



**CENTRAL
HAWKE'S BAY**
DISTRICT COUNCIL

**REPORT OF HEARING
PANEL**

Independent Hearing Commissioners:

Robert Schofield (Chair)
Loretta Lovell
Tim Aitken
Kate Taylor
Pip Burne

TOPIC 7C

Transport

REPORT DATED

4 May 2023

DATE OF HEARING

14 December 2022

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List of Submitters and Further Submitters addressed in this Report

Submitter Name	Submission Number(s)
Central Hawke's Bay District Council (CHBDC)	S89
CHBDC	S104
Fire and Emergency New Zealand (FENZ)	S57
Hawke's Bay District Health Board (HBDHB)	S126
Hawke's Bay Regional Council (HBRC)	S11
Horticulture New Zealand (Hort NZ)	S81
James Bridge	S105
Kāinga Ora - Homes and Communities (Kāinga Ora)	S129
Ministry of Education	S73
The Surveying Company (HB) Ltd (The Surveying Company)	S50
Waka Kotahi NZ Transport Agency (Waka Kotahi)	S78

Further Submitter Name	Further Submission Number(s)
Hort NZ	FS17
Kāinga Ora	FS23
Silver Fern Farms Limited (Silver Fern Farms)	FS8
Ministry of Education	FS11
Waka Kotahi	FS16

PART A – PRELIMINARY MATTERS

1 Introduction

1.1 Scope of this report

- 1.1.1 This document details the evaluation and recommended decisions of the Proposed CHBD Plan Hearings Panel on the submissions and evidence on transport matters considered at the Energy, Infrastructure and Transport topic hearing, held on 14 December 2022 at the CHBDC Chambers, Waipawa.
- 1.1.2 The recommendations in this report, together with all of the other recommendations of the Hearing Panel (“the Panel”) on submissions on the Proposed District Plan, will all go before the full Council following the end of the hearings, who will make the formal decisions.
- 1.1.3 Our report focuses on the key issues in contention. Where there is no contention, such as submitter support for certain provisions, or minor matters where proposed changes are recommended in response to submissions, we have adopted the s42A report’s recommendations and the underlying evaluation behind such changes.

1.2 Statutory considerations

- 1.2.1 The Panel’s Report on Preliminary Matters and Statutory Requirements sets out the statutory framework and requirements for preparing a District Plan, as well as case law guidance for our consideration and recommendations. This framework is not repeated in this report. This report should be read in conjunction with the Report on Preliminary Matters and Statutory Requirements.
- 1.2.2 This report will refer to the s42A report ‘Officer’s Report: Transport’ (‘the s42A report’) prepared by Rowena Macdonald.
- 1.2.3 The development of the Transport provisions is covered in the ‘Remaining District Wide Chapters and Relocated Buildings Provisions – Section 32 Topic Report’.
- 1.2.4 As submissions on particular aspects of the PDP are considered through hearing reports, officers are required to consider any alternative provisions put forward in the context of what s 32 requires, and when changes are recommended, a further assessment under s 32AA will be provided if the change is a material departure from what was notified. That same obligation to make a further assessment under s 32AA also applies to the Panel if it decides to recommend changes as a result of submissions which materially depart from the notified version.
- 1.2.5 Through Minute #5, the Panel urged submitters to provide the hearings with a further assessment under s 32AA for any changes to the PDP they were seeking.
- 1.2.6 Where the Panel has made amendments to the Plan that are consistent with the recommendations contained within Council officers' s42A and / or right-of-reply reports (and where there are relevant joint witness statements) we have adopted the s32AA analysis contained within those reports (unless expressly stated otherwise). Those reports are part of the public record and are available on the CHBDC website.
- 1.2.7 Where the Panel has made amendments to the PDP that are not contained within Council officers' recommendations, we have undertaken the required s32AA analysis and have

incorporated it into the body of our report. We are satisfied that the required substantive assessment has been undertaken.

1.2.8 As set out in the Section 32 Remaining District Wide Chapters and Relocated Building Provisions Topic Report, there are a number of higher order planning documents that provide direction and guidance for the preparation and content of the PDP, including the Hawke's Bay Regional Resource Management Plan (HBRMP) incorporating the Regional Policy Statement (RPS). These documents are discussed in detail within the Section 32 Topic Report.

1.2.9 In respect of transport, the PDP is required to give effect to the RPS which includes Objective OBJ UD6 which is to:

Ensure that the planning and provision of transport infrastructure is integrated with development and settlement patterns and facilitates the movement of goods and people and provision of services throughout the Region; while:

a) limiting network congestion;

b) reducing dependency on private motor vehicles;

c) reducing emission of contaminants to air and energy use; and

d) promoting the use of active transport modes.

1.3 Submissions

1.3.1 This topic report addresses submissions received on the district-wide 'TRAN – Transport' provisions and associated definitions.

1.3.2 There were 11 submitters and 5 further submitters across the whole 'Transport' topic, with 70 original submission points and 20 further submission points were received on the provisions relating to this topic.

1.3.3 Of the 70 original submission points, 24 submission points were in support.

1.4 Procedural matters

1.4.1 There were no pre-hearing meetings or meetings undertaken in accordance with cl8AA of Schedule 1, undertaken on the submissions relating to Transport prior to the finalisation of the s42A report. The reporting officer for Transport made contact with the relevant CHBDC officer to obtain further detailed information to support the Council's submissions to integrate the One Network Framework into the PDP.

1.4.2 No procedural matters were raised in respect of hearing this topic.

1.4.3 No matters of trade competition were raised.

1.5 Hearing

1.5.1 The Energy, Infrastructure and Transport hearing was held on 14 December 2022 at the CHBDC Chambers, Waipawa.

1.5.2 Submitters who appeared at the hearing in relation to the Transport topic are shown below in Table 1. All evidence can be found on the PDP Hearing Schedule webpage under the relevant Hearing Topic [<https://www.chbdc.govt.nz/services/district-plan/proposed-district-plan/hearings/hearing-stream-7/>].

Table 1. Submitters who appeared at Hearing Stream 7: Energy, Infrastructure and Transport in relation to the Transport topic

Submitter (Submitter Number)	Represented by/ experts called	Nature of evidence	Key Issue under which evidence is discussed
FENZ (S57)	Paul McGimpsey (planning)	Written statement	Key Issues 1, 3, 4, 5
Kāinga Ora (S129, FS23)	Michael Campbell (planning)	Submitter evidence	Key Issues 1, 3, 4, 5
Ministry of Education (S73)	Danielle Rogers (planning)	Written statement	Key Issue 1
Waka Kotahi (S78, FS16)	Natasha Reid (planning)	Written statement	Key Issues 1, 2, 3
CHBDC (S104)	Nicholas Aiken (planning)	Submitter evidence	Key Issue 2

1.5.3 Ms Rowena Macdonald appeared as reporting planner for the Central Hawke’s Bay District Council.

1.5.4 Evidence provided by Ms Macdonald included:

- Officer’s Report: Transport (“the s42A report”),
- Opening statement (verbal).

1.5.5 Following the adjournment of the hearing on 14 December 2022, Minute 20, the twentieth memorandum and direction of the Hearings Panel following Hearing 7 was issued on 20 December 2022. No particular matters were raised in relation to this topic.

1.5.6 A written right-of-reply from the Council’s reporting planner was received and circulated on 27 January 2023.

1.6 Structure of this report

1.6.1 Given the number, nature and extent of the submissions and further submissions received, we have structured this report according to the key issues identified in the s42A report, rather than present a submission point by submission point evaluation. Many of the submission points addressed the same or related issues and thus a key issue approach avoids undue repetition. There are 5 key issues addressed in this report:

- Key Issue 1 – General Definitions & Transport Provisions;
- Key Issue 2 – ‘One Network Framework’ (ONF);
- Key Issue 3 – Parking Provisions;
- Key Issue 4 – Fire & Emergency Access & Height Clearances; and
- Key Issue 5 – Active Modes of Transport.

1.6.2 We have structured our evaluation and recommendations on a hierarchical basis, firstly reviewing the overarching issues relating to the topic and those submissions that made general points about the topic, including those seeking a binary relief such as complete withdrawal of relevant plan provisions. Our evaluation addresses submissions on definitions as relevant to the Transport topic.

1.6.3 We then turn our evaluation to the higher-level provisions of the District Plan relating to the topic: the objectives and policies and associated matters.

1.6.4 Thereafter we consider the associated rules and standards, and, if relevant, methods and anticipated environmental results.

- 1.6.5 Finally, we consider whether there were any minor errors that should be rectified or consequential amendments that may be needed as a result of our recommendations.
- 1.6.6 The Panel's recommendations for each submission point are listed in the table in Appendix B.

PART B – EVALUATION

2 Overview

- 2.1.1 Transport matters are currently addressed in Part 8 of the ODP, which outlines policies and rules for vehicle parking, loading, access and sight distances across every zone. The focus is on achieving safe, efficient and accessible transport systems primarily by setting appropriate standards.
- 2.1.2 Transport provisions are set out in the TRAN – Transport chapter in the district-wide section of the PDP. The PDP transport provisions adopted advances in best practice and alignment with the approach of neighbouring territorial local authorities, particularly Hastings District. The PDP as notified, incorporates the ‘One Network Road Classification’ (ONRC) system. This was the national road classification system in place with Waka Kotahi at the time of notification. Since then, Waka Kotahi’s new ‘One Network Framework’ (ONF) has emerged as the latest national road classification framework.
- 2.1.3 Transport in Central Hawke’s Bay is also managed under the Hawke’s Bay Regional Land Transport Plan (RLTP), which has the following vision and objectives that set the strategic direction for the region’s land transport systems, and with which the PDP also seeks to align:

Vision: Hawke's Bay's transport network fosters a vibrant, accessible and sustainable carbon neutral Hawke's Bay.

Objectives:

- 1. Achieve a safe transport system for users.*
- 2. Achieve a transport network that is resilient, reliable and efficient.*
- 3. Provide transport choices to meet social, environmental and cultural needs.*
- 4. Develop a transport system that contributes to a carbon neutral Hawkes Bay*
- 5. Minimise travel demand through planning and development.*

3 Key Issue 1 – General Definitions and Transport Provisions

3.1 Proposed Plan provisions

- 3.1.1 Key Issue 1 addresses submissions on definitions and general matters relating to the transport provisions in the PDP.

3.2 Submissions

- 3.2.1 There were 33 submission points and 9 further submission points that supported or sought amendments to relevant definitions and general matters relating to the transport provisions in the PDP. A number of submissions sought to retain objectives, policies and rules as proposed. Several sought amendments to the wording of provisions.

3.3 Reporting planner's recommendations (s42A report)

General and definitions

- 3.3.1 Submissions in support of the TRAN – Transport chapter generally, and in relation to the definition of 'Heavy Vehicle', are in support.
- 3.3.2 The reporting planner agreed with Kāinga Ora S129.007 that the developer of a service lane is irrelevant to the definition and recommended the following amendment:

SERVICE LANE	any lane laid out or constructed whether by the authority of the Council or the Minister of Works and Development or the Minister of Lands (on or after 1 April 1988) for the purpose of providing the public with a side or rear access for vehicular traffic to any land.
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Issues, objectives and policies - general

- 3.3.3 Submissions were in support of Issue TRAN-I1 and Policy TRAN-P6.
- 3.3.4 Objective TRAN-O1 - The reporting planner recommended the following amendment in response to HBRC's submission S11.008 to better align with the strategic direction in the RLTP:
- | | |
|---------|---|
| TRAN-O1 | The transport network is <u>sustainable</u> , safe, resilient, efficient and effective in moving people and goods within and beyond the District. |
|---------|---|
- 3.3.5 Objective TRAN-O2 – The reporting planner recommended the following amendment in response to Kāinga Ora's submission S129.029 to more clearly articulate the objective:
- | | |
|---------|--|
| TRAN-O2 | Activities generate a type or level of traffic that is compatible with the roads they are located on <u>appropriately accommodated within the local transport network</u> . |
|---------|--|
- 3.3.6 Policy TRAN-P3 – The reporting planner recommended the following amendment, in response to CHBDC, Kāinga Ora and Hort NZ submissions (S104.007, S129.032 and FS17.31), to remove reference to Arterial and Collector roads (terms not used in the One Network framework) and the use of the word 'protect':
- | | |
|---------|---|
| TRAN-P3 | To protect Arterial and Collector roads within the transport network from inappropriate development. <u>To manage subdivision and development to ensure the safety and efficiency of the transport network is not inappropriately compromised.</u> |
|---------|---|
- 3.3.7 Policy TRAN-P5 - The reporting planner did not support the amendments to Policy TRAN-P5 sought by Kāinga Ora (S129.034), being of the view that the amendment would make the policy less helpful to plan users.

