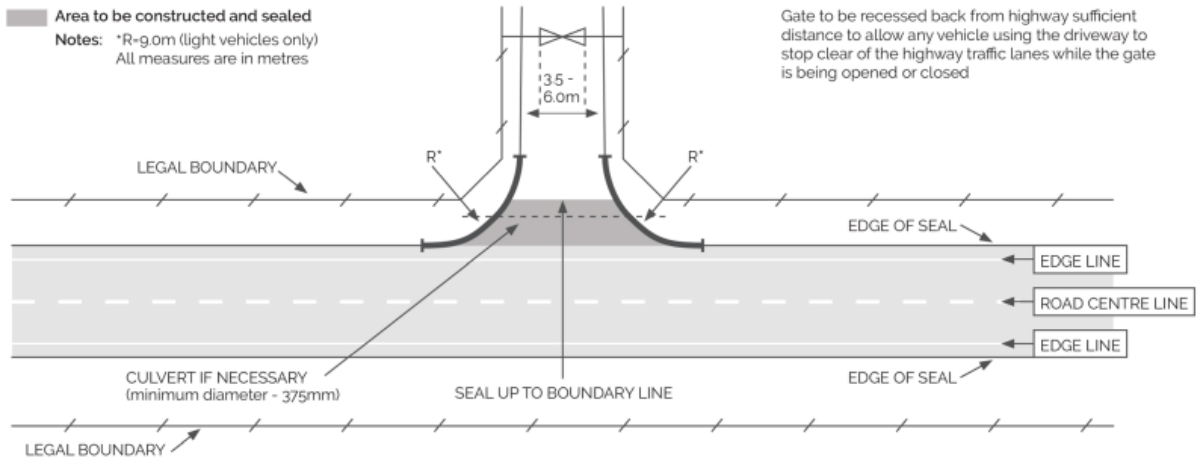


DIAGRAM C

Diagram not to scale

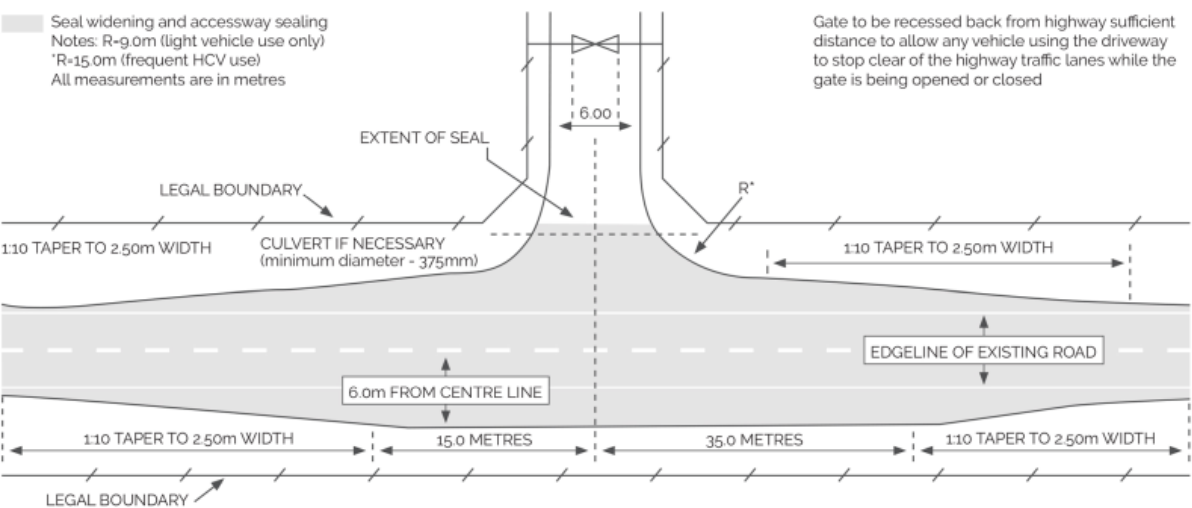
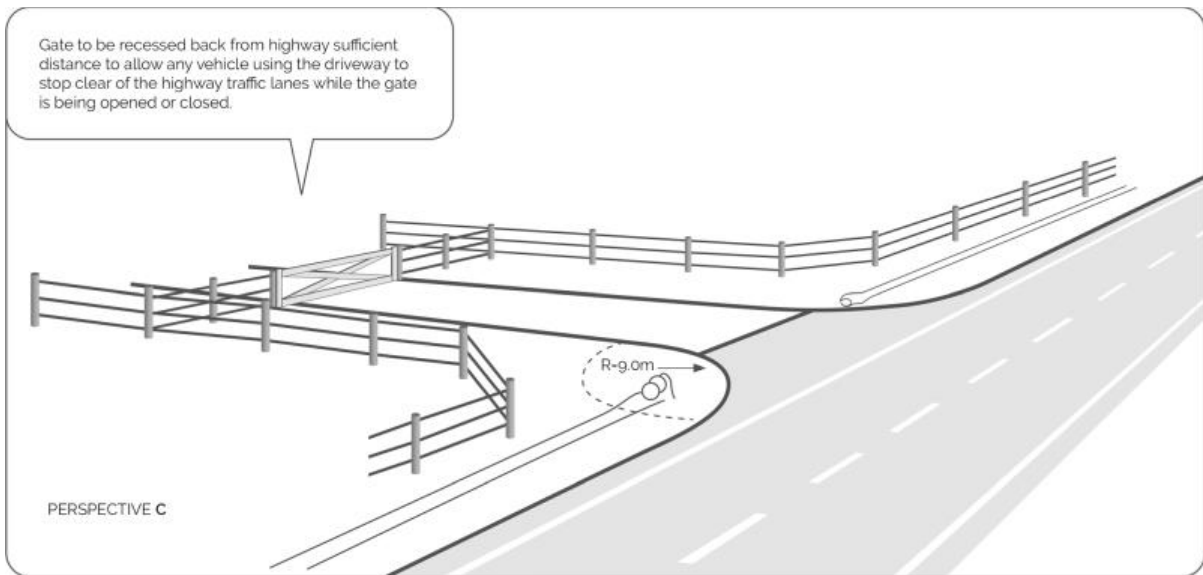
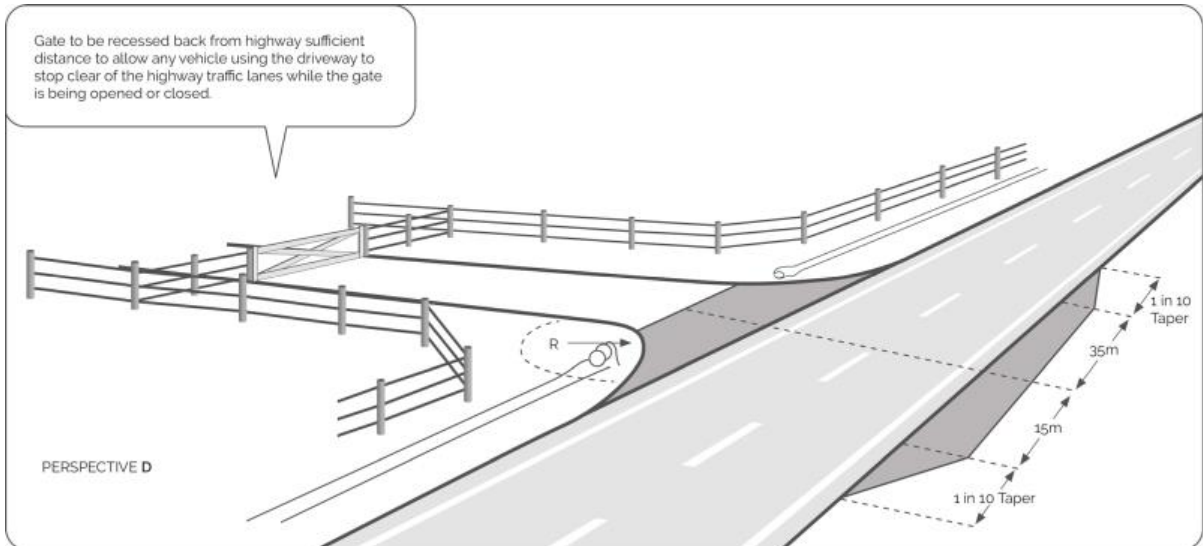


DIAGRAM D

Diagram not to scale



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

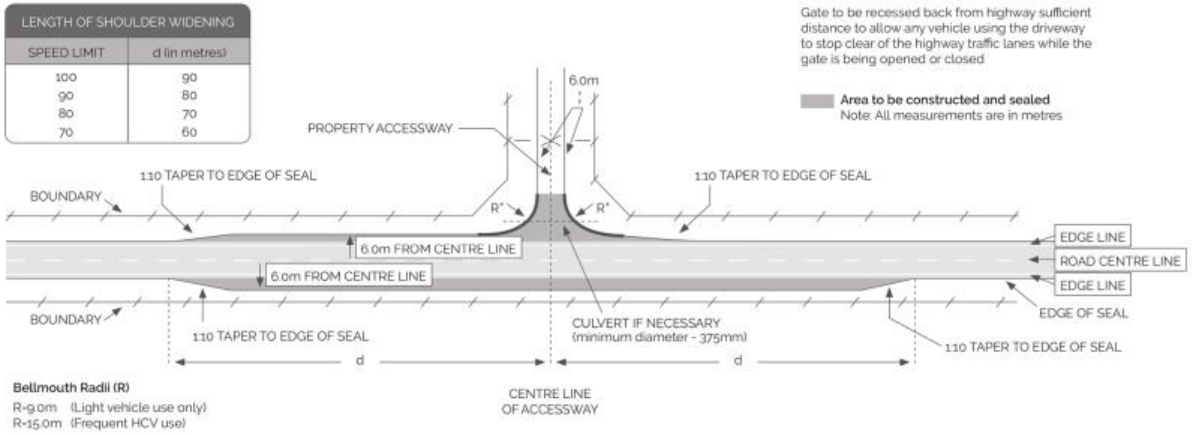
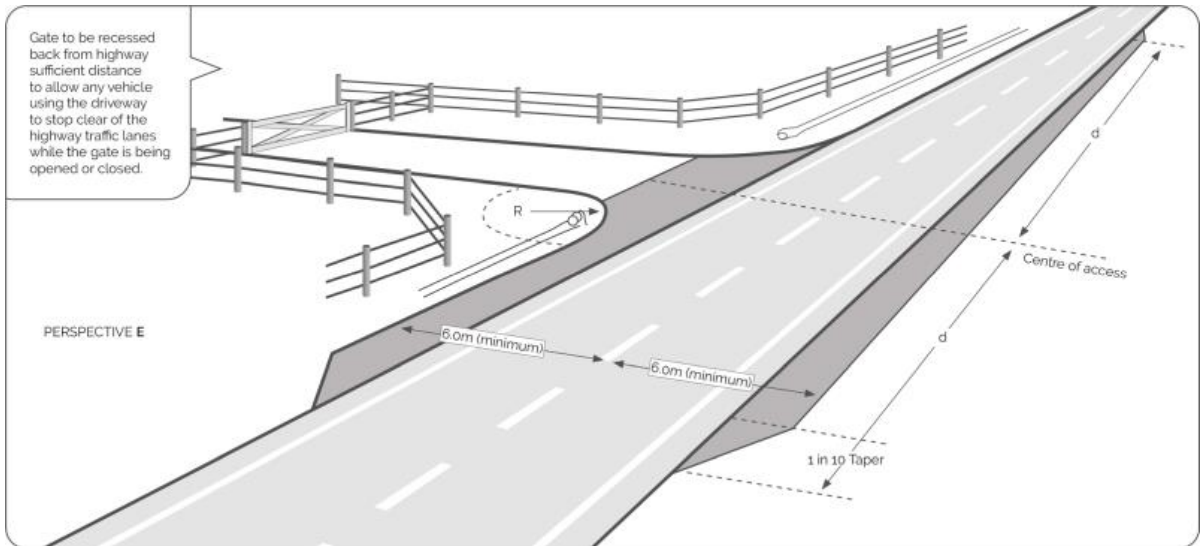


DIAGRAM E

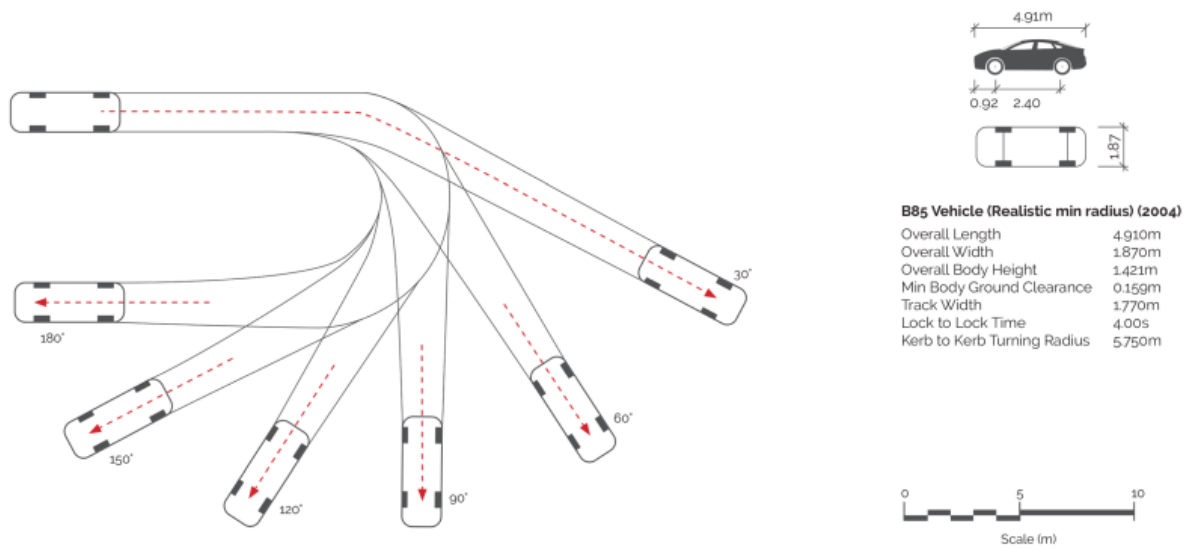
Diagram not to scale



**TRAN-APP3 85 percentile and 99 percentile design vehicles**

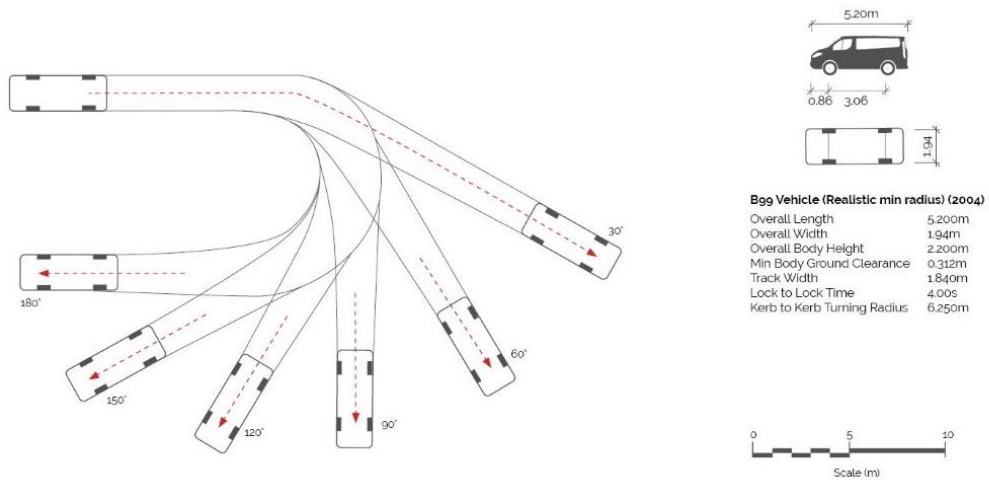
**85 percentile**

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



**99 percentile**

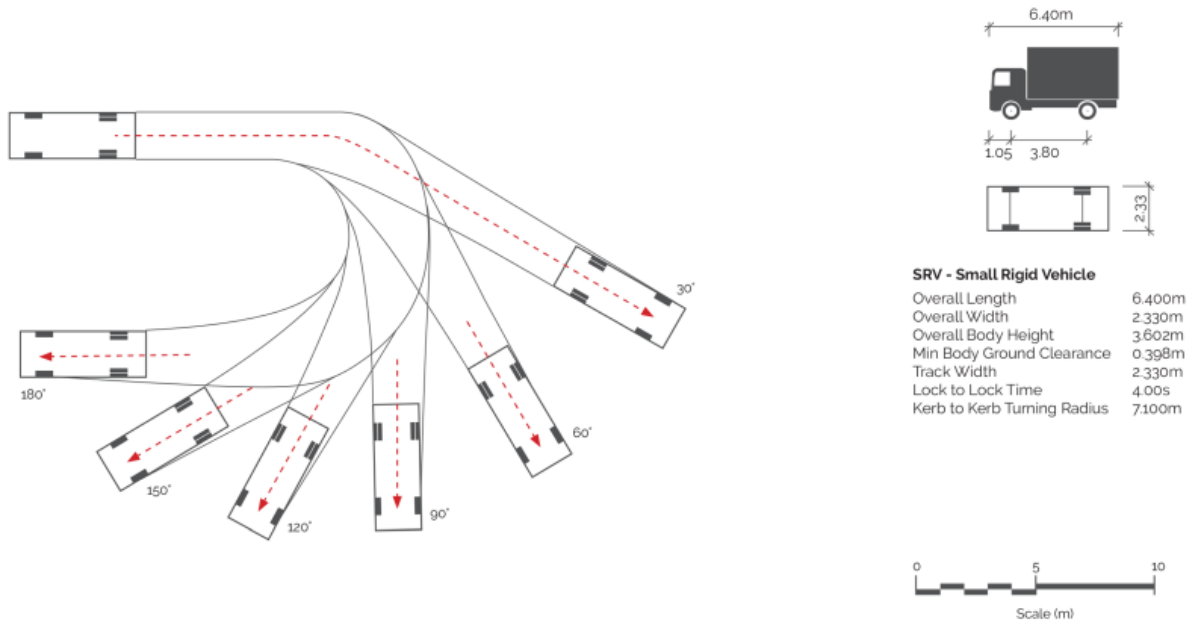
**(Source: AS/NZS 2890.1:2004 Parking Facilities - Off-street Car Parking - Part 1)**