- 3.3.8 Policy TRAN-P7 – The reporting planner recommended the following amendment, in response to the submission by Kāinga Ora (S129.036) to clarify it is not new development itself the roading network has to accommodate, but the traffic it generates:

TRAN-P7 To ensure the roading network has capacity to accommodate **the transportation needs of** new development.

Rules, standards - general

- 3.3.9 Rule TRAN-R1, Standard TRAN-S2, Standard TRAN-S8, Standard RLZ-S4 & Assessment Matter TRAN-AM2 – submissions on these were in support. The reporting planner noted the reference to ‘Minimum Site Distance’ in TRAN-S8 should be corrected to ‘Minimum Sight Distance’ as a cl16 amendment.
- 3.3.10 New Rule – Kāinga Ora S129.038 sought the inclusion of new rules for (1) the operation, maintenance, and repair of the land transport network, and (2) the development of new roads to be vested in Council. The reporting planner did not consider it necessary to include such rules in the Transport chapter, as they are already covered in the NU – Network Utilities chapter.
- 3.3.11 Standard TRAN-S5 Design and Construction of Parking Areas – the reporting planner did not agree with Kāinga Ora’s submission S129.042 to allow a greater number of vehicle crossings as road frontage increases or to delete the requirement that where a site is bordered by two or more roads the access must be via the road that carries less traffic. The reporting planner considered that the appropriateness of additional crossings should be considered through the consent process. However, the reporting planner did agree that ‘property’ should be replaced with the defined term ‘site’ for consistency elsewhere in the PDP as follows:

TRAN-S5 Vehicle Access	
All Zones	<ol style="list-style-type: none"> Every owner or occupier must provide a legal, safe and effective vehicular access to any activity undertaken on a site, and required parking or loading areas, from an existing, formed legal road, to enable vehicles to enter the site. There must be a maximum of one vehicle crossing per site property within the General Residential Zone, Large Lot Residential Zone and Settlement Zone, except where the site is an emergency services facility. Where the site property is bordered by two or more roads, the vehicle access to the property must be from the lower category road or road with the lowest traffic volumes when road hierarchy status is equal. The minimum legal widths for private access are contained in Table 2 – Residential Units & Home Businesses, Table 3 – Rural Environments – Commercial, Industrial & Other Activities, and Table 4 – Urban Environments – Commercial & Industrial Activities below. Private access to properties must allow the safe passage from the edge of the road to the legal boundary of the lot for a single site or household unit. For two or more sites or residential units or for any Right of Way, formation of the access to the activity undertaken on the site is required in compliance with Table 2. A property access which crosses the rail network does not constitute legal access. Sites adjoining a railway line or designation must provide an alternative access to a legal road which does not require a crossing of the railway line or designation. <p><i>Note: Notwithstanding the rules in this Plan, every person proposing to construct or modify an accessway onto a State Highway must obtain permission from Waka Kotahi NZ Transport Agency, and every person proposing to construct or modify an access which crosses a rail line must obtain permission from KiwiRail.</i></p>

- 3.3.12 Table 2 and Table 3 – In regard to the submission from James Bridge S105.007, the reporting planner did not support reducing the maximum legal width of private access serving 21-200 sites from 20m down to 15m, nor reducing the requirement for pedestrians from 3m on each side down to 3m on one side (or 1.5m on each), nor removing the requirement for parking and loading bays. Furthermore, the reporting planner did not support a broad note stating that pedestrian access in rural areas could be provided on the grass verge and that the formation of footpaths was not necessary or appropriate in rural areas. Ms Macdonald considered this could have significant adverse effects on public safety and on the efficient functioning of the transport network. Ms Macdonald considered these standards to be a reasonable threshold to apply to a Permitted Activity.
- 3.3.13 Standard TRAN-S6 Distance of Vehicle Access from Road Intersections – the reporting planner did not support the reduced vehicle access separation distances sought by Kāinga Ora S129.043. The reporting planner agreed with Waka Kotahi in their further submission FS16.27, the appropriate spacing of vehicle crossings was dependent on speed limit, zone and the site environment, and Ms Macdonald considered the setbacks in TRAN-S6 appropriate Permitted Activity thresholds. The reporting planner did, however, recommend minor amendments to TRAN-S6, for clarity, as follows:

TRAN-S6 Distance between of Vehicle Accesses es and Separation from Road Intersections	
General Residential Zone Commercial Zone General Industrial Zone	<ol style="list-style-type: none"> 1. The distance that any new vehicle access to any property may be sited from any road intersection must be a minimum of 15m, or the extent of the property boundary where this is not achievable, whichever is the least. 2. Where there will be two adjacent accesses on adjoining sites, any new vehicle crossings must be offset from the common legal property boundary (side boundary) by 1.5 metres. 3. Any vehicle access to any property must not be sited within 30 metres of an intersection of a State Highway. <p><i>Note: Vehicle access in relation to Arterial Road or Collector Road intersections will be subject to a Road Safety Audit as deemed necessary by the Road Controlling Authority.</i></p>
Rural Lifestyle Zone General Rural Zone Rural Production Zone Settlement Zone Large Lot Residential Zone (Coastal)	<ol style="list-style-type: none"> 4. Any new vehicle access to any property shall be sited at least 100 metres from an intersection of a State Highway.

- 3.3.14 Standard TRAN-S7 Distance of Vehicle Access from Railway Level Crossings – Kāinga Ora S129.044 sought an amendment to the wording of TRAN-S7 to ensure the rule was specific to which road it may apply. The reporting planner did not have a strong opinion on the proposed wording, but supported the following wording proposed by the submitter if the Panel prefers it:

TRAN-S7 Distance of Vehicle Access from Railway Level Crossings	
All Zones	<ol style="list-style-type: none"> 1. Any new vehicle access to any property <u>points to roads that cross a railway level crossing shall be located a minimum of</u> must not be sited within 30 metres of a <u>from the</u> rail level crossing.

- 3.3.15 Method TRAN-M2 Other Codes of Practice – In response to the submission from CHBDC S89.001, the reporting planner recommended amending TRAN-M2 to reference the updated version of NZS4404 as follows:

TRAN-M2 Other Codes of Practice

1. The New Zealand Fire Service Fire-Fighting Water Supplies Code of Practice SNZ PAS 4509 applies to all new subdivision and development in respect of compliance with the accessway dimensions required for the fire appliances. It applies to the legal width of the legal road, the Right of Way or the Access Lot or access leg, where this provides the primary point of access to the lot/site.
2. ~~Code of Practice for Urban Land Development and Subdivision~~ Infrastructure (New Zealand Standard NZS 4404:2010).

3.4 Evidence to the hearing

- 3.4.1 FENZ's tabled statement supported the recommendations by the reporting officer in full.
- 3.4.2 Mr Michael Campbell, planner for Kāinga Ora, generally supported the s42A recommendations, apart from in relation to some specific matters relating to parking (addressed under Key Issue 3).
- 3.4.3 The Ministry of Education agreed with the reporting officer's recommendations on its submission points covered in Key Issue 1.
- 3.4.4 Waka Kotahi accepted all the reporting officer's recommendations relating to Waka Kotahi submissions.

3.5 Post hearing information

- 3.5.1 The right-of-reply did not address any matters covered in Key Issue 1.

3.6 Evaluation and findings

General and definitions

- 3.6.1 The Panel agrees with the recommendations of the reporting planner, and recommends amending the definition of Service Lane to remove reference to Council/Minister of Works and Development/Minister of Lands.

Issues, objectives and policies - general

- 3.6.2 Objective TRAN-O1 - The Panel agrees with the reporting planner and HBRC that the wording of TRAN-O1 should include reference to "sustainable" to better align with the strategic direction set in the RLTP.
- 3.6.3 Objective TRAN-O2 – The Panel agrees with the reporting planner's recommended amendment to more clearly articulate Objective TRAN-O2.
- 3.6.4 Policy TRAN-P3 – The Panel agrees with the reporting planner's recommended amendment, in response to CHBDC, Kāinga Ora and Hort NZ submissions, to remove reference to Arterial and Collector roads and the use of the word 'protect' in TRAN-P3.
- 3.6.5 Policy TRAN-P5 – The Panel agrees with the reporting planner the amendment sought by Kāinga Ora would make the policy less helpful to plan users and does not recommend any amendment.
- 3.6.6 Policy TRAN-P7 – The Panel agrees with the reporting planner's recommended amendment, in response to submissions by Kāinga Ora and Waka Kotahi, to clarify it is not the new development itself that the road network has to accommodate, but the traffic it generates.

Rules, standards - general

- 3.6.7 Standard TRAN-S8 –The Panel agrees with the reporting planner's recommended cl16 amendment to correct the spelling of 'site' to 'sight' in TRAN-S8.

- 3.6.8 New Rule – The Panel agrees with the reporting planner that it is not necessary to include the new rules sought by Kāinga Ora as they are already covered in the NU – Network Utilities chapter.
- 3.6.9 Standard TRAN-S5 Design and Construction of Parking Areas – the Panel agrees with the reporting planner that the appropriateness of additional crossings should be considered through a consent application and does not recommend making the changes sought by Kāinga Ora. The Panel agrees that ‘property’ should be replaced with the defined term ‘site’ for consistency elsewhere in the PDP as recommended by the reporting planner.
- 3.6.10 Table 2 and Table 3 – The Panel agrees with the reporting planner that the proposed standards are a reasonable threshold to apply to a Permitted Activity and does not recommend any amendments.
- 3.6.11 Standard TRAN-S6 Distance of Vehicle Access from Road Intersections – the Panel agrees with the reporting planner the setbacks in TRAN-S6 are appropriate Permitted Activity thresholds. The Panel agrees with the reporting planner’s recommended minor amendments to TRAN-S6, as these provide clearer wording.
- 3.6.12 Standard TRAN-S7 Distance of Vehicle Access from Railway Level Crossings – The Panel agrees that amending the wording of TRAN-S7 would provide greater clarity. The Panel recommends the following wording:

TRAN-S7 Distance of Vehicle Access from Railway Level Crossings	
All Zones	2. Any new vehicle access to any property point shall be located a minimum of must not be sited within 30 metres of a from a rail level crossing.

- 3.6.13 Method TRAN-M2 Other Codes of Practice – the Panel agrees with the reporting planner’s recommended amendment to TRAN-M2 to reference the updated version of NZS4404.

4 Key Issue 2 – One Network Framework (ONF)

4.1 Proposed Plan provisions

- 4.1.1 Key Issue 2 addresses submissions relating to updating the PDP to reflect the recently replaced national road classification system.
- 4.1.2 The PDP as notified, incorporates the ONRC system, which was the national road classification system in place with Waka Kotahi at the time of notification. Since then, Waka Kotahi’s new ONF has become the latest national road classification framework.

4.2 Submissions

- 4.2.1 There were 15 original submission points addressing the road classification system with 2 further submission points.
- 4.2.2 The submissions by CHBDC sought to make amendments to update the plan to reference the ONF. The 2 further submissions were by Waka Kotahi in support of the submissions.

4.3 Reporting planner’s recommendations (s42A report)

- 4.3.1 The reporting planner agreed it was appropriate to replace references to the ONRC with updated references to the ONF to avoid the provisions referring to a superseded system and being potentially redundant. Ms Macdonald also noted that the previous classifications had not been

included on the Planning Maps as intended and recommended this could be addressed through these submissions, and that the tables in Appendix TRAN-APP5 be replaced with the provided ONF Street Category Tables.

4.3.2 The reporting planner identified that some of the specific amendments have the potential to materially change the application of some of the PDP provisions from that as notified, and gave examples where a straight swap of 'Arterial Road' and/or 'Collector' / 'Primary Collector Road' within the PDP text with various new terms from the new ONF may not be appropriate. Considering the classifications available and how these may relate to the roads in the District, the reporting planner recommended the following amendments:

- Delete the Definitions in the PDP for 'Access Road', 'Arterial Road', 'Primary Collector Road' and 'Secondary Collector Road', as they no longer apply.
- Amend TRAN – Introduction to refer to the One Network Framework.
- Amend Policy TRAN-P3 to remove reference to Arterial and Collector roads¹.
- Amend Standard TRAN-S6 to clarify the heading, and to refer to appropriate One Network Framework classifications relevant to the District, where subject to expectations around Road Safety Audit of intersections.
- Amend TRAN – Principal Reasons to refer to the One Network Framework and associated appropriate classifications relevant to the District.
- Amend Policy SUB-P5 to refer to appropriate One Network Framework classifications relevant to the General Residential Zone (being Urban Connectors, Main Streets and Activity Streets).
- Amend Standard SIGN-S5 to refer to appropriate One Network Framework classifications relevant to 100kph legal road speed areas (being Inter-regional Connectors and Rural Connectors).
- Amend Standard GRUZ-S4 to refer to appropriate One Network Framework classifications relevant to the General Rural Zone (being Inter-regional Connectors, Rural Connectors, and Peri-urban Roads).
- Amend Standard RLZ-S4 to refer to appropriate One Network Framework classifications relevant to the Rural Lifestyle Zone (being Inter-regional Connectors, Rural Connectors, and Peri-urban Roads).
- Amend Standard RPROZ-S5 to refer to appropriate One Network Framework classifications relevant to the Rural Production Zone (being Inter-regional Connectors, Rural Connectors, and Peri-urban Roads).