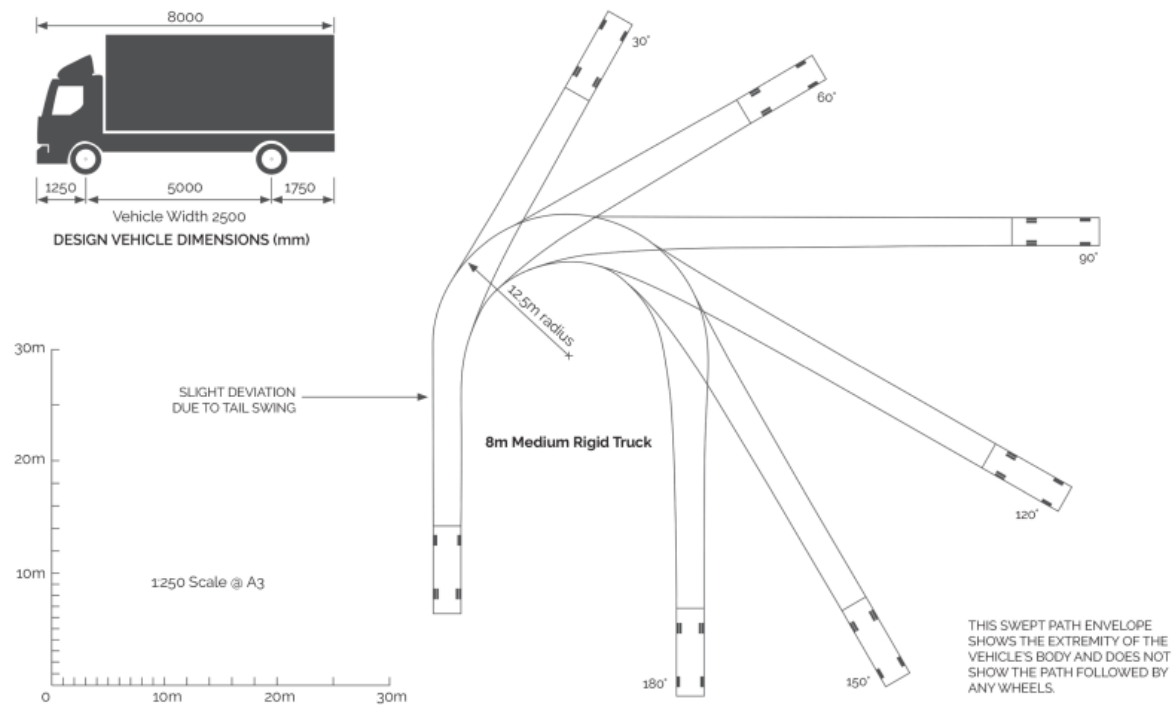
**TRAN-APP4 Loading space manoeuvring area dimensions**

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

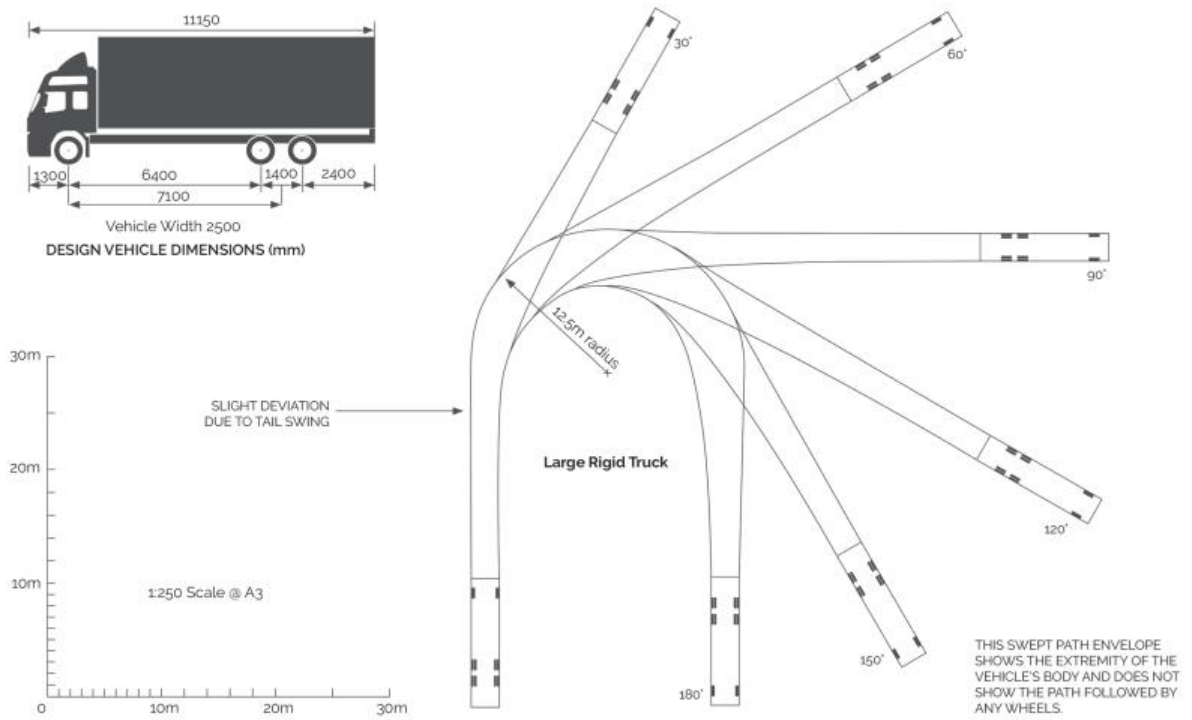
**(Source: AS/NZS 2890.1:2004 Parking Facilities - Off-street Car Parking - Part 2: Off-street Commercial Vehicle Facilities)**



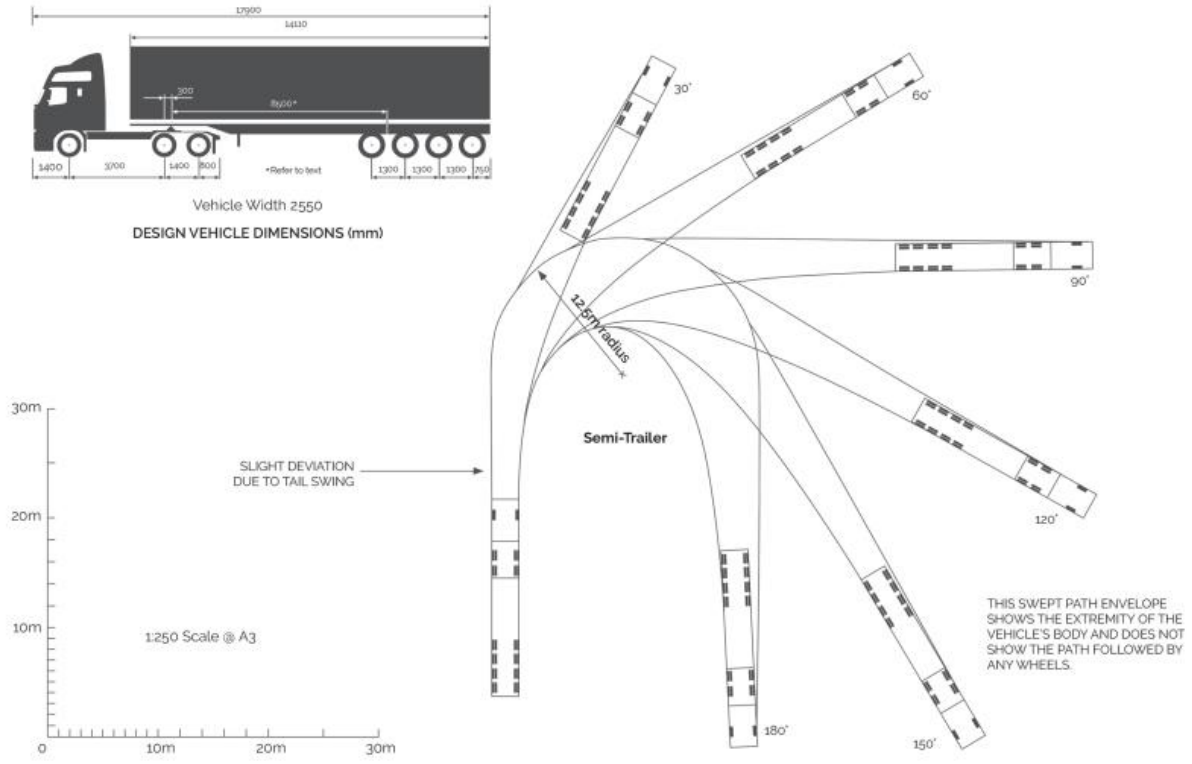
**Turning area for Medium Rigid Truck (12.5m turning radius)  
 (Source: RTS 18 New Zealand On-road Tracking Curves for Heavy Motor Vehicles  
 August 2007, Land Transport New Zealand)**