4.3.3 With respect to Standard TRAN-S6, TRAN – Principal Reasons, Policy SUB-P5, Standard SIGN-S5, and Standards GRUZ-S4, RLZ-S4 & RPROZ-S5, the reporting planner advised that the recommended ONF categories differ from that specifically requested in the CHBDC submission, reflecting that some of the categories are not used in the Central Hawke's Bay context (and therefore not relevant) or are not considered appropriate replacements for 'Arterial' or 'Collector' road classifications under the ONRC system in the PDP as notified in the context of Central Hawke's Bay.

4.3.4 The reporting planner's recommended amendments were as follows:

Delete the definitions for 'Access Road', 'Arterial Road', 'Primary Collector Road' and 'Secondary Collector Road' in the PDP.

¹ Note: submissions on this policy have been addressed separately in Key Issue 1 of this report.

Amend TRAN – Introduction to refer to the ‘One Network Framework’:

...

Part of the successful management of the transport network is identifying the principal function of roads that form the roading network. A road hierarchy (using the One Network ~~Framework~~**Road Classification**) has been developed for Council's road network (consisting of 1,265 km of formed roads), where the purpose of each road is defined in TRAN-APP5 to this part of the District Plan and is identified on the District Plan Maps. Land use and access provisions are related to the function of roads to ensure that the road network operates in a safe and efficient manner.

...

Amend Policy TRAN-P3 to remove reference to Arterial and Collector roads²:

TRAN-P3 ~~To protect Arterial and Collector roads within the transport network from inappropriate development. To manage subdivision and development to ensure the safety and efficiency of the transport network is not inappropriately compromised.~~

Amend Standard TRAN-S6 to clarify the heading, and to refer to appropriate ‘One Network Framework’ classifications:

TRAN-S6 Distance between es and Separation from Road Intersections	
General Residential Zone Commercial Zone General Industrial Zone	1. ... <i>Note: Vehicle access in relation to Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, or Activity StreetArterial Road or Collector Road intersections will be subject to a Road Safety Audit as deemed necessary by the Road Controlling Authority.</i>
Rural Lifestyle Zone General Rural Zone Rural Production Zone Settlement Zone Large Lot Residential Zone (Coastal)	2. Any new vehicle access to any property shall be sited at least 100 metres from an intersection of a State Highway.

Amend TRAN – Principal Reasons to refer to the ‘One Network Framework’ and associated appropriate classifications:

The principal reasons for adopting the policies and methods:

A sustainable transport network for the District is one where proper consideration is given to the relationship between land use and transport effects, including the long-term consequences. The District's **Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, and Activity Street**~~arterial and collector~~ routes are vital to the long-term growth of the District and therefore must be protected against development that would adversely affect their efficiency and effectiveness.

Almost all activities generate vehicle trips and, therefore, parking in close proximity to the site of the activities is required to provide accessibility for people and goods. Generally, different activities generate different parking and loading demands. If provision is not made by developers or owners for off-street parking and loading, then the only alternative available is to park and load on the street. On-street parking and loading can adversely affect the efficiency and safety of roads, particularly **Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, and Activity Street**~~arterial and collector~~. Roads where vehicle speeds and volumes are typically higher than for other roads in the One Network ~~Framework~~**Road Classification**. Excessive parking of vehicles on residential streets can also detract from the amenity of those streets and adjoining residential areas.

...

Amend Policy SUB-P5 to refer to appropriate ‘One Network Framework’ classifications:

SUB-P5 To encourage in the General Residential Zone, subdivision design that develops or uses subsidiary roads, in order to avoid an increase in the number of direct access crossings onto ~~arterial~~ roads **classified Urban Connectors, Main Streets, or Activity Streets**, for traffic safety purposes.

² Note: submissions on this policy have been addressed separately in paragraphs Key Issue 1 of this report.

Amend Standard SIGN-S5 to refer to appropriate 'One Network Framework' classifications:

SIGN-S5 Illumination and Movement	
All Zones	<ol style="list-style-type: none"> 1. Signs must not be erected on or adjacent to a road which will use flashing or revolving lights unless used to identify a hazard. 2. Signs must not be illuminated by any method whatsoever, such that their illumination casts light or reflected light on to any other property. 3. Signs visible from <u>roads classified as Inter-regional Connectors and Rural Connectors</u> arterial road in a 100kph legal road speed area, must not be illuminated unless the premises are open for business.

Amend Standards GRUZ-S4, RLZ-S4, and RPROZ-S5 to refer to appropriate 'ONF classifications (including recommended amendments from the s42A Rural Environment Report):

GRUZ-S4 Setback from Roads and Rail Network	
Residential Activities (including accessory buildings)	<ol style="list-style-type: none"> 1. ... 2. ...
Seasonal Workers Accommodation	<ol style="list-style-type: none"> 3. ...
Accessory Buildings associated with Primary Production Activities <u>Ancillary Buildings and Structures (Primary Production)</u>	<ol style="list-style-type: none"> 4. Minimum setback of any building(s) from road boundaries is 5m. 5. Minimum setback of stockyards and stock loading ramps/races fronting roads that are classified as Arterial or Primary Collector <u>Inter-regional Connector, Rural Connector, and Peri-urban</u> Roads is 20m. 6. Minimum setback of any building(s) from the Rail Network Boundary is 5m.
All Other Buildings (including Post-Harvest Facilities)	...

RLZ-S4 Setback from Roads and Rail Network	
Residential Activities (including accessory buildings)	<ol style="list-style-type: none"> 1. ... 2. ...
Accessory Buildings associated with Primary Production Activities <u>Ancillary Buildings and Structures (Primary Production)</u>	<ol style="list-style-type: none"> 3. Minimum setback of any building(s) from road boundaries is 5m. 4. Minimum setback of stockyards and stock loading ramps/races fronting roads that are classified as Arterial or Primary Collector <u>Inter-regional Connector, Rural Connector, and Peri-urban</u> Roads is 20m. 5. Minimum setback of any building(s) from the Rail Network Boundary is 5m.
All Other Buildings	...

RPROZ-S5 Setback from Roads and Rail Network	
Residential Activities (including accessory buildings)	<ol style="list-style-type: none"> 1. ... 2. ...
Seasonal Workers Accommodation	<ol style="list-style-type: none"> 3. ...
Accessory Buildings associated with Primary Production Activities <u>Ancillary Buildings and Structures (Primary Production)</u>	<ol style="list-style-type: none"> 4. Minimum setback of any building(s) from road boundaries is 5m. 5. Minimum setback of stockyards and stock loading ramps/races fronting roads that are classified as Arterial or Primary Collector <u>Inter-regional Connector, Rural Connector, and Peri-urban</u> Roads is 20m. 6. Minimum setback of any building(s) from the Rail Network Boundary is 5m.

Replace Appendix TRAN-APP5 in its entirety, with the ONF category tables attached as Appendix D to the s42A report.

Add a 'One Network Framework' classifications layer over the roads on the PDP Planning Maps as shown in the maps attached as Appendix C to the s42A report; or, if not technically possible, attach as a new appendix to the TRAN – Transport chapter of the PDP (as Appendix TRAN-APP6).

4.4 Evidence to the hearing

- 4.4.1 Waka Kotahi accepted all the reporting officer's recommendations relating to Waka Kotahi submissions.
- 4.4.2 Mr Nicholas Aiken for CHBDC was largely in agreement with the changes recommended in the s42A report. Mr Aiken noted some matters where he considered further changes were required. Mr Aiken sought the inclusion of "Civic Spaces" within the classifications included in the District Plan, noting that there are no current Civic Spaces but the inclusion will enable the PDP to respond to future changes. Mr Aiken sought changes to TRAN-S6, TRAN – Principal Reasons, and SUB-P5 to refer to Civic Spaces.

4.5 Post hearing information

- 4.5.1 In her 27 January 2023 right-of-reply, the reporting planner confirmed she had reviewed the amendments sought by CHBDC (S104) as set out in the Statement from Mr Nick Aiken and agreed that the amendments were appropriate. The reporting planner accordingly revised her recommended amendments to Standard TRAN-S6, TRAN-Principal Reasons, and Policy SUB-P5 in the SUB – Subdivision chapter to include reference to 'Civic Spaces'.
- 4.5.2 The reporting planner concurred that it was appropriate to replace the maps showing the ONF Categories applied to Central Hawke's Bay with the corrected set of maps supplied by Mr Aiken (presenting road data obtained from RAMM 01DEC22). A revised set of maps was provided in Appendix 5 to the right-of-reply.

4.6 Evaluation and findings

- 4.6.1 The Panel agrees with the reporting planner's recommendations and recommends that the amendments are made to delete all references to the ONRC and replace with the ONF as set out in the recommended amendments in the s42A report and as amended by the right-of-reply. The Panel recommends the Planning Maps be amended to show the ONF road categories. If this is not technically possible the Panel recommends a separate set of pdf maps be appended to the Transport chapter.

5 Key Issue 3 – Parking Provisions

5.1 Proposed Plan provisions

- 5.1.1 Key Issue 3 relates to the parking provisions in the PDP. The PDP contains Standard TRAN-S1 setting out minimum car parking requirements by activity.

5.2 Submissions

- 5.2.1 There were 11 submission points and 2 further submission points addressing parking provisions. Submissions sought changes to policies, as well as changes to parking standards and assessment matters.

5.3 Reporting planner's recommendations (s42A report)

General – requirements for parking provisions in the PDP

- 5.3.1 The submission by HBDHB S126.002 generally sought to reduce the requirements for parking to reduce dependency on cars, but did not provide detail on the amendments sought. The reporting planner did not recommend any changes in response to this submission.

Policy TRAN-P1

- 5.3.2 Kāinga Ora S129.030 considered a reduction in on-site car parking may be appropriate in certain circumstances and sought to replace Policy TRAN-P1 with amended wording. The reporting planner agreed the policy could be improved and recommended revised wording with some amendments to that requested by the submitter:

TRAN-P1	To require land owners and occupiers to provide off street parking, access and loading facilities on sites which are appropriate to the demands of the activities carried out on their sites <u>To manage the number, location and type of parking, access, and loading facilities to support the functional and operational requirements of activities, while maintaining the safe, efficient, and effective operation of the transport network, limit road congestion and maintain the safety, efficiency and the amenity of the streetscape.</u>
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Policy TRAN-P4

- 5.3.3 The reporting planner agreed with Kāinga Ora S129.033 that the design standards for car parking and loading spaces in and of themselves are unlikely to promote the safe and efficient use of vehicles and accordingly recommended Policy TRAN-P4 be amended as follows:

TRAN-P4	To establish appropriate design standards for the construction of car parking spaces and loading areas that promote the safe and efficient use of vehicles so as to ensure that they are fit for purpose, where provided.
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Standard TRAN-S1

- 5.3.4 Kāinga Ora S129.039 sought the wholesale removal of requirements for the provision of on-site parking associated with residential activities. James Bridge S105.006 sought that the requirement be reduced from 2 parking spaces to 1 parking space per residential unit. The Ministry of Education S73.010 sought deletion of the car parking requirements applying to educational facilities in Standard TRAN-S1.