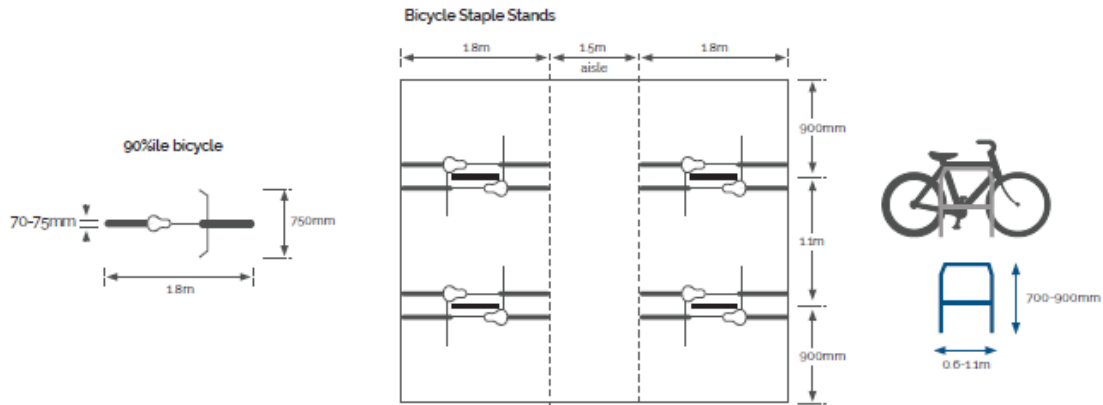
**Turning area for Large Rigid Truck (12.5m turning radius)  
 (Source: RTS 18 New Zealand On-road Tracking Curves for Heavy Motor Vehicles  
 August 2007, Land Transport New Zealand)**



**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 Rates<sup>187</sup>**

(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 <sup>2</sup> -GFA	26.1 vpd / 100m <sup>2</sup> 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 <sup>2</sup> -GFA	2.4 vpd / 100m <sup>2</sup> -GFA
	Contractor	6.2 vph / 100m <sup>2</sup> -GFA	
	Manufacturing	2.7 vph / 100m <sup>2</sup> -GFA	30.0 vpd / 100m <sup>2</sup> 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

<sup>187</sup> 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 <sup>2</sup> GFA	125 vpd / 100m <sup>2</sup> GFA
	Shopping Centre (Small)	18.9 vph / 100m <sup>2</sup> GFA	141 vpd / 100m <sup>2</sup> GFA
	Shopping Centre (Medium)	17.2 vph / 100m <sup>2</sup> GFA	101 vpd / 100m <sup>2</sup> GFA
	Shopping Centre (Large)	9.9 vph / 100m <sup>2</sup> GFA	83.7 vpd / 100m <sup>2</sup> GFA
	Shopping Centre (Town Centre)	8.5 vph / 100m <sup>2</sup> GFA	55.9 vpd / 100m <sup>2</sup> GFA
	Garden Centre	27.8 vph / 100m <sup>2</sup> GFA	147 vpd / 100m <sup>2</sup> GFA
	Discount Store	15.3 vph / 100m <sup>2</sup> GFA	100 vpd / 100m <sup>2</sup> GFA
	Supermarket	17.9 vph / 100m <sup>2</sup> GFA	129 vpd / 100m <sup>2</sup> GFA
	Bulk	5.6 vph / 100m <sup>2</sup> GFA	44.8 vpd / 100m <sup>2</sup> GFA
Retail	Restaurant	0.5 vph / seat	6.1 vpd / seat
	Fast Food	52.2 vph / 100m <sup>2</sup> GFA	362 vpd / 100m <sup>2</sup> GFA
	Bar	15.6 vph / 100m <sup>2</sup> GFA	92.1 vpd / 100m <sup>2</sup> GFA
	Service Station	100.9 vph / 100m <sup>2</sup> GFA	718 vpd / 100m <sup>2</sup> GFA
	Market	2.4 vph / 100m <sup>2</sup> GFA	22.4 vpd / 100m <sup>2</sup> GFA
	Produce	68.8 vph / 100m <sup>2</sup> GFA	487 vpd / 100m <sup>2</sup> GFA

**TRAN-APP7 Sight triangles for road/rail level crossing**



### Approach sight triangles at level crossings with Stop or Give Way signs <sup>188 189</sup>

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.

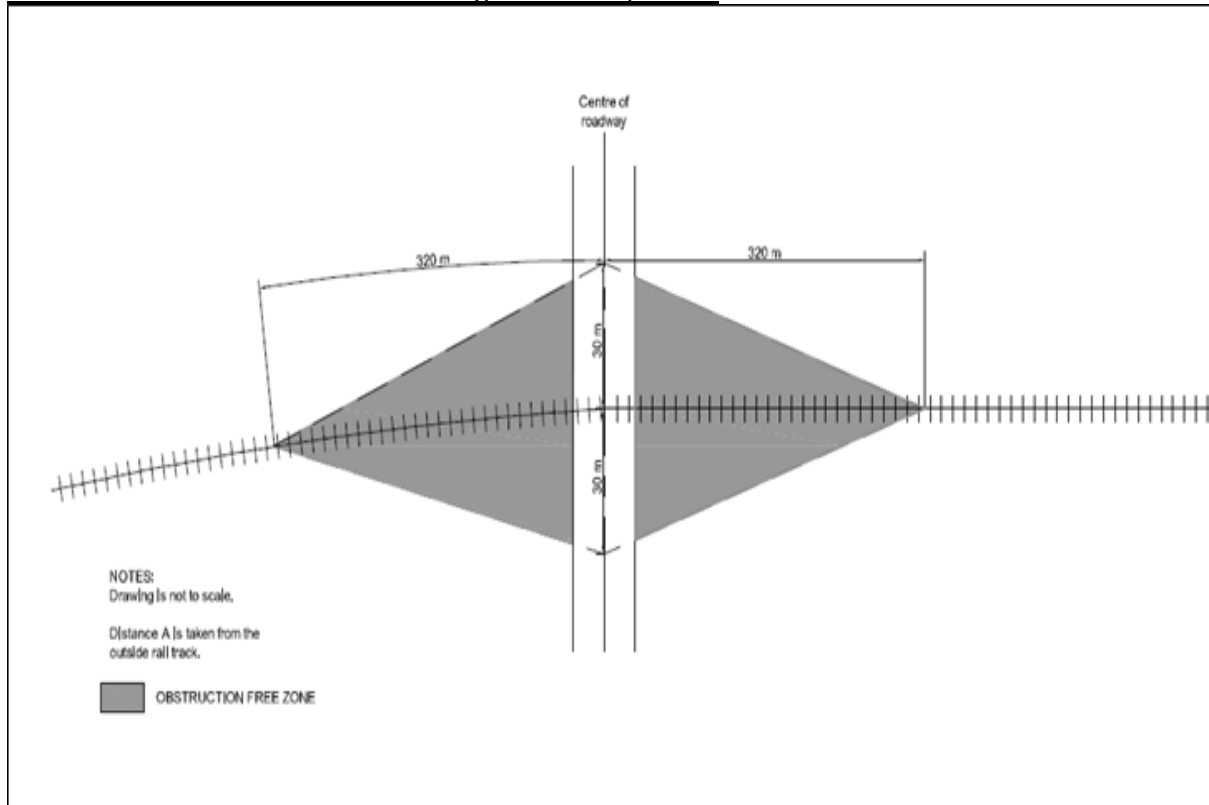


Figure 1: Approach Sight Triangles for Level Crossings with “Stop” or “Give Way” Signs

#### 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.

<sup>188</sup> KiwiRail Holdings Ltd [373.40]

<sup>189</sup> 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).

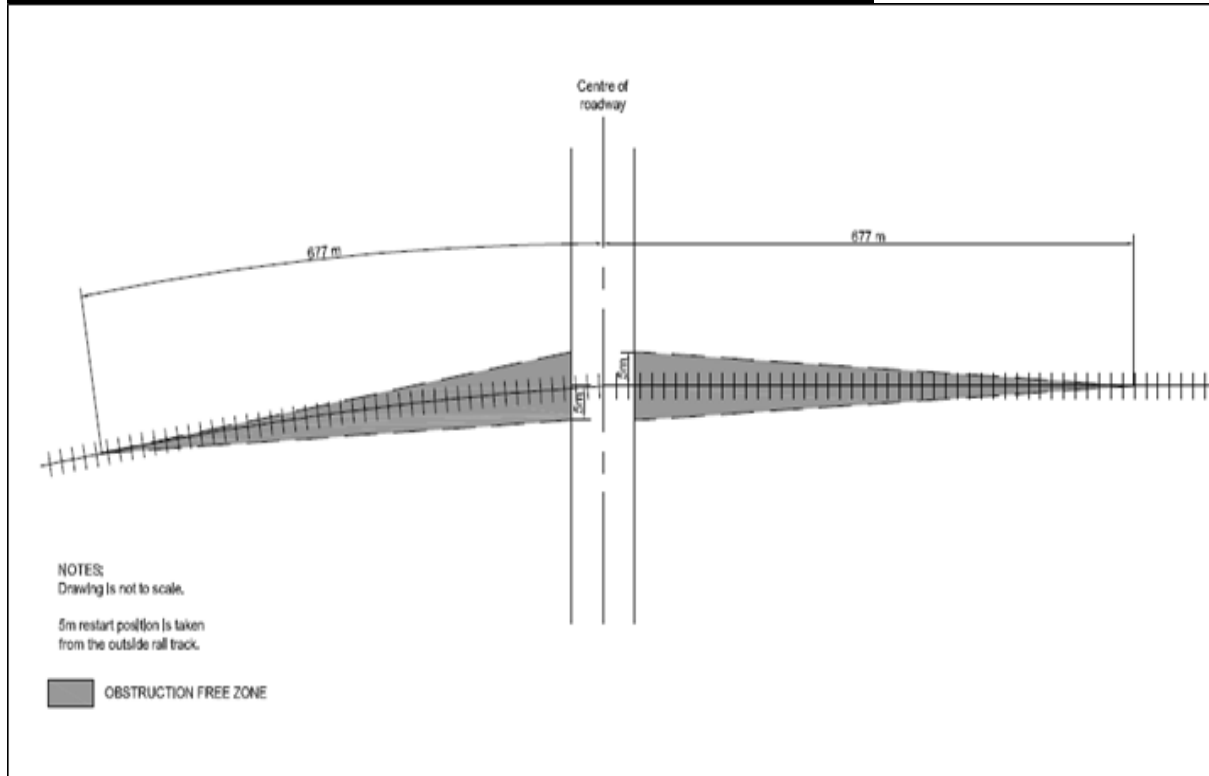


Figure 2: Restart Sight Triangles for all Level Crossings

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.