- 5.3.5 The reporting planner noted that CHBD does not currently contain an urban environment as defined within the NPS-UD, and therefore the mandatory removal of minimum car parking requirements required under that NPS does not apply.
- 5.3.6 The reporting planner considered that minimum parking requirements for 'educational facilities' should remain, as not all such facilities will be subject to designation processes.
- 5.3.7 In relation to residential activities, the reporting planner considered the provisions an effective and legitimate method for managing any actual or potential adverse effects of car ownership on the safety and efficient functioning of residential streets, and did not agree with the removal of the requirement as sought by Kāinga Ora. The reporting planner noted that the parking space requirement is a threshold, and that lesser provision of on-site parking is able to be considered through a resource consent process as a Restricted Discretionary activity. The planner did not consider 2 spaces per residential unit excessive. However, Ms Macdonald did consider that 2 spaces per minor residential unit was excessive and parking could be reasonably served within the parking space requirement for the primary residential unit.
- 5.3.8 The reporting planner did not consider the addition of a note necessary to clarify that where minimum car parking rates as set out in the table result in a fractional space, this can be rounded down to the nearest whole number and continue to comply, as this is already addressed in sub-clause 4 of Standard TRAN-S1.
- 5.3.9 In relation to 'Seasonal Worker Accommodation' requirements (Hort NZ S81.059), the reporting planner confirmed there were no parking space requirements for Permitted Activities ((i.e. seasonal worker accommodation up to 125m² gross floor area in the General Rural and Rural Production Zones) and that larger facilities would have parking requirements assessed through the resource consent process. The reporting planner recommended accepting the submission from Hort NZ in part with respect to the minimum parking space requirements for 'Post-harvest Facilities' by amending it to clarify that the requirement for 1 space per 2 FTE staff employed on the site should relate to the number of staff on the site at any one time (not all staff employed across all shifts).
- 5.3.10 Taking into account the above, the reporting planner recommended the following amendments:

TRAN-S1 Vehicle Parking									
All Zones	<p>1. Every owner or occupier who proposes to construct or substantially reconstruct, alter, or add to a building on any site, or change the activity carried out on any land or in any building, must provide suitable areas on the site for parking in accordance with the requirements listed in the table below.</p> <p>Table 1 – Car Parking Spaces</p> <table> <tr> <th>TYPE OF ACTIVITY</th><th>MINIMUM NUMBER OF CAR PARKING SPACES</th></tr> <tr> <td>Residential Activities Units Minor Residential Units</td><td>2 parks per <u>residential</u> unit (can include parks within garages or carports), and where the site is located within the Residential Zone, can include a vehicle standing bay required under standard TRAN-S3(5). <u>There are no minimum car parking space requirements for minor residential units.</u></td></tr> <tr> <td>...</td><td>...</td></tr> <tr> <td>Post-Harvest Facilities</td><td>1 space per 2 FTE staff employed on the site <u>at any one point in time</u></td></tr> </table>	TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES	Residential Activities Units Minor Residential Units	2 parks per <u>residential</u> unit (can include parks within garages or carports), and where the site is located within the Residential Zone, can include a vehicle standing bay required under standard TRAN-S3(5). <u>There are no minimum car parking space requirements for minor residential units.</u>	Post-Harvest Facilities	1 space per 2 FTE staff employed on the site <u>at any one point in time</u>
TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES								
Residential Activities Units Minor Residential Units	2 parks per <u>residential</u> unit (can include parks within garages or carports), and where the site is located within the Residential Zone, can include a vehicle standing bay required under standard TRAN-S3(5). <u>There are no minimum car parking space requirements for minor residential units.</u>								
...	...								
Post-Harvest Facilities	1 space per 2 FTE staff employed on the site <u>at any one point in time</u>								

	<ol style="list-style-type: none"> 2. Where more than one activity occurs on a site, the total parking requirements for that site must be equal to the sum of individual parking requirements for each activity. 3. In assessing the number of parking spaces to be provided with respect to the gross floor area of any building, vehicle access and parking spaces contained within the building must not be included in the area. Where the number of spaces is based on the person capacity or other factor not directly related to gross floor area, such spaces must be assessed following receipt of a written statement from the owner, lessee or proprietor of the premises specifying the number of persons that the activity or proposed activity will accommodate. 4. When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half must be disregarded, and fractions of one half or more must require an additional parking space. 5. The provision of parking on a site may be made as part of any required yard space of the zone, except that the parking space must be exclusive of land required for service lane or road and not form any part of open space provided to meet any minimum open space, landscaping and/or specific performance standards of the zone where the site is located. 6. Any on-site parking made available to comply with these standards must remain undiminished by the subsequent erection of any structure, storage of goods or any other use. 	

Standard TRAN-S3

- 5.3.11 The reporting planner did not agree with Kāinga Ora's submission S129.041 which sought to delete requirements relating to stormwater, screening and landscaping and vehicle standing bays. Ms Macdonald considered these were legitimate and reasonable standards to apply in seeking to avoid or mitigate adverse effects of parking areas on adjoining properties and roads and recommended TRAN-S3 be retained as notified.

Assessment Matter TRAN-AM1

- 5.3.12 Kāinga Ora 129.046 sought various amendments to matters contained in Assessment Matter TRAN-AM1. The reporting planner supported a number of these amendments, but did not support partial deletion of matter 2 or deletion of matters 4, 6 and 8, as she considered these were legitimate matters to consider.

- 5.3.13 The reporting planner recommended the following amendments:

TRAN-AM1 General Assessment Matters for Access, Parking and Loading

1. Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing location of buildings, access to the road, topography, and utility location.
2. Whether there is an adequate alternative supply of parking or loading spaces in the vicinity that could provide a partial or complete waiver of the parking requirements. In general, on-street parking is not considered an alternative.
3. Whether a kerb-side loading space can be provided which is of sufficient capacity to accommodate the activity, **where applicable. The minimum dimensions for kerb-side loading spaces are 3.5 metres wide, 3.5 metres high and 7 metres deep, measured from the street boundary.**
4. Whether there is another site in the immediate vicinity that has available parking or loading spaces that are not required at the same time as the proposed activity and that may be jointly used by the proposed activity. In such a situation the Council may require the associated parking or loading spaces to be secured by way of a written legal agreement from the parties concerned acknowledging their responsibility to provide and maintain the amount of parking proposed, and adequate signage to inform customers of its availability.
5. ~~Whether the level of vehicular activity likely to be generated by the activity on the site will be unusually low compared to other businesses as a result of business practice. Whether the proposed activity has~~

certain characteristics which are likely to result in a lesser degree of traffic generation and parking demand than would generally be anticipated.

6. Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required parking or loading space.
7. The degree to which the safety and efficiency of the land transport network ~~may~~**would** be adversely affected **by any transport non-compliances.**
8. Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.
9. The degree to which any reduction in the design characteristics will result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient, or unsafe to be used by vehicles or pedestrians.
10. Whether the site is to be used for elderly persons' housing.
11. Whether a residential site is inaccessible to vehicular traffic.
12. Whether a reduced number of parking spaces would allow for ~~improved~~**better** amenity to be created through landscaping and/or by the incorporation of low-impact urban design stormwater solutions.
13. **Whether not providing the required on-site parking or loading spaces would lead to an increase in the use of public and active modes of transport, in the circumstances.**
14. **Whether bicycle parking is provided for on site.**
15. **Whether vehicle accesses are designed and sited in such a way so as to minimise potential conflict points.**

5.4 Evidence to the hearing

- 5.4.1 FENZ's tabled a statement supporting the recommendations by the reporting officer in full.
- 5.4.2 Mr Michael Campbell for Kāinga Ora provided expert planning evidence in relation to parking space requirements for residential activities. Mr Campbell considered it would be prudent to reduce parking for one- and two-bedroom dwellings to one parking space. He considered the scale of such residential activities would be similar to the effects of a minor dwelling. In relation to Kāinga Ora's request to amend TRAN-AM1 to delete '*In general, on-street parking is not considered an alternative*', Mr Campbell considered the use of the street for parking could be appropriate in a number of circumstances. Mr Campbell considered that in circumstances where there was a parking shortfall, applicants could undertake a site-specific assessment of the parking environment in the vicinity of the site to determine whether it was appropriate to rely on on-street parking as an alternative. Mr Campbell provided a s32AA assessment for the requested amendments.
- 5.4.3 Waka Kotahi accepted all the reporting officer's recommendations relating to Waka Kotahi submissions.

5.5 Post hearing information

- 5.5.1 The reporting planner addressed Standard TRAN-S1 in her 27 January right-of-reply, having considered the evidence of Michael Campbell for Kāinga Ora S129.039. The reporting planner considered there was merit in requiring a single parking space for 1- and 2-bedroom residential units, but considered this should not apply in combination with the removal of the parking space requirement for a minor residential unit. The reporting planner considered that a graduated parking space requirement based on the number of bedrooms would be a more defensible and effects-based solution, and revised her recommendation so that residential unit and minor residential units required a minimum number of car parking spaces of 1 park per unit where 1 & 2 bedrooms and 2 parks per unit where 3+ bedrooms.
- 5.5.2 The reporting planner also identified a discrepancy in the e-Plan version of the PDP, noting that it did not include sub-clauses 2 to 6 of Standard TRAN-S1. The reporting planner considered these sub-clauses to be of a minor technical nature relating to the interpretation of the parking space requirements and their application in various circumstances.
- 5.5.3 Responding to the evidence of Kāinga Ora, the reporting planner revised her recommendation to recommend the inclusion of the wording in sub-clause 4 relating to the calculation of parking

spaces when the number results in a fraction. The reporting planner considered the parking space requirements in the table in Standard TRAN-S1 in the e-Plan could stand sufficiently on their own without the presence of the other sub-clauses (2, 3, 5 & 6). However, the reporting planner considered they were ultimately useful clauses in the PDP to further clarify and assist plan users in the interpretation of those parking space requirements and recommended they be incorporated in the standard at some point in the future by way of variation or plan change.

- 5.5.4 The reporting planner considered the evidence of Michael Campbell for Kāinga Ora S129.046 with respect to Assessment Matter TRAN-AM1(2) and providing for consideration of on-street parking as an alternative when considering a partial or complete waiver of the parking requirements. The reporting planner considered that the inclusion of the words “in general” in TRAN-AM1(2) ensured that the statement was not an absolute but one that indicated that consideration of on-street parking as an alternative to the provision of on-site parking should only be a relevant consideration in limited circumstances. The reporting planner did not change her recommendation from that outlined in the s42A report on this matter.

5.6 Evaluation and findings

General – requirements for parking provisions in the PDP

- 5.6.1 The reporting planner did not recommend any changes in response to the submission from HBDHB S126.002, noting the submission point is high level and did not seek any specific amendments. The Panel likewise does not recommend any amendments but notes that the recommended amendments arising from the hearings generally make greater provision for walking and cycling.

Policy TRAN-P1

- 5.6.2 The Panel agrees with the reporting planner’s recommended revised wording to improve the wording of Policy TRAN-P1 and to reflect a management approach towards achieving the objectives of the PDP around achieving a sustainable³, safe, resilient, efficient and effective transport network (Objective TRAN-O1) and activities that generate a type or level of traffic that can be appropriately accommodated within the local transport network (Objective TRAN-O2).

Policy TRAN-P4

- 5.6.3 The Panel agrees with the reporting planner in response to Kāinga Ora S129.033 that the design standards for car parking and loading spaces in and of themselves are unlikely to promote the safe and efficient use of vehicles. The Panel agrees with the recommended amendment to Policy TRAN-P4, with some tweaks to refine the wording, and recommends the following amendment:

TRAN-P4	To establish appropriate design standards for the construction of car parking spaces and loading areas that promote the safe and efficient use of vehicles to ensure they are fit for purpose, where provided.
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Standard TRAN-S1

- 5.6.4 The Panel agrees with the reporting planner that the minimum parking requirements for ‘educational facilities’ should remain, as not all such facilities will be subject to designation processes, and thus should be required to ensure adequate parking is provided to meet the

³ Sustainable is recommended to be added to Objective TRAN-O1 in response to other submissions (refer Key Issue 1).

demand they generate. The requirements also act as a guide for any designated educational facility.

- 5.6.5 In relation to residential activities, the Panel does not agree with the wholesale removal of any requirement for the provision of on-site parking from the PDP as sought by Kāinga Ora. The Panel, however, agrees it is appropriate that lesser provision of on-site parking can be considered through a resource consent process as a Restricted Discretionary activity.
- 5.6.6 The Panel agrees with the reporting planner's recommendation (as revised through her right-of-reply) that the parking space requirement as it applies to residential units and minor residential units be amended so that residential units and minor residential units require a minimum number of car parking spaces of 1 park per unit where 1 & 2 bedrooms and 2 parks per unit where 3+ bedrooms.
- 5.6.7 The Panel also agrees with the reporting planner the addition of a note to clarify the calculation of parking spaces, as per the wording of sub-clause 4, should be included in Standard TRAN-S1 given the omission of sub-clauses 2 to 6 from the e-Plan. As there is a submission by Kāinga Ora to include such a note, the Panel considers that it can be included, but the remaining sub-clauses 2, 3, 5, and 6 we recommend be added by way of a plan change or variation.
- 5.6.8 In relation to 'Seasonal Worker Accommodation' requirements (Hort NZ S81.059), the Panel agrees with the reporting planner that it is appropriate that there are no specific parking space requirements applying to small-scale 'Seasonal Worker Accommodation' in Standard TRAN-S1 as a Permitted Activity (i.e., where seasonal worker accommodation up to 125m² gross floor area in the General Rural and Rural Production Zones). Larger seasonal worker accommodation facilities in the Rural Zones would require resource consent as a Restricted Discretionary Activity, while seasonal worker accommodation in other zones would likely fall to a Discretionary Activity. This approach provides for traffic and parking-related matters to be assessed as part of a resource consent process which the Panel considers to be appropriate.
- 5.6.9 In relation to 'Post-harvest Facilities' the Panel agrees with the reporting planner that the requirement for 1 space per 2 FTE staff employed on the site should relate to the number of staff on the site at any one time (i.e., not all staff employed across all shifts). The Panel recommends the use of the term 'working' rather than 'employed' to further clarify that the requirement relates to staff working on the site at any given time.
- 5.6.10 Taking into account the above, the Panel recommends the following amendments:

TRAN-S1 Vehicle Parking							
All Zones	<p>1. Every owner or occupier who proposes to construct or substantially reconstruct, alter, or add to a building on any site, or change the activity carried out on any land or in any building, must provide suitable areas on the site for parking in accordance with the requirements listed in the table below.</p> <p>Table 1 – Car Parking Spaces</p> <table> <tr> <th>TYPE OF ACTIVITY</th><th>MINIMUM NUMBER OF CAR PARKING SPACES</th></tr> <tr> <td>Residential Units</td><td><u>1 park per unit where 1 and 2 bedrooms</u></td></tr> <tr> <td>Minor Residential Units</td><td>2 parks per unit <u>where 3+ bedrooms</u> <u>Note:</u> can include parks within garages or carports}, and where the site is located within the Residential Zone, can include a vehicle standing bay required under standard TRAN-S3(5).</td></tr> </table>	TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES	Residential Units	<u>1 park per unit where 1 and 2 bedrooms</u>	Minor Residential Units	2 parks per unit <u>where 3+ bedrooms</u> <u>Note:</u> can include parks within garages or carports}, and where the site is located within the Residential Zone, can include a vehicle standing bay required under standard TRAN-S3(5).
TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES						
Residential Units	<u>1 park per unit where 1 and 2 bedrooms</u>						
Minor Residential Units	2 parks per unit <u>where 3+ bedrooms</u> <u>Note:</u> can include parks within garages or carports}, and where the site is located within the Residential Zone, can include a vehicle standing bay required under standard TRAN-S3(5).						

	Post-Harvest Facilities	1 space per 2 FTE staff employed <u>working on the site at any one point in time.</u>

	<p>2. <u>When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half must be disregarded, and fractions of one half or more must require an additional parking space.</u></p>	

Standard TRAN-S3

- 5.6.11 The Panel agrees with the reporting planner that TRAN-S3 should be retained as notified. The Panel also agrees stormwater, screening and landscaping and vehicle standing bays are legitimate and reasonable standards to apply in seeking to avoid or mitigate adverse effects of parking areas on adjoining properties and roads.

Assessment Matter TRAN-AM1

- 5.6.12 The Panel generally agrees with the reporting planner's recommendations in response to amendments sought by Kāinga Ora, but with some further refinement to improve the clarity of the wording.
- 5.6.13 The Panel recommends the following amendments:

TRAN-AM1 General Assessment Matters for Access, Parking and Loading

- Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing location of buildings, access to the road, topography, and utility location.
- Whether there is an adequate alternative supply of parking or loading spaces in the vicinity that could provide a partial or complete waiver of the parking requirements. In general, on-street parking is not considered an alternative.
- Whether a ~~kerb-side~~ kerbside loading space can be provided ~~which that~~ is of sufficient capacity to accommodate the activity, where appropriate. ~~The minimum dimensions for kerb-side loading spaces are 3.5 metres wide, 3.5 metres high and 7 metres deep, measured from the street boundary.~~
- Whether there is another site in the immediate vicinity that has available parking or loading spaces that are not required at the same time as the proposed activity and that may be jointly used by the proposed activity. In such a situation the Council may require the associated parking or loading spaces to be secured by way of a written legal agreement from the parties concerned acknowledging their responsibility to provide and maintain the amount of parking proposed, and adequate signage to inform customers of its availability.
- ~~Whether the level of vehicular activity likely to be generated by the activity on the site will be unusually low compared to other businesses as a result of business practice. Whether the proposed activity has characteristics likely to result in less traffic generation and parking demand than would generally be anticipated.~~
- Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required parking or loading space.
- The degree to which the safety and efficiency of the land transport network ~~may would~~ be adversely affected by non-compliance with transport standards.
- Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.
- The degree to which any reduction in the design characteristics will result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient, or unsafe to be used by vehicles or pedestrians.
- Whether the site is to be used for elderly persons' housing.
- Whether a residential site is inaccessible to vehicular traffic.
- Whether a reduced number of parking spaces would allow for improved better amenity to be created through landscaping and/or by the incorporation of low-impact urban design stormwater solutions.
- Whether there would be an increase in the use of public and active modes of transport if the required on-site parking or loading spaces were not provided.

14. Whether there is bicycle parking on site.
15. Whether vehicle access is designed and located to minimise potential conflict.

5.6.14 The Panel notes the reporting planner has not made any recommended amendments in response to Waka Kotahi's further submission point which sought to 'encourage the ability to exit onto the State Highway forward facing' (FS16.28). The Panel likewise does not make any recommendations in this regard in that a further submission cannot extend the scope of the original submission, but notes that reversing onto a State Highway could be a potential conflict that would be addressed under assessment matter 15.

6 Key Issue 4 – Fire and Emergency Access and Height Clearances

6.1 Proposed Plan provisions

- 6.1.1 Key Issue 4 relates to submissions seeking the introduction of a height clearance requirement along accessways for emergency fire response purposes.

6.2 Submissions

- 6.2.1 There were 4 submission points and 4 further submission points relating to fire and emergency access and height clearances.
- 6.2.2 FENZ (S57.028, S57.029, S57.030) sought to amend Tables 2, 3, and 4 to add a new height clearance requirement and TRAN-AM1 to add a new matter of discretion. These submission points were opposed by Kāinga Ora.

6.3 Reporting planner's recommendations (s42A report)

- 6.3.1 The reporting planner agreed with FENZ that a minimum height clearance along accessways was an appropriate standard to apply to private access in both urban and rural environments to ensure that fire appliance access to a fire hazard is unobstructed in an emergency. Ms Macdonald also agreed that the New Zealand Fire Service Firefighting Water Supplies Code of Practice (Water Supplies Code of Practice) was appropriate to include in the relevant Assessment Matter TRAN-AM1 as a matter for discretion in such situations where the minimum legal access and proposed minimum height clearance standards were not achieved.
- 6.3.2 The reporting planner therefore recommended that a new column be added to Tables 2, 3 and 4 applying a 4m minimum height clearance for private access across all zones, and that a new matter be added to Assessment Matter TRAN-AM1, as follows:

Table 2 – Minimum Legal Widths of Private Access – Urban and Rural Environments – Residential Units & Home Businesses:

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT						LINK CONTENT			
Area	Hierarchy	Locality served	Target operating speed (km/h)	Minimum legal access width (m) (see Note 2)	Maximum width of Vehicle Crossing	<u>Minimum height clearance along access</u>	Maximum grade	Pedestrians	Passing parking, loading & shoulder	Cyclists	Minimum formed movement lane (excluding shoulder)
General Residential Zone	Private access/lane (see Note 1)	1-2 Residential Units	10	3m	4.8m	<u>4m</u>	20%	Shared (in movement lane)	Allow for passing every 50m	Shared (in movement lane)	2.75m
Commercial Zone		3 Residential Units (see Note 3)	10	3.6m	4.8m						
General Industrial Zone		4-6 Residential Units	10	4.5m	4.8m						
		7+ Residential Units	10	6m	6m						
Large Lot Residential Zone (Coastal)	Private access/lane (see Note 1)	1-2 Residential Units	20	4m	None	<u>4m</u>	12% unsealed (see Note 4)	Shared (on shoulder and berm)	Allow for passing every 100m, total shoulder 0.5m, sealed	Shared (in movement lane)	3m
General Rural Zone		3-6 Residential Units	20	6m							3m
Rural Production Zone		7-20 Residential Units	20	9m			20% sealed				2 x 2.75m

Rural Lifestyle Zone											
Settlement Zone											

Table 3 – Minimum Legal Widths of Private Access – Rural Environments – Commercial, Industrial & Other Activities

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT					LINK CONTEXT (see Note 2)			
Area	Hierarchy	Locality served	Target operating speed (km/h)	Minimum legal access width (m)	<u>Minimum height clearance along access</u>	Maximum grade (see Note 4)	Pedestrians	Passing parking, loading & shoulder (see Note 3)	Cyclists	Minimum formed movement lane (excluding shoulder)
Large Lot Residential Zone (Coastal) General Rural Zone Rural Production Zone Rural Lifestyle Zone Settlement Zone	Private access/lane (see Note 1)	Side or rear service access (1-20 sites) where it is not the primary access	10	6m	4m	12% unsealed	Shared (in movement lane)	Loading bays	Shared (in movement lane)	2.75m
		1-3 sites	10	6m		20% sealed	Shared (in movement lane)	Parking	Shared (in movement lane)	3.0m
		4-6 sites	10	6.5m		20% sealed	1.5m one side or 1.5m each side	Parking	Shared (in movement lane)	2 x 2.5m
		7-20 sites	10	9m		16%	1.5m one side or 1.5m each side	Parking	Shared (in movement lane)	2 x 2.5m
		21-200 sites	30	20m		10%	3m each side	Parking and loading bays	Shared (in movement lane)	2 x 2.75m

Table 4 – Minimum Legal Widths of Private Access – Urban Environments – Commercial & Industrial Activities

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT					LINK CONTEXT			
Area	Hierarchy	Locality served	Target operating speed (km/h)	Minimum legal access width (m)	<u>Minimum height clearance along access</u>	Maximum grade	Pedestrians	Passing parking, loading & shoulder	Cyclists	Minimum formed movement lane (excluding shoulder)
General Residential Zone Commercial Zone General Industrial Zone	Private lane	1-2 sites	10	6m	4m	12.5%	Shared (in movement lane)	No (Note 2)	Shared (in movement lane)	3.0m
	Side or rear service access where it is not the primary access	1-20 sites	10	6m		12.5%	Shared (in movement lane)	No (Note 2)	Shared (in movement lane)	3.0m
	Private road/lane (see Note 1)	3-6 sites	10	15m		10%	1.5m one side	No (Note 2)	Shared (in movement lane)	2 x 3.0m
	Private road/lane (see Note 1)	7-20 sites	20	20m		10%	1.5m each side	Parking and loading bays	Cycle lane and footpath	2 x 3.0m

...

XX. The extent of consistency with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509: 2008 where the minimum legal access width and height clearance cannot be achieved.

6.4 Evidence to the hearing

- 6.4.1 FENZ's tabled statement supported the recommendations by the reporting officer in full.
- 6.4.2 Mr Michael Campbell for Kāinga Ora generally supported the s42A recommendations, apart from in relation to some specific matters relating to parking (addressed under Key Issue 3).

6.5 Post hearing information

- 6.5.1 The right-of-reply did not address any matters covered in Key Issue 4.

6.6 Evaluation and findings

- 6.6.1 The Panel agrees with the reporting planner's recommended amendments to apply a 4m minimum height clearance for private access across all zones and to add a new assessment matter to TRAN-AM1 referring to the Water Supplies Code of Practice.

7 Key Issue 5 – Active Modes of Transport

7.1 Proposed Plan provisions

- 7.1.1 Key Issue 5 addresses submissions relating to the promotion of active transport in the PDP. These relate to the Introduction and several of the policies in the Transport chapter.

7.2 Submissions

- 7.2.1 There were 7 submission points and 3 further submission points relating to the promotion of active modes of transport. HBRC sought several amendments to the Introduction and policies TRAN-P2, TRAN-P4, TRAN-P6, and TRAN-P7 to strengthen the provisions around the promotion of active modes of transport. Kāinga Ora supported the requested amendment to TRAN-P2 but opposed HBRC's requested amendment to TRAN-P4.

7.3 Reporting planner's recommendations (s42A report)

- 7.3.1 While the reporting planner agreed with HBRC that moving towards more active modes of transport is desirable, Ms Macdonald considered that in the context of Central Hawke's Bay, 'requiring' provision of footpaths, cycleways, walkways, and the provision of facilities such as bicycle stands and shower facilities in workplaces, is an imposition that does not reflect the size and character of the District. Ms Macdonald was of the view that 'encouragement' was the appropriate approach for the District at this point in time, rather than 'requiring'. The reporting planner therefore did not recommend changes to TRAN-P2.
- 7.3.2 The reporting planner did not support the amendments sought by HBRC to the Introduction or Policy TRAN-P6, but did support expanding Policy TRAN-P4 to include the safety of other road and carpark users. Ms Macdonald recommended the following amendment (also incorporating recommended amendments from Key Issue 3):

TRAN-P4 To establish appropriate design standards for the construction of car parking spaces and loading areas ~~that promote the safe and efficient use of vehicles so as to ensure that they are fit for purpose,~~ where provided, and promote the safety of cyclists and pedestrians within those spaces.