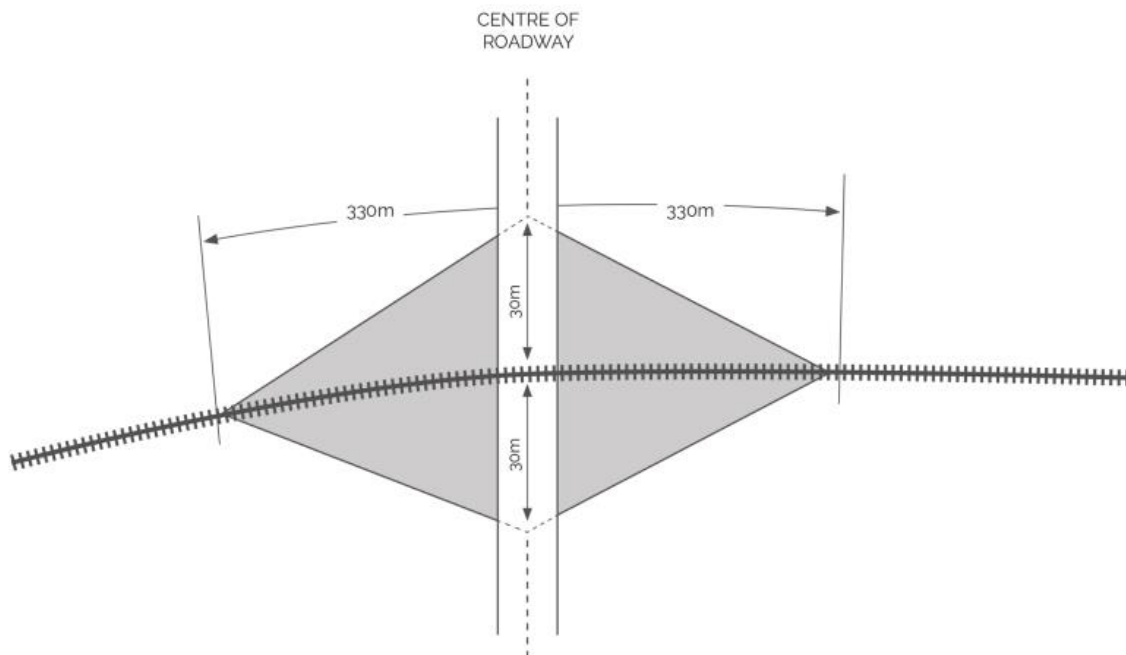
#### Notes:

- 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 crossing<sup>190</sup>

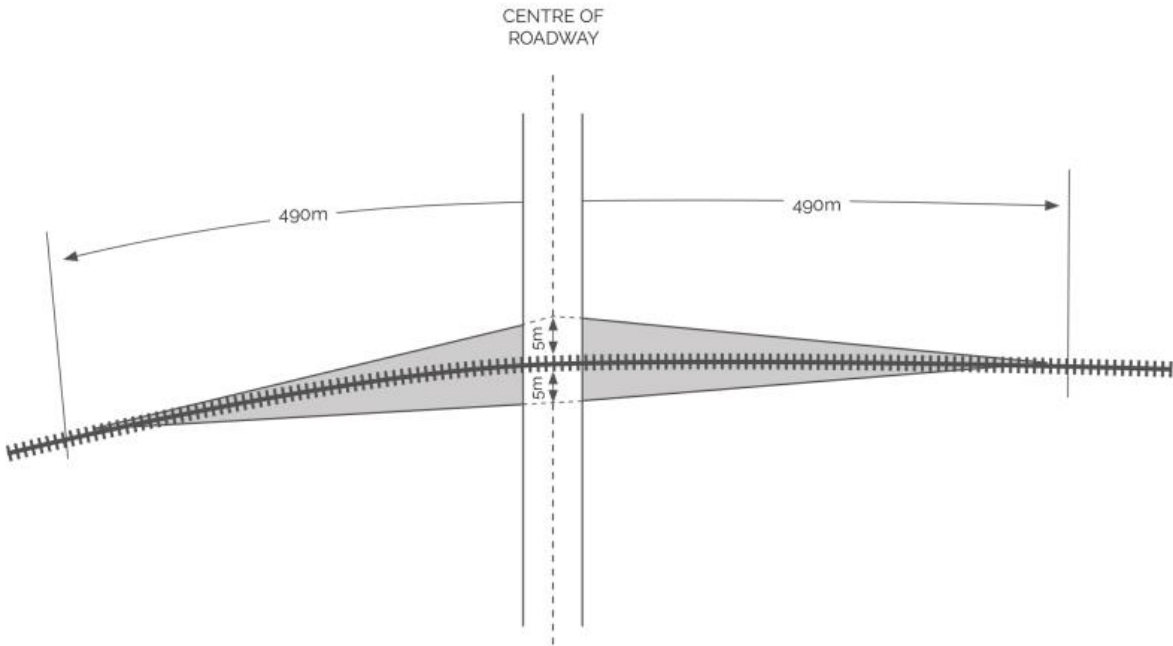


#### Advisory Notes

- 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

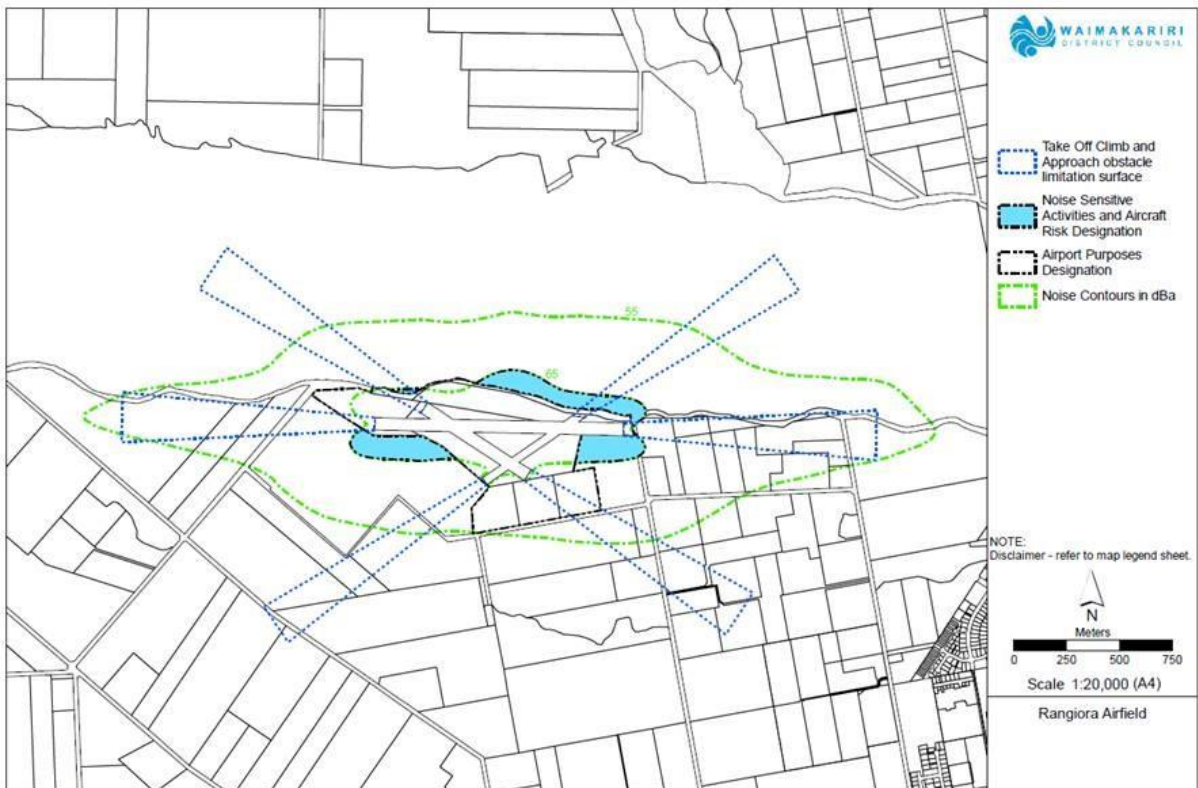
<sup>190</sup> KiwiRail Holdings Ltd [373.40] [373.41]



**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> <sup>191</sup> .
ROAD RESERVE	has the same meaning as road corridor. <sup>192</sup>
<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> <sup>193</sup>

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<sup>191</sup> Waimakariri District Council [367.25]

<sup>192</sup> Waka Kotahi [275.3]

<sup>193</sup> MoE [277.15]

## Planning Maps

Amend the Planning Map to change the following road locations from Local Road to Collector Road: <sup>194</sup>

- 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. Blakett 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: <sup>195</sup>

- 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. <sup>196</sup>

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<sup>194</sup> Waimakariri District Council [367.18]

<sup>195</sup> Waimakariri District Council [367.18]

<sup>196</sup> Waimakariri District Council [367.18]

## Appendix B. Recommended Responses to Submissions

References to submissions includes further submissions, unless otherwise stated.