- 7.3.3 The reporting planner also considered it appropriate to amend Policy TRAN-P7 to encompass further aspects of the transport network beyond just the roading network, as this better aligned with Objective TRAN-O1 (as recommended for amendment) and the vision of the RLTP. The reporting planner recommended the following amendment (also incorporating recommended amendments from Key Issue 3):

TRAN-P7 To ensure the ~~roading transport~~ network has capacity to accommodate the transportation needs of new development.

7.4 Evidence to the hearing

- 7.4.1 FENZ's tabled statement supported the recommendations by the reporting officer in full.
- 7.4.2 Mr Michael Campbell for Kāinga Ora generally supported the s42A recommendations, apart from in relation to some specific matters relating to parking (addressed under Key Issue 3).

7.5 Post hearing information

- 7.5.1 The right-of-reply did not address any matters covered in Key Issue 5.

7.6 Evaluation and findings

- 7.6.1 The Panel agrees with the reporting planner's recommendations. The Panel does not recommend amendments to the Introduction or Policy TRAN-P6 in so far as requiring alternative modes of transport or setting design standards for cycleways and footpaths but recommends amending TRAN-P4 as recommended by the reporting planner, but with some minor changes to improve clarity, as follows:

TRAN-P4	To establish appropriate design standards for the construction of car parking spaces and loading areas that promote the safe and efficient use of vehicles to ensure they are fit for purpose, where provided, and promote the safety of cyclists and pedestrians.
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- 7.6.2 The Panel also agrees it is appropriate to amend Policy TRAN-P7 and agrees with the amendment recommended by the reporting planner.

TRAN-P7	To ensure the road <u>reading transport</u> network has capacity to accommodate <u>the transportation needs of</u> new development.
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PART C – SUMMARY OF RECOMMENDATIONS

8 Summary of recommendations

- 8.1.1 A summary table of recommended decisions for each submission point is included as Appendix B.
- 8.1.2 A tracked changes version of recommended amendments is included as Appendix A.

9 Consequential amendments and minor errors

- 9.1.1 Schedule 1, cl16(2), allows minor and inconsequential amendments to be made to the Plan.
- 9.1.2 One minor amendment is recommended to correct the spelling of 'site' to 'sight' in TRAN-S8.

Appendix A – Chapter as amended

TRAN – Transport

Introduction

The transport network of the Central Hawke's Bay District is vital for moving people and goods throughout the District and contributing to the social and economic wellbeing of the community.

The network of roads in the District is managed by the Council and New Zealand Transport Agency (in relation to State Highway 2 and State Highway 50) and comprises sealed and unsealed roads. Maintenance of roads is important to ensure they are capable of transporting goods and produce. Public transport, footpaths, walkways and cycleways are also components of the transport network.

Almost all activities generate or attract traffic and it is important that vehicle movements are undertaken efficiently, effectively and safely. Where parking and loading facilities are not provided on-site they will usually occur on the street, which may have adverse effects on the safety and efficiency of roads. The provision of convenient and safe vehicle access, on-site parking and loading are therefore an essential part of achieving a safe and efficient roading network.

Part of the successful management of the transport network is identifying the principal function of roads that form the roading network. A road hierarchy (using the [One Network Framework Road Classification](#)) has been developed for Council's road network (consisting of 1,265 km of formed roads), where the purpose of each road is defined in TRAN-APP5 to this part of the District Plan and is identified on the District Plan Maps. Land use and access provisions are related to the function of roads to ensure that the road network operates in a safe and efficient manner.

The consideration of alternative transport modes, including walking, cycling and public transport, are complimentary to the Council's goal of achieving an integrated transport network. Alternative transport modes are environmentally sustainable, helping reduce climate change with a reduction in vehicle congestion and carbon emissions. The Council will encourage the provision of footpaths, cycleways and walkways as part of new subdivisions and developments, and the provision of facilities, such as bicycle stands and showers in work places, which encourage more people to consider alternative transport modes to commute to work.

The rail network is important for the transport of goods to and from the District and Region and is an integral part of the transport network. Appropriate measures for crossing the rail network and for protecting the network from the effects of inappropriate new development (reverse sensitivity) also need to be considered.

Commented [A1]: S104.002 CHBDC, Report 7C Transport, Key Issue 2

Issues

TRAN-I1 **Efficient and safe use of the District's roads and other transport infrastructure can be adversely affected by the inappropriate design of land use activities, their access, parking and servicing.**

Explanation

The District's transportation networks are important to enable the movement of goods and people throughout the community. Inappropriate land use and development can compromise the safety and efficiency of transportation networks (including the rail network). In particular, poor design and location of vehicle access to and from the road network and near railway lines and level crossings can create adverse effects on the network's safety and efficiency.

Objectives

TRAN-O1 The transport network is sustainable, safe, resilient, efficient and effective in moving people and goods within and beyond the District.

Commented [A2]: S11.008 HBRC, Report 7C
Transport, Key Issue 1

TRAN-O2 Activities generate a type or level of traffic that is compatible with the roads they are located onappropriately accommodated within the local transport network.

Commented [A3]: S129.029 Kainga Ora, Report 7C
Transport, Key Issue 1

Policies

TRAN-P1 To require land owners and occupiers to provide off-street parking, access and loading facilities on sites which are appropriate to the demands of the activities carried out on their sitesTo manage the number, location and type of parking, access, and loading facilities to support the functional and operational requirements of activities, while maintaining the safe, efficient, and effective operation of the transport network, limit road congestion and maintain the safety, efficiency, and the amenity of the streetscape.

Commented [A4]: S129.030 Kainga Ora, Report 7C
Transport, Key Issue 3

TRAN-P2 To set standards for the design of new public roads, private roads and accessways to ensure that they are appropriate for the function they serve.

TRAN-P3 To protect Arterial and Collector roads within the transport network from inappropriate developmentTo manage subdivision and development to ensure the safety and efficiency of the transport network is not inappropriately compromised.

Commented [A5]: S129.032 Kainga Ora, Report 7C
Transport, Key Issue 1

TRAN-P4 To establish appropriate design standards for the construction of car parking spaces and loading areas that promote the safe and efficient use of vehicles to ensure they are fit for purpose, where provided, and promote the safety of cyclists and pedestrians.

Commented [A6]: S129.033 Kainga Ora, Report 7C
Transport, Key Issue 3

Commented [A7]: S11.010 HBRC, Report 7C
Transport, Key Issue 5

TRAN-P5	To control the width and location of vehicle access points from the transport network to each property to minimise the adverse effects of manoeuvring and queuing vehicles, the potential effects on pedestrian, cyclist and other road user safety, and effects on streetscape amenity.
TRAN-P6	To promote alternative means of safe, efficient and effective transport, including cycling and walking and public transport facilities to enable people of all ages to move within the District and reduce the effects of vehicle-based transport systems.
TRAN-P7	To ensure the loading transport network has capacity to accommodate the transportation needs of new development.

Commented [A8]: S11.012 HBRC, Report 7C Transport, Key Issue 5

Commented [A9]: S129.036 Kainga Ora, Report 7C Transport, Key Issue 1

Rule Overview Table

Use/activity	Rule Number
Provision of Vehicular Access, and Parking and Loading Space	TRAN-R1

Rules

It is important to note that in addition to the provisions in this chapter, zone chapters and a number of other Part 2: District-Wide Matters chapters also contain provisions that may be relevant for activities requiring vehicular access, and parking and loading space.

TRAN-R1 Provision of Vehicular Access, and Parking and Loading Space		
All Zones	1. Activity Status: PER Where the following conditions are met: a. Compliance with: <ul style="list-style-type: none"> i. TRAN-S1; ii. TRAN-S2; iii. TRAN-S3; iv. TRAN-S4; v. TRAN-S5; vi. TRAN-S6; vii. TRAN-S7; and viii. TRAN-S8. 	2. Activity status where compliance not achieved: RDIS Matters over which discretion is restricted: a. TRAN-AM1 and TRAN-AM2.

Standards

TRAN-S1 Vehicle Parking

All Zones

1. Every owner or occupier who proposes to construct or substantially reconstruct, alter, or add to a building on any site, or change the activity carried out on any land or in any building, must provide suitable areas on the site for parking in accordance with the requirements listed in the table below.

Table 1 – Car Parking Spaces

TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES
Residential Units	1 park per unit where 1 and 2 bedrooms
Minor Residential Units	2 parks per unit where 3+ bedrooms <i>Note: (can include parks within garages or carports), and, where the site is located within the Residential Zone, can include a vehicle standing bay required under standard TRAN-S3(5).</i>
Commercial Activities - all zones, other than those activities listed specifically in this table	1 park for visitors per 50m ² gross floor area; and 1 park for staff per 200m ² gross floor area; and 1 park per 100m ² outdoor storage or outdoor display area
Industrial Activities	1 park for visitors per 100m ² gross floor area; and
Service Activities	1 park for staff per 200m ² gross floor area; and 1 park per 100m ² outdoor storage space
Post-Harvest Facilities	1 space per 2 FTE staff employed-working on the site at any one point in time .
Relocatable Building Depot	1 park for visitors per 3 houses; and 1 park per 2 staff members
Visitor Accommodation	1 park per room or 1 park per 3 beds, whichever is the greater; and 1 park per 2 staff members
Camping Grounds	1 park per camp site; and 1 park per 2 staff members
Service Stations	1 park per 50 m ² gross floor area of retail shop; and 1 park per 2 staff members; and 4 spaces per workshop bay; and 2 queuing spaces per refuelling lane; and 3 queuing spaces for a carwash
Restaurants	1 park per 25m ² gross floor area; and
Licensed Premises	1 park per 2 staff members

Commented [A10]: S129.039 Kainga Ora, Report 7C Transport, Key Issue 3

Commented [A11]: S81.059 Hort NZ - Report 7C Transport, Key Issue 3

Educational Facilities	1 park per 2 staff members; and 1 park per 50 students aged 15-18 years; and 1 park per 10 students aged over 18 years; and 1 bus park required for schools with rolls below 100 students, otherwise 2 bus parks
Day Care Facilities	1 park per 2 staff members; and 1 park per 10 clients
Home Businesses	1 park per FTE employee/staff member not resident on the site
Recreational Activities	1 park per 10 seats the facility is designed to accommodate. Where a building is not intended for seating, 5 parks per 100m ² gross floor area. Plus 0.1 parks per 100m ² of recreation space or playing fields.
Sales Yards	80 parks; and 20 truck & trailer parks
Rest Homes	1 park per 5 beds; and 1 park per 2 staff members
Retirement Villages	1 park per self-contained unit; and 0.5 parks per apartment; and Hospital - 1 park per 4 beds, plus 1 park per FTE staff member
Hospitals	1 park per 2 beds; and 1 park per 2 staff members
Health Care Facilities	2 visitor parks per professional; and 1 park per 2 staff members
Emergency Service Activities	1 park per 2 on-duty staff members
Community facilities, other than those listed above	1 park per 25m ² gross floor area; and 1 park per 2 staff members
Drive thru facilities excluding Service Stations	2 queuing spaces per booth or facility

2. [When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half must be disregarded, and fractions of one half or more must require an additional parking space.](#)

Commented [A12]: S129.039 Kainga Ora Report 7 C Transport, Key Issue 3

TRAN-S2 Parking Spaces for People with Disabilities

- | | |
|------------------|---|
| All Zones | 1. When constructing car parks, developers, owners or occupiers must make provision for disabled car parks in compliance with |
|------------------|---|

	TRAN-APP1 and they must also be clearly marked or signposted as such.
TRAN-S3 Design and Construction of Parking Areas	
All Zones	<ol style="list-style-type: none"> 1. Vehicle Dimensions: <ol style="list-style-type: none"> a. All parking spaces and access and manoeuvring areas, including ramps, must be of a size and layout to accommodate a passenger vehicle as defined in the <i>Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13</i> (Austroads, 2013) – refer to TRAN-APP2 for the dimensions of this vehicle. 2. General Design and Construction Details: <ol style="list-style-type: none"> a. All public and required parking areas, and any outdoor display areas (such as car, caravan or boat sales yards) must comply with the following general requirements: <ol style="list-style-type: none"> i. Parking areas must be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties. ii. Parking areas, together with access and turning space, must be designed to ensure that vehicles negotiate the parking area at a safe speed and are not required to reverse either on to or off a street, provided that this requirement will not apply in any General Residential Zone, Large Lot Residential Zone or Settlement Zone where a single accessway serves not more than two residential buildings. Vehicles using the parking area must only enter or leave the site by the accessway. iii. Where a public or non-residential parking area is within or adjoins a General Residential Zone, Large Lot Residential Zone or Settlement Zone, a 1.8-metre-high, fully enclosed screen must be erected, or a landscape strip of a minimum width of 5 metres along the boundary must be provided. These requirements may be reduced or waived with the consent of the adjoining neighbour. iv. A queuing space must be provided within public car parks to prevent vehicles queuing on the street. v. Provision must be made for the illumination of access drives and pedestrian areas within public car parks. Such illumination is to be directed away from adjoining General Residential Zone, Large Lot Residential Zone or Settlement Zone sites.