Where a further submission has been lodged in support of or in opposition to an original submission, the further submission is referenced by a footnote of 'support' or 'oppose' along with the name of the further submitter and the further submission number.

A recommendation on an original submission implies a consequential recommendation on a related further submission.

Recommended responses to submissions are presented in the following tables:

Table B 1: TRAN-related Definitions

Table B 2: TRAN General

Table B 3: TRAN Introduction

Table B 4: TRAN Objectives

Table B 5: TRAN Policies

Table B 6: TRAN Rules

Table B 7: TRAN Standards

Table B 8: TRAN Appendices

Table B 9: TRAN Matters of Discretion

Table B 10: TRAN-related Planning Map

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 <sup>197</sup>	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

<sup>197</sup> 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 <sup>198</sup>	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 <sup>199</sup>	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

<sup>198</sup> Support – Kainga Ora [FS 88], – Officer recommendation – accept

<sup>199</sup> 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 <sup>200</sup>	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

<sup>200</sup> 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 <sup>201</sup>	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	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. 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
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
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	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.	6.2	Accept	The requested amendments will improve the scope and clarity regarding the intended outcome.	Yes

<sup>201</sup> 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?
			Amend TRAN-O1: "... 5. reduces dependency on private motor vehicles single-occupant motor vehicles, including through prioritising public transport and active transport; and ..."				
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
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

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?
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 <sup>202</sup>	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 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.	No

<sup>202</sup> 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?
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 <sup>203</sup>	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 <sup>204</sup>	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 <del>avoided</del> , 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

<sup>203</sup> Support – KiwiRail Holdings Ltd [FS 99] – Officer recommendation – accept

<sup>204</sup> 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 <sup>205</sup>	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
275.18206	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	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

<sup>205</sup> Support - KiwiRail Holdings Ltd [FS 99] – Officer recommendation – accept

<sup>206</sup> 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.				
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 <sup>207</sup>	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> <p>Or, provide within the plan a framework that more explicitly provides for the values of highly productive land for food production.</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
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	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.	Yes

<sup>207</sup> 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?
325.76208	Kainga Ora – Homes and Communities	TRAN-P2	Amend TRAN-P2: "Seek more Promote environmentally sustainable outcomes associated with transport, including by promoting:..."	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 <sup>209</sup>	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
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

<sup>208</sup> Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

<sup>209</sup> 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?
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
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

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?
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
367.33210	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"> <li>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</li> <li>2. new development designed to maximise convenient and safe connections to the active transport network; and</li> <li>3. provision of cycle parking that is safe, convenient, visible and secure; and</li> <li>4. provision of cycling end-of-journey facilities at larger-scale commercial, industrial, and mixed use development for staff such as showers and lockers." </li></ol>	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

<sup>210</sup> 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?
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	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:  "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."	7.7	Reject	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.  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.	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 may not be required due to the National Policy Standard on Urban Development. Retain TRAN-P11 as notified.	7.7	Accept	No changes sought to the notified provision.	No
325.77	Kainga Ora – Homes and Communities	TRAN-P11	Amend TRAN-P11 to delete references to matters that are not relevant in a land use context, and clarify the policy's application.  Amend TRAN-P11:  "Parking (where provided) and associated access and manoeuvring area shall ensure the following: ... 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; 7. be permanently marked and surfaced where required, and maintained to control the generation of dust, or excessive noise, or other nuisance; ... 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	7.7	Accept	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.  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.  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.	Yes



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?
			buildings, and not providing parking and vehicle access on individual site frontages, particularly on sites identified as having frontages to a Principal Shopping Street."				
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 functionality of the transport system and associated land transport infrastructure. Retain TRAN-P13 as notified.	7.1	Accept	No changes sought to the notified provision.	No
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	7.9	Reject	The suggested amendments regarding 'the proposal and the activities included in it' are considered unnecessary. The term	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?
			<p>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.</p> <p>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.").</p> <p>Delete "to the extent considered reasonably practicable".</p> <p>Amend all related Objectives, Rules and Matters for Discretion accordingly.</p>			<p>'activities' includes development and proposals for future development.</p> <p>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.</p>	
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
325.79211	Kainga Ora – Homes and Communities	TRAN-P15	<p>Amend TRAN-P15 for the reasons outlined for TRAN-O4.</p> <p>Amend TRAN-P15:</p> <p>"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:</p> <p>...</p> <p>2. avoiding, remedying or mitigating managing adverse reverse sensitivity effects on the transport system; and</p> <p>..."</p>	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

<sup>211</sup> 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?
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 <sup>212</sup>	George JasonSmith	TRAN-R2	<p>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 road 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>	8.2	Accept	<p>Disagree with the suggested amendments. I consider the new road should connect to road that can accommodate the amount of 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>	No
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

<sup>212</sup> 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?
160.4 <sup>213</sup>	Rolleston Industrial Developments Ltd	TRAN-R3	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.  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).	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
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

<sup>213</sup> 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?
325.81 <sup>214</sup>	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
303.24 <sup>215</sup>	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	The requirement to form accessways to road design standards for 6 or more sites is onerous and may inhibit further residential intensification.  Amend TRAN-R6(3):  "... 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: a. <del>where any new vehicle accessway in Residential Zones or Rural Zones will serve six or more sites; or</del> ..."	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

<sup>214</sup> Support – Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

<sup>215</sup> 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?
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
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

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?
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 additions and alterations at existing service stations from TRAN-R13.	8.7	Reject	The submitter has not provided any rationale as to why alterations at existing service stations should be exempt from the 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.	No
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	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	8.8	Accept	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	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>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 500m<sup>2</sup>).</p>			<p>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 200m<sup>2</sup> 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>	
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
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 500m<sup>2</sup> 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 500m<sup>2</sup>). 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 200m<sup>2</sup> 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 2,200m<sup>2</sup> GFA.</p> <p>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>	No

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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 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>	
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

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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?
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
207.9 <sup>216</sup>	Summerset Retirement Villages (Rangiora) Ltd	TRAN-R20	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.  Retain TRAN-R20 but amend the approach undertaken in Table TRAN-2 and lift the threshold for retirement villages to 250vmpd.	8.11	Reject	District plans generally adopt one of three potential approaches to a high traffic generator rule.  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.  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.  The approach in the proposed plan as notified emerged from a review of the high	No

<sup>216</sup> Oppose – Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject



Table B 6: Recommended responses to submissions: TRAN Rules							
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						<p>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 plans<sup>217</sup>.</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 residents and their transport needs, and staffing levels and their transport needs.</p>	
277.21 <sup>218</sup>	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 <sup>219</sup>	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 <sup>220</sup>	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 <sup>221</sup>	Woolworths NZ Ltd	Table TRAN-1 (part of TRAN-R20)	<p>Increase the high traffic generation thresholds in Table TRAN-1 above which assessment and resource consent are required.</p> <p>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<sup>2</sup> of new retail Gross Floor Area, after which an Integrated Transport Assessment and a restricted discretionary activity consent are required.</p>	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

<sup>217</sup> See section 2.5.3 Transport Section 32 report

<sup>218</sup> Support - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

<sup>219</sup> Support - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

<sup>220</sup> Support - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

<sup>221</sup> 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?
282.140 <sup>222</sup>	Woolworths NZ Ltd	TRAN-R20	<p>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.</p> <p>Increase the permitted daily traffic volume thresholds for supermarkets so as to align with the Auckland Unitary Plan threshold of 1,667m<sup>2</sup> of new retail Gross Floor Area, after which an Integrated Transport Assessment and a restricted discretionary activity consent are required.</p>	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
286.22 <sup>223</sup> 286.23 <sup>224</sup>	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 <sup>225</sup>	Kainga Ora – Homes and Communities	TRAN-R20	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	8.11	Reject	Limiting the application of the high traffic generator rule to non-residential activities would be inappropriate.	No

<sup>222</sup> Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

<sup>223</sup> Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

<sup>224</sup> Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

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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?
		Tables TRAN-1 and TRAN-2 (part of TRAN-R20)	<p>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: <del>Full</del>Basic</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 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..</p>	
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	<p>Support the restricted discretionary activity status of high traffic generating activities in TRAN-R20.</p> <p>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.</p> <p>Retain TRAN-R20 as notified.</p>	8.11	Accept	No changes sought to the notified provision.	No
416.8 416.9	Sports and Education Corporation	<p>TRAN-R20</p> <p>Tables TRAN-1 and TRAN-2 (part of TRAN-R20)</p> <p>TRAN-APP6 (part of TRAN-R20)</p>	<p>Support TRAN-R20, Table TRAN-1, Table TRAN-2 and TRAN-APP6 in part.</p> <p>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.</p>	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 <b>guide</b> 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	Yes