Large Lot Residential Zone (Coastal)	<p>3. Parking Spaces for Residential Activities:</p> <p>a. Parking spaces must have a minimum internal dimension of 3.0 metres (width) by 5.0 metres (length).</p>
General Residential Zone	<p>4. Parking Spaces for Residential Activities:</p> <p>a. Parking spaces must have a minimum internal dimension of 3.0 metres (width) by 5.0 metres (length).</p> <p>5. Vehicle Standing Bay:</p> <p>a. A 5-metre-long vehicle standing bay must be located within the vehicle access to all garages and carports.</p>
Commercial Town Centre Zone	<p>6. Parking areas must be formed and sealed and marked out, and where there is a separate requirement for staff parking, such parks must be clearly identified.</p>
General Industrial Zone	

Commented [A13]: Kāinga Ora (S129.241) - Urban Environment 2A - key issue 8

TRAN-S4 Vehicle Loading

All Activities (except Residential Activities)	<p>1. Provision of Loading Spaces</p> <p>a. Every owner or occupier who proposes to construct or substantially reconstruct, alter or add to a building on any site, or change the activity carried out on the site, must provide one Loading Space and an associated manoeuvring area. The Loading Space must be designed and located on the site to provide for the efficient loading or fueling of vehicles associated with the use of any building or activity carried out on the site, except where a service lane is designated or provided. Separate Loading Spaces must be provided for each occupier of the site. The Loading Space will be additional to the parking required in Table 1 – Car Parking Spaces.</p> <p>b. Every Loading Space, together with access, must be designed so that it is not necessary to reverse vehicles either onto or off the street. The Loading Space must not be stacked or located within vehicle manoeuvring areas.</p> <p>c. The provision of a Loading Space in respect of any site may be made as part of the side and/or rear yard space, but not as part of the front yard space of that site.</p> <p>b. The method of loading must ensure that the footpath or access to adjacent properties remains clear at all times and traffic safety is maintained.</p> <p>2. Design of Loading Spaces</p> <p>a. The design of Loading Spaces and the layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and the functional</p>
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	<p>design of the building. The layout must be of sufficient size to accommodate the following design vehicles:</p> <ul style="list-style-type: none"> vi. Activities requiring loading facilities or servicing from heavy vehicles: A "Single Unit Bus / Truck" as defined in the <i>Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13</i> (Austroads, 2013) – refer to TRAN-APP3 for the dimensions of this vehicle. vii. Where articulated vehicles or trucks and trailers are anticipated: a "Prime Mover and Semi-Trailer" as defined in the <i>Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13</i> (Austroads, 2013) – refer to TRAN-APP2 for the dimensions of this vehicle. <p>b. The following minimum dimensions are provided as a means of compliance:</p> <ul style="list-style-type: none"> i. Warehouses, transport depots, bulk stores and similar must have a minimum length of 20 metres and a minimum width of 3 metres. ii. Retail activities, offices, manufacturing premises and similar must have a minimum length of 8.5 metres and a minimum width of 3 metres. iii. Non-residential activities, such as Day Care Facilities and similar must have a minimum length of 5.5 metres and a minimum width of 3 metres.
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TRAN-S5 Vehicle Access

All Zones	<ol style="list-style-type: none"> 1. Every owner or occupier must provide a legal, safe and effective vehicular access to any activity undertaken on a site, and required parking or loading areas, from an existing, formed legal road, to enable vehicles to enter the site. 2. There must be a maximum of one vehicle crossing per siteproperty within the General Residential Zone, Large Lot Residential Zone and Settlement Zone, except where the site is an emergency services facility. Where the siteproperty is bordered by two or more roads, the vehicle access to the property must be from the lower category road or road with the lowest traffic volumes when road hierarchy status is equal. 3. The minimum legal widths for private access are contained in Table 2 – Urban & Rural Environments – Residential Units & Home Businesses, Table 3 – Rural Environments – Commercial, Industrial & Other Activities, and Table 4 – Urban Environments – Commercial & Industrial Activities below.
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Commented [A14]: S129.042 Kainga Ora, Report 7C Transport, Key Issue 1

	<p>Private access to properties must allow the safe passage from the edge of the road to the legal boundary of the lot for a single site or household unit.</p> <p>For two or more sites or residential units or for any Right of Way, formation of the access to the activity undertaken on the site is required in compliance with Table 2.</p> <p>4. A property access which crosses the rail network does not constitute legal access. Sites adjoining a railway line or designation must provide an alternative access to a legal road which does not require a crossing of the railway line or designation.</p> <p><i>Note: Notwithstanding the rules in this Plan, every person proposing to construct or modify an accessway onto a State Highway must obtain permission from the New Zealand Transport Agency, and every person proposing to construct or modify an access which crosses a rail line must obtain permission from KiwiRail.</i></p>
TRAN-S6 Distance <u>between of Vehicle Accesses and Separation</u> from Road Intersections	
General Residential Zone <u>Commercial Town Centre Zone</u> General Industrial Zone	<ol style="list-style-type: none"> 1. The distance that any new vehicle access to any property may be sited from any road intersection must be a minimum of 15m or the extent of the property boundary <u>where this is not achievable, whichever is the least.</u> 2. Where there will be two adjacent accesses on adjoining sites, any new vehicle crossings must be offset from the common legal property boundary (side boundary) by 1.5 metres. 3. Any vehicle access to any property must not be sited within 30 metres of an intersection of a State Highway. <p><i>Note: Vehicle access in relation to <u>Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, Civic Space, or Activity Street Arterial Road or Collector Road</u> intersections will be subject to a Road Safety Audit as deemed necessary by the Road Controlling Authority.</i></p>
Rural Lifestyle Zone General Rural Zone Rural Production Zone Settlement Zone	<ol style="list-style-type: none"> 4. Any new vehicle access to any property shall be sited at least 100 metres from an intersection of a State Highway.

Commented [A15]: S129.043 Kainga Ora, Report 7C Transport, Key Issue 1

Commented [A16]: S129.043 Kainga Ora, Report 7C Transport, Key Issue 1

Commented [A17]: S104.008 CHBDC, Report 7C Transport, Key Issue 2

Large Lot Residential Zone (Coastal)															
TRAN-S7 Distance of Vehicle Access from Railway Level Crossings															
All Zones	<ol style="list-style-type: none"> Any new vehicle access point shall be located a minimum of to any property must not be sited within 30 metres of from a rail level crossing. 														
TRAN-S8 Safe Sightline Distances															
All Zones	<ol style="list-style-type: none"> Vehicle accesses and intersections must be located to ensure that Safe Sightline Distances are maintained. All level crossings must remain unobstructed in accordance with the sight triangles provided in TRAN-APP4 (Level Crossing Sight Triangles), with the exception of existing buildings associated with existing level crossings which do not have to meet the sight triangles. 														
	<p>Notes:</p> <ol style="list-style-type: none"> For vehicle accesses fronting a road that is not a State Highway, compliance with the Austroads Standards will be deemed an acceptable means of compliance with this standard. For vehicle accesses and intersections fronting a State Highway, the NZ Transport Agency's minimum sight distances are set out below and are deemed an acceptable means of compliance with this standard. <table> <tr> <th>Posted Speed Limit (km/h)</th><th>Minimum SightSite Distance (m)</th></tr> <tr> <td>50</td><td>113</td></tr> <tr> <td>60</td><td>140</td></tr> <tr> <td>70</td><td>170</td></tr> <tr> <td>80</td><td>203</td></tr> <tr> <td>90</td><td>240</td></tr> <tr> <td>100</td><td>282</td></tr> </table>	Posted Speed Limit (km/h)	Minimum SightSite Distance (m)	50	113	60	140	70	170	80	203	90	240	100	282
Posted Speed Limit (km/h)	Minimum SightSite Distance (m)														
50	113														
60	140														
70	170														
80	203														
90	240														
100	282														

Commented [A18]: S129.044 Kainga Ora, Report 7C Transport, Key Issue 1

Commented [A19]: clause 16 RMA minor correction

Table 2 – Minimum Legal Widths of Private Access – Urban and Rural Environments – Residential Units & Home Businesses

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT						LINK CONTENT			
Area	Hierarchy	Locality served	Target operating speed (km/h)	Minimum legal access width (m) (see Note 2)	Maximum width of Vehicle Crossing	Maximum Minimum height clearance along access	Maximum grade	Pedestrians	Passing parking, loading & shoulder	Cyclists	Minimum formed movement lane (excluding shoulder)
General Residential Zone Commercial Town Centre Zone General Industrial Zone	Private access/lane (see Note 1)	1-2 Residential Units	10	3m	4.8m	4m	20%	Shared (in movement lane)	Allow for passing every 50m	Shared (in movement lane)	2.75m
		3 Residential Units (see Note 3)	10	3.6m	4.8m						
		4-6 Residential Units	10	4.5m	4.8m						
		7 + Residential Units	10	6m	6m						
Large Lot Residential Zone (Coastal) General Rural Zone Rural Production Zone	Private access/lane (see Note 1)	1-2 Residential Units	20	4m	None	4m	12%	Shared (on shoulder and berm)	Allow for passing every 100m, total shoulder 0.5m, sealed	Shared (in movement lane)	3m
		3-6 Residential Units	20	6m			unsealed (see Note 4)				3m
		7-20 Residential Units	20	9m			20% sealed				2 x 2.75m

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Rural Lifestyle Zone Settlement Zone											
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Note (1): Any private road or lane serving greater than 6 Residential Units or sites may be required to be offered as public road to be vested in Council.

Note (2): Applies to the legal width of the legal road, the Right of Way, or the Access Lot or access leg where this provides the primary point of access to the lot/site.

Note (3): For a development where a fire appliance is not able to reach either a dwelling or the source of the firefighting water supply from a public road in accordance with the NZ Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509: 2008, this code of practice should be consulted for compliance with the accessway dimensions required for the fire appliances. Applies to the legal road, the Right of Way or the Access Lot or access leg where this provides the primary access to the lot/site.

Note (4): In some cases, higher grades of up to 15% can be allowed for short sections (about 50m).

Table 3 – Minimum Legal Widths of Private Access – Rural Environments – Commercial, Industrial & Other Activities

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT					LINK CONTEXT (see Note 2)			
Area	Hierarchy	Locality served	Target operating speed (km/h)	Minimum legal access width (m)	Minimum height clearance along access	Maximum grade (see Note 4)	Pedestrians	Passing parking, loading & shoulder (see Note 3)	Cyclists	Minimum formed movement lane (excluding shoulder)
Large Lot Residential Zone (Coastal) General Rural Zone Rural Production Zone	Private access/lane (see Note 1)	Side or rear service access (1-20 sites) where it is not the primary access	10	6m		12% unsealed	Shared (in movement lane)	Loading bays	Shared (in movement lane)	2.75m
		1-3 sites	10	6m	4m	20% sealed	Shared (in movement lane)	Parking	Shared (in movement lane)	3.0m

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Commented [A24]: S57.029 FENZ - Report 7C, Transport, Key Issue 4

Rural Lifestyle Zone Settlement Zone		4-6 sites	10	6.5m		20% sealed	1.5m one side or 1.5m each side	Parking	Shared (in movement lane)	2 x 2.5m
		7-20 sites	10	9m		16%	1.5m one side or 1.5m each side	Parking	Shared (in movement lane)	2 x 2.5m
		21-200 sites	30	20m		10%	3m each side	Parking and loading bays	Shared (in movement lane)	2 x 2.75m

Note (1): Any private road or lane serving greater than 6 sites may be required to be offered as public road to be vested in Council.

Note (2): 'Link Context' in rural areas will only apply where residential activities are located within 800m of the subject site.

Note (3): Passing bays may be required where the length of the access road exceeds 100m.

Note (4): In some cases, higher grades of up to 15% can be allowed for short sections (about 50m).