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			<p>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 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>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<sup>226</sup>.</p> <p>Whether the District Council requests additional information including an 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</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

<sup>226</sup> 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>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> <p><b><u>Approach sight triangles at level crossings with Stop or Give Way signs</u></b>  <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><b>Figure 1: Approach Sight Triangles for Level Crossings with "Stop" or "Give Way" Signs</b></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><b><u>Restart sight triangles at level crossings</u></b></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><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><b>Figure 2: Restart Sight Triangles for all Level Crossings</b></p> <p><b>Table 1: Required Restart Sight Distances for Figure 2:</b>  <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><b>Notes:</b>  <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

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?
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 <sup>227</sup>	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. 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.	No
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	No

<sup>227</sup> Oppose – KiwiRail Holdings Ltd [FS 99], Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

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?
						proposed District Plans contain rules on activities on land around the Airfield.	
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

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 <sup>228</sup> . 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 <sup>229</sup>	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 Kāinga Ora.  Delete Table TRAN-3.	9.2	Reject	The road widths have been reviewed by an independent traffic consultant in 2019 <sup>230</sup> . 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	No

<sup>228</sup> [https://www.waimakariri.govt.nz/data/assets/pdf\\_file/0034/98377/1-Transport-Technical-Report-Stantec-2019-DPR.PDF](https://www.waimakariri.govt.nz/data/assets/pdf_file/0034/98377/1-Transport-Technical-Report-Stantec-2019-DPR.PDF) Section 2.6

<sup>229</sup> Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

<sup>230</sup> [https://www.waimakariri.govt.nz/data/assets/pdf\\_file/0034/98377/1-Transport-Technical-Report-Stantec-2019-DPR.PDF](https://www.waimakariri.govt.nz/data/assets/pdf_file/0034/98377/1-Transport-Technical-Report-Stantec-2019-DPR.PDF) Section 2.6



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?
						NZ <sup>231</sup> 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.	
325.85 <sup>232</sup>	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: 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)	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.  The correction to the Local Road parking width is accepted.	Yes
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.	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	No

<sup>231</sup> Waka Kotahi NZ Transport Agency [FS 110]

<sup>232</sup> 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?
			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.			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.	
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)	<p>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 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 "&gt;6 " in column 2. Amend all related Rules Objectives, Policies, and Matters for Discretion accordingly.</p>	9.4	Reject	Table TRAN-7 in TRAN-S4 relates to 'design standards for new vehicle accessways'. It shows what is considered the appropriate 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.	No
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>	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?
						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.  These minor errors' have been corrected.	
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 <sup>233</sup>	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.  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.	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
325.86	Kainga Ora – Homes and Communities	Table TRAN-7 (part of TRAN-S4)	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.  Amend Table TRAN-7:  "Zone: Residential Number of Residential Units 1-3 <del>4-6</del> <u>9</u> <del>&gt;6</del> <u>10+</u>  Minimum legal width <del>5.5</del> <u>4.5</u> <del>5.5</del> <u>5.0</u> <del>7.0</del> <u>6.5</u>  Minimum formed width 3.0	9.4	Reject	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.  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.	No

<sup>233</sup> 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?
			43.5 <del>5.5</del> 4.5 ... Passing Bays Yes Yes"				
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
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

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?
277.24 <sup>234</sup>	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 <del>and educational facility</del> : ..."	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.  I also note that 'educational facility' is defined in the Proposed Plan as: <i>'means land or buildings used for teaching or training by childcare services, schools, or tertiary education services, including any ancillary activities.'</i>  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.	No
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

<sup>234</sup> 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?
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 <sup>235</sup>	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 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.	11.2	Reject	The notified proposed minimum separation distances for vehicle crossings from road 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 <sup>236</sup> . Deleting the requirements may pose significant adverse effects on the safety and efficiency of the transport network.	No
275.20	Waka Kotahi NZ Transport Agency	Table TRAN-19 TRAN-APP1	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.  Amend Table TRAN-19:  "Table TRAN 19: Minimum sight distances from vehicle crossings <del>Residential All activities except high traffic generators (m)</del> 40 <del>6089</del>	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 <sup>237</sup> . 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

<sup>235</sup> Oppose - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – reject

<sup>236</sup> See section 2.5.3 Transport Section 32 report

<sup>237</sup> 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?
			<del>80 113</del> <del>100 140</del> <del>120 170</del> <del>150 203</del> <del>170 240</del> <del>200 282</del> Other activity (m)- <del>75</del> <del>100</del> <del>125</del> <del>150</del> <del>180</del> <del>215</del> <del>250"</del>				
373.41  See also 373.40 TRAN Rules	KiwiRail Holdings Ltd	TRAN-APP7	<p>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.</p> <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><b><u>Approach sight triangles at level crossings with Stop or Give Way signs</u></b>  <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>	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 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.	Yes

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><b>Figure 1: Approach Sight Triangles for Level Crossings with "Stop" or "Give Way" Signs</b></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><b><u>Restart sight triangles at level crossings</u></b>  <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><b>Figure 2: Restart Sight Triangles for all Level Crossings</b></p> <p><b>Table 1: Required Restart Sight Distances for Figure 2:</b>  <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</u></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>series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.</p> <p><b>Notes:</b></p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>- train speed of 110 km/h</li> <li>- vehicle approach speed of 20 km/h</li> <li>- fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing</li> <li>- 25m design truck length</li> <li>- 90° angle between road and rail</li> </ul>				

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 <sup>238</sup>	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</p>	10.2	Reject	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	No

<sup>238</sup> 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?
			<p>1. The extent to which the number of vehicle crossings will adversely affect the efficient and safe operation of the road.</p> <p><del>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.</del></p> <p>3. The extent to which any aspect(s) of road design or formation will mitigate adverse effects of the number of vehicle crossings.</p> <p>4. <del>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."</del></p>			<p>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 TRANS-MD2.</p>	
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</p> <p><del>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. ..."</del></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 TRANS-MD3.	No
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 <sup>239</sup>	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>	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>	No

<sup>239</sup> 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?
			<p>...</p> <p>3. The extent of effects on the safety of users of all transport modes and pedestrian crossing facilities.</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>			<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>	
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> <p>"Vehicle crossing design</p> <p>1. The number of pedestrian and cycle movements across the site frontage and the number and type of vehicles using the vehicle crossing.</p> <p>..."</p>	10.5	Reject	The data provided by (1) will assist in addressing the matters in (2), (3) and (4).	No
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

**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?
284.111	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 rail network and any level crossings effected by the development. Retain TRAN-MD11 as notified.	10.1	Accept	No changes sought to the notified provision.	No
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

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?
284.118	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
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
373.45240	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

<sup>240</sup> Support - Waka Kotahi NZ Transport Agency [FS 110] – Officer recommendation – accept

**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?
284.125	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 <sup>241</sup>	Waimakariri District Council	Mapping of Road Hierarchy	<p>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.</p> <p>Amend the Planning Map to change the following road locations from Local Road to Collector Road:</p> <ul style="list-style-type: none"> <li>a. Pegasus Main Street from Pegasus to Lakeside Drive.</li> <li>b. Te Kohanga Drive from Pegasus Main Street to Tiritiri Moana Drive.</li> <li>c. Infinity Drive from Pegasus Boulevard to Lakeside Drive.</li> <li>d. Blakett Street west of King Street.</li> <li>e. Lehmans Road and River Road from Future Road to West Belt</li> <li>f. Todds Road (all).</li> <li>g. Silverstream Boulevard from Island Road to Sneyd Street.</li> <li>h. Adderley Terrace from Sneyd Street to Fuller Street.</li> </ul> <p>Amend the Planning Map to change the following road locations from Collector Road to Local Road:</p> <ul style="list-style-type: none"> <li>a. Beatties Road (all).</li> <li>b. Huntington Drive north of Salisbury.</li> <li>c. Sandown Boulevard (all).</li> <li>d. Belmont Avenue (all).</li> </ul>	12.1	Accept	<p>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.</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>	Yes

<sup>241</sup> 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?
			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 to show all of Bob Robertson Drive as Collector Road.				

## Appendix C. Section 32AA Evaluation

### C1. Overview and purpose

This evaluation is undertaken in accordance with section 32AA of the RMA. It examines the appropriateness of the recommended amendments, following the consideration of submissions received on the Proposed Plan.

This further evaluation should be read in conjunction with the Section 32 Reports prepared for the development of the Proposed Plan.

### C2. Recommended amendments

A range of amendments are recommended to Transport related definitions; the Transport chapter Introduction, objectives, policies, rules, standards, appendices, and matters of discretion; and Transport related aspects of the planning map.

I have recommended amendments to the Proposed Plan provisions to address matters raised in submissions. The recommended changes are shown in Appendix A.

The evaluation in Appendix B should be read in conjunction with Appendix A.

### C3. Statutory Tests

The District Council must ensure that prior to adopting an objective, policy, rule or other method in a district plan, that the proposed provisions meet the requirements of the RMA through an evaluation of matters outlined in Section 32.

In achieving the purpose of the RMA, the District Council must carry out a further evaluation under section 32AA if changes are made to a proposal as a result of the submissions and hearings process. This evaluation must cover all the matters in sections 32(1)-(4).

#### *Objectives*

The objectives are to be examined in relation to the extent to which they are the most appropriate way to achieve the purpose of the RMA. For the purposes of evaluation under section 32AA the following criteria form the basis for assessing the appropriateness of the proposed objectives:

- Relevance;
- Usefulness;
- Reasonableness; and
- Achievability.

#### *Provisions*

The other provisions are to be examined as to whether they are the most appropriate methods for achieving the objectives. For a proposed plan, the provisions are defined as the policies, rules, or other methods that implement, or give effect to, the objectives of the proposed plan.

The examination must include assessing the efficiency and effectiveness (including costs and benefits of the environmental, economic, social, and cultural effects, quantified if practicable, and the risk of acting or not acting) and a summary of the reasons for deciding the provisions.



This evaluation is undertaken in a **consolidated** manner.

#### C4. Evaluation of Recommended Amendments to Objectives

The Transport objectives are recommended to be amended as set out in Appendix A, for the reasons set out in Table B 4 in Appendix B. Table C 1 below provides an evaluation of the recommended amendments to the objectives.

**Table C 1: Recommended Amendments to Objectives**

<b>Relevance</b>	<p><b>Addresses a relevant resource management issue</b> The recommended amendments will better provide for transport and its benefits to people and communities. The recommended amendments will better manage the effects of transport, and the effects of other activities on transport.</p>
	<p><b>Assists the District Council to undertake its functions under s31</b> The recommended amendments will better assist the District Council in undertaking its functions. The recommended amendments will better achieve a balance between providing for transport and its benefits to people and communities, managing the effects of transport, and managing the effects of other activities on transport.</p>
	<p><b>Gives effect to higher level documents</b> The recommended amendments will be more consistent with and give better effect to higher order documents and relevant transport standards.</p>
<b>Usefulness</b>	<p><b>Guides decision-making</b> The recommended amendments will better guide District Council decision making. The District Council both delivers transport infrastructure as well as makes decisions on resource consents under the district plan for projects with transport components and makes recommendations on designation requirements and outline plans for transport projects.</p>
	<p><b>Meets best practice for objectives</b> The recommended amendments will provide greater scope and clarity as to the outcomes intended, and therefore will be easier to interpret and implement and will be more effective than the notified provisions.</p>
<b>Reasonableness</b>	<p><b>Will not impose unjustifiably high costs on the community / parts of the community</b> No additional costs on the community or parts of the community will be generated by the recommended amendments.</p>
	<p><b>Acceptable level of uncertainty and risk</b> There is no additional uncertainty or risk associated with the recommended amendments.</p>
<b>Achievability</b>	<p><b>Consistent with identified mana whenua and community outcomes</b> The recommended amendments do not affect the consistency of the objective with identified mana whenua and community outcomes.</p>
	<p><b>Realistically able to be achieved within the District Council's powers, skills and resources</b> The District Council both delivers transport infrastructure as well as makes decisions on resource consents under the district plan for projects with transport components and makes recommendations on designation</p>

	requirements and outline plans for transport projects. The recommended amendments are therefore realistically able to be achieved.
<b>Conclusion</b>	The recommended amended objectives are the most appropriate way to achieve the purpose of the RMA by providing a coherent package of desired outcomes consistent with sustainable management.

Overall, the recommended amendments proposed to the objectives provide greater clarity on the outcomes intended to be achieved. For the purposes of sections 32 and 32AA, I consider that the revised objectives are the most appropriate way of achieving the purpose of the RMA.

## C5. Evaluation of Policies, Rules and other methods

I have assessed how the recommended changes to the Transport related definitions; the Transport chapter Introduction, policies, rules, standards, appendices, and matters of discretion; and Transport related aspects of the planning map, along with submissions raising Transport-related general matters, are the most appropriate to implement the objectives below. In undertaking this assessment, I have evaluated the recommended amendments against the provisions as notified.

### *Efficiency and Effectiveness of the Provisions*

Table C 2 below contains an assessment of the efficiency and effectiveness of the recommended amended provisions in achieving the objectives, including identification and assessment of the costs and benefits anticipated from the implementation of the provisions.

**Table C 2: Assessment of efficiency and effectiveness**

<b>Recommended Amendments to Provisions:</b>	
Appendix A of this report contains a marked-up version of proposed Plan provisions relating to Transport with recommended amendments in response to submissions.	
Specific recommendations on each submission / submission point, and reasons, are contained in Tables B 1 to B 10 in <b>Appendix B</b> .	
The evaluation in Appendix B should be read in conjunction with Appendix A.	
<b>Costs</b>	<b>Benefits</b>
<ul style="list-style-type: none"> <li>There are no identified costs.</li> </ul>	<ul style="list-style-type: none"> <li>A revised suite of Transport provisions will provide a significantly updated and more comprehensive framework for providing for Transport while managing effects and will provide Transport provisions more consistent across the District, compared to the operative District Plan.</li> <li>The recommended amendments will provide greater scope and clarity as to the outcomes intended, how Transport is provided for, and how effects are managed. The amended provisions will be easier to interpret and implement</li> </ul>

	<p>and therefore will be more effective. The amended provisions will therefore have plan interpretation and implementation benefits.</p> <ul style="list-style-type: none"> <li>• The relationship between the Transport provisions, EI provisions, other District-wide provisions, and the zones, has been clarified, which will have plan interpretation and implementation benefits.</li> <li>• The amended provisions will be more consistent with and better give effect to higher order documents and relevant Transport standards.</li> </ul>
<b>Efficiency</b>	<p>The recommended amendments will have significant social, environmental, and economic benefits including providing greater scope and clarity to the intended outcomes, how Transport is provided for, and how effects are managed. The recommended amendments will give better effect to higher order documents. The benefits will far outweigh any costs. Therefore, the recommended amendments will be more efficient than the notified provisions.</p>
<b>Effectiveness</b>	<p>The recommended amendments will have benefits particularly through better giving effect to higher order documents and relevant Transport standards. The recommended amendments will provide greater scope and clarity as to the outcomes intended, how Transport is provided for, and how effects are managed. The amended provisions will be easier to interpret and implement and therefore will be more effective than the notified provisions.</p>
<b>Summary</b>	
<p>The recommended amendments are the most appropriate way to achieve the purpose of the RMA by providing a coherent package of desired outcomes consistent with sustainable management.</p>	

Overall, taking into account the assessment above, I consider the recommended amendments to the provisions to be more efficient and effective in achieving the objectives than the notified provisions.

#### *Adequacy of Information and Risk of Acting or Not Acting*

Section 32(2)(c) of the RMA requires an assessment of the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.

Submissions have raised a number of matters that need to be addressed to provide improved clarity and scope to proposed Plan Transport provisions. If no action is taken and the Proposed Plan is retained as notified, it could cause confusion and may result in a lack of consistent interpretation and application of the Proposed Plan and increased costs in terms of time and money required by District Council staff to process resource consents.

Submissions also seek to amend the Proposed Plan so it is more consistent with and better aligns with higher order documents and relevant Transport standards. The recommended amendments address this matter assist in making the provisions efficient and effective in achieving the objectives. The risk in not acting is that the provisions do not effectively or efficiently achieve the objectives.

After reviewing the Transport provisions of the Proposed Plan and considering the submissions on these provisions, I consider there is sufficient information on which to base the recommended revised Transport related definitions; the Transport chapter Introduction, policies, rules, standards, appendices, and matters of discretion; and Transport related aspects of the planning map.

## **C6. Conclusion**

I have evaluated the recommended amendments to objectives to determine the extent to which they are the most appropriate way of achieving the purpose of the RMA, and otherwise to give effect to higher order planning documents and are consistent with relevant Transport standards. I have also evaluated the recommended amendments to the proposed provisions, including their efficiency and effectiveness of the provisions in achieving the proposed objectives. I consider the proposed objectives as recommended to be amended are an appropriate way of achieving the purpose of the RMA and the recommended changes to provisions are the most appropriate means of achieving the objectives.

## Appendix D. Report Author's Qualifications and Experience

My full name is Andrew Cameron MacLennan.

I am an Associate at the firm Incite. I hold a Bachelor of Science in Land Planning and Development from Otago University and a Masters of Resource Management from Massey University. I am an Associate Member of the New Zealand Planning Institute and a member of the Resource Management Law Association.

I have 10 years' planning experience working in both local government and the private sector. During this time, I have worked policy planning roles, consent processing roles, and consent applicant roles.

My policy planning experience includes working for a range of Councils drafting provisions for regional policy statements, regional plans, coastal plans, and district plans. I have also assisted with the drafting of associated section 32 evaluation reports, section 42A reports and reporting officer roles. I have experience participating in Environment Court processes such as expert conferencing, mediation, and hearings on plans and plan changes.

My relevant work experience includes:

- S42a reporting officer for the Otago Regional Policy Statement
- S42a reporting officer for the Marlborough Environment Plan
- S42a reporting officer for the Hurunui District Plan
- Preparing regeneration plans for the Waimakariri Residential Red Zone