Table 4 – Minimum Legal Widths of Private Access – Urban Environments – Commercial & Industrial Activities

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT					LINK CONTEXT			
Area	Hierarchy	Locality served	Target operating speed (km/h)	Minimum legal access width (m)	Minimum height clearance along access	Maximum grade	Pedestrians	Passing parking, loading & shoulder	Cyclists	Minimum formed movement lane (excluding shoulder)
General Residential Zone	Private lane	1-2 sites	10	6m		12.5%	Shared (in movement lane)	No (Note 2)	Shared (in movement lane)	3.0m
Commercial Town Centre Zone	Side or rear service access where it is not the primary access	1-20 sites	10	6m	4m	12.5%	Shared (in movement lane)	No (Note 2)	Shared (in movement lane)	3.0m

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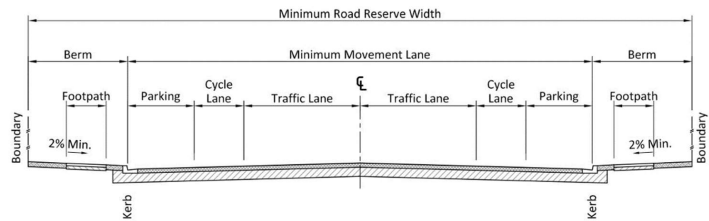
General Industrial Zone	Private road/lane (see Note 1)	3-6 sites	10	15m		10%	1.5m one side	No (Note 2)	Shared (in movement lane)	2 x 3.0m
	Private road/lane (see Note 1)	7-20 sites	20	20m		10%	1.5m each side	Parking and loading bays	Cycle lane and footpath	2 x 3.0m

Note (1): Any private road or lane serving greater than 6 sites may be required to be offered as public road to be vested in Council.

Note (2): The maximum length of the lane where no parking, passing, or loading bays are required is 50m.

The road cross-section in Figure 4 below shows graphically the terms used in Table 2, Table 3 and Table 4 above.

Figure 4 – Road Cross Section



Assessment Matters

For Discretionary Activities, Council's assessment is not restricted to these matters, but it may consider them (among other factors).

TRAN-AM1 General Assessment Matters for Access, Parking and Loading

1. Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing location of buildings, access to the road, topography, and utility location.
2. Whether there is an adequate alternative supply of parking or loading spaces in the vicinity that could provide a partial or complete waiver of the parking requirements. In general, on-street parking is not considered an alternative.
3. Whether a ~~kerbside~~ kerb-side loading space can be provided ~~which that~~ is of sufficient capacity to accommodate the activity, where appropriate. ~~The minimum dimensions for kerb-side loading spaces are 3.5 metres wide, 3.5 metres high and 7 metres deep, measured from the street boundary.~~
4. Whether there is another site in the immediate vicinity that has available parking or loading spaces that are not required at the same time as the proposed activity and that may be jointly used by the proposed activity. In such a situation the Council may require the associated parking or loading spaces to be secured by way of a written legal agreement from the parties concerned acknowledging their responsibility to provide and maintain the amount of parking proposed, and adequate signage to inform customers of its availability.
5. ~~Whether the level of vehicular activity likely to be generated by the activity on the site will be unusually low compared to other businesses as a result of business practice~~ Whether the proposed activity has characteristics likely to result in less traffic generation and parking demand than would generally be anticipated.
6. Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required parking or loading space.
7. The degree to which the safety and efficiency of the land transport network ~~may~~ would be adversely affected by non-compliance with transport standards.
8. Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.
9. The degree to which any reduction in the design characteristics will result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient, or unsafe to be used by vehicles or pedestrians.
10. Whether the site is to be used for elderly persons' housing.
11. Whether a residential site is inaccessible to vehicular traffic.
12. Whether a reduced number of parking spaces would allow for ~~improved~~ better amenity to be created through landscaping and/or by the incorporation of low-impact urban design stormwater solutions.
13. Whether there would be an increase in the use of public and active modes of transport if the required on-site parking or loading spaces were not provided.
14. Whether there is bicycle parking on site.

15. [Whether vehicle access is designed and located to minimise potential conflict.](#)
16. [The extent of consistency with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509: 2008 where the minimum legal access width and height clearance cannot be achieved.](#)

Commented [A27]: S129.046 Kainga Ora, Report 7C Transport, Key Issue 3

Commented [A28]: S57.031 FENZ - Report 7C, Transport, Key Issue 4

TRAN-AM2 Non-Compliance with Distance of Vehicle Accesses from Road Intersections

1. Whether the dimensions of the site or the location of buildings or other physical features of land or buildings preclude reasonable compliance with the minimum standards for distance from the road intersection.
2. The current and expected traffic volume on the street or road which the property fronts, and whether the proposed location of the vehicle access and the expected traffic generated from the activities on the property will have a significant adverse effect on the safety or efficient operation of the road intersection over and above what is permitted.

Note: A Design Safety Audit and Intersection Performance Assessment undertaken by a suitably qualified Transport Engineer may be required to ascertain the effects of the proposal on the safety and efficiency of the intersection.

Methods

Methods, other than the above rules, for implementing the policies:

TRAN-M1 Hastings District Council's Engineering Code of Practice

The Hastings District Council Engineering Code of Practice includes standards for the design and construction of roading and service infrastructure, which may be used as a means of compliance with the objectives, policies, rules, and standards of the District Plan.

TRAN-M2 Other Codes of Practice

1. The New Zealand Fire Service Fire-Fighting Water Supplies Code of Practice SNZ PAS 4509 applies to all new subdivision and development in respect of compliance with the accessway dimensions required for the fire appliances. It applies to the legal width of the legal road, the Right of Way or the Access Lot or access leg, where this provides the primary point of access to the lot/site.
2. [Code of Practice for Urban Land Subdivision Land Development and Subdivision Infrastructure](#) (New Zealand Standard NZS 4404:2010).

Commented [A29]: S89.001 CHBDC, Report 7C Transport, Key Issue 1

TRAN-M3 Bylaws

Central Hawke's Bay District Council Bylaws, Part 25 – Traffic.

TRAN-M4 Regional Policy Statement

The Hawke's Bay Regional Policy Statement has an objective of achieving integrated management of natural and physical resources in the region and the transport network is one of those physical resources.

TRAN-M5 Other Plans

1. Central Hawke's Bay District Council Long Term Plan, including the Central Hawke's Bay District Council Infrastructure Strategy.
2. Hawke's Bay Regional Transport Plan.
3. Hawke's Bay Regional Land Transport Plan.
4. Hawke's Bay Regional Land Transport Review

Principal Reasons

The principal reasons for adopting the policies and methods:

A sustainable transport network for the District is one where proper consideration is given to the relationship between land use and transport effects, including the long-term consequences. The District's [Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, Civic Space, or Activity Street](#) routes are vital to the long-term growth of the District and therefore must be protected against development that would adversely affect their efficiency and effectiveness.

Commented [A30]: S104.008 S104.009 CHBDC, Report 7C Transport, Key Issue 2

Almost all activities generate vehicle trips and, therefore, parking in close proximity to the site of the activities is required to provide accessibility for people and goods. Generally, different activities generate different parking and loading demands. If provision is not made by developers or owners for off-street parking and loading, then the only alternative available is to park and load on the street. On-street parking and loading can adversely affect the efficiency and safety of roads, particularly [Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, Civic Space, or Activity Street](#) routes ~~Arterial or Collector Roads~~ where vehicle speeds and volumes are typically higher than for other roads in the One Network [Framework Road Classification](#). Excessive parking of vehicles on residential streets can also detract from the amenity of those streets and adjoining residential areas.

Commented [A31]: S104.008 S104.009 CHBDC, Report 7C Transport, Key Issue 2

Vehicles reversing onto or off sites can compromise the safety of the road, particularly where traffic flows are high, where the land use has a potential to generate a lot of traffic and pedestrians, or where heavy vehicles use the area. The requirement to provide an on-site turning and manoeuvring area on non-residential sites can assist to maintain and improve safety standards and minimise delays to traffic caused by manoeuvring vehicles.

Controlling the position of access points to properties is required to minimise adverse effects on traffic and pedestrians from the queuing and manoeuvring of vehicles entering or existing the properties. Access points are required to be positioned at a minimum distance from road intersections to avoid unnecessary distractions for drivers in areas where a visually confusing environment complicates decision making and could be hazardous. The width of access is

also important to allow ease of vehicle access and there are also minimum sight distance standards to ensure that there is sufficient visibility to allow vehicles to safely leave the site.

The District Plan sets standards for the design of new roads and accessways. These include the legal width of the road and accessways, including maximum grade and targeted operating speeds. The Council has a duty to ensure that infrastructure is fit for purpose and will not put the travelling public's safety at risk.

Design standards for parking spaces are included in the District Plan to ensure that motorists are able to easily and safely manoeuvre in and out of parking spaces and there are queuing spaces provided to avoid cars queuing on roads while waiting to enter car parks. Standards are also included that require the surfacing of parking areas to avoid dust nuisance and to prevent gravel, mud or other such materials being spread onto adjoining roads. There is an additional standard for public car parking areas which require access driveways and pedestrian areas within these areas to be illuminated to ensure the safety and security of people using them at night. Commercial and industrial activities also need to provide an off-street area for loading and unloading of vehicles. This protects the function and safety of the road from manoeuvring vehicles, double parked vehicles, or vehicles loading or unloading across pedestrian areas. Loading areas are required to be designed to take into consideration the type of vehicles being catered for.

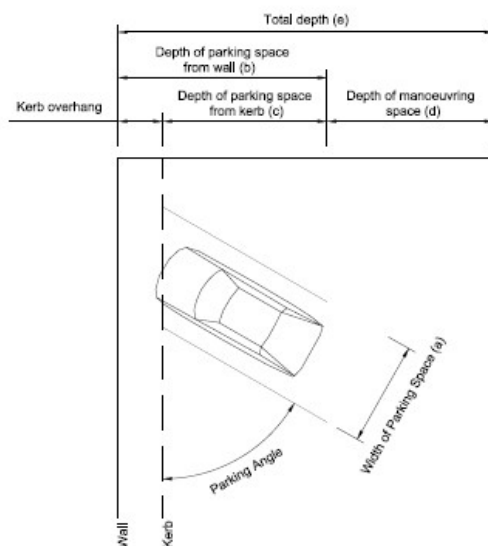
The Council will encourage the provision of footpaths, cycleways and walkways as part of new subdivisions and developments, and the provision of facilities such as bicycle stands and showers in workplaces that encourage more people to consider alternative transport modes to commute to work.

Anticipated Environmental Results

The environmental results anticipated from the policies and methods:

TRAN-AER1	Safe, efficient and accessible transport network.
TRAN-AER2	An environment where the relationship between land uses and their effect on the road network is well managed.
TRAN-AER3	Construction of new roads, accessways, car parking and loading areas that are effective, safe and efficient and meet the needs of activities.
TRAN-AER4	Maintenance and recognition of strategic transport routes.
TRAN-AER5	Land uses that generate large volumes of traffic are appropriately located on road routes that have the capacity to deal with the traffic.
TRAN-AER6	Provision of footpaths, cycleways and walkways as part of new subdivisions and developments.

TRAN-APP1 – Car Parking Dimensions



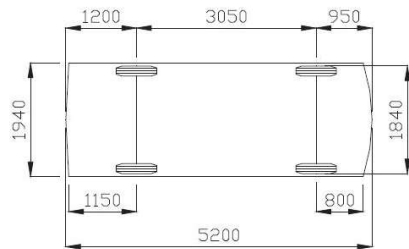
Type of Parking		Stall Width (a)	Stall Depth from wall (b), and kerb (c)		Manoeuvre Aisle Width	Total Depth
Parking Angle	Type	All Measurements are in Metres (m)				
90°	Nose in	2.5	4.9	3.9	7.7	12.6
		2.6			7.0	11.9
		2.8			6.6	11.5
75°	Nose in	2.5	5.2	3.9	6.3	11.5
		2.6			5.2	10.4
		2.8			4.1	9.3
60°	Nose in	2.5	5.2	4.2	4.1	9.3
		2.6			3.5	8.7
		2.8			3.2	8.4
45°	Nose in	2.5	4.9	4.1	2.6	7.5
		2.6			2.4	7.3
		2.8			2.3	7.2
30°	Nose in	2.5	4.0	3.4	2.4	6.4
		2.6			2.4	6.4
		2.8			2.3	6.3
0°	Parallel	Stall Length 6.1			3.7	

Notes:

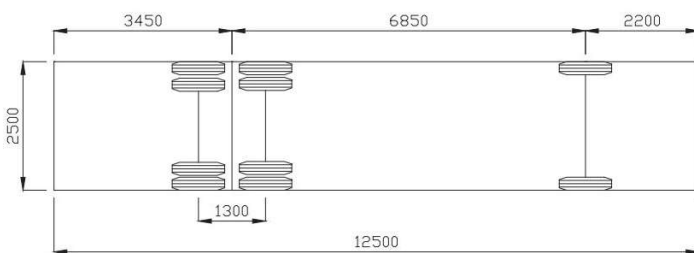
- Disabled persons stall width is 3.6m. All other specifications as in table above.
- Disabled persons parking for vehicles requiring wheel[chair access shall] be provided as follows
 - 1 spaces for up to 10 total spaces provided
 - 2 spaces for up to 100 total spaces provided
 - 1 extra space for every additional 50 spaces

TRAN-APP2 – Vehicle Dimensions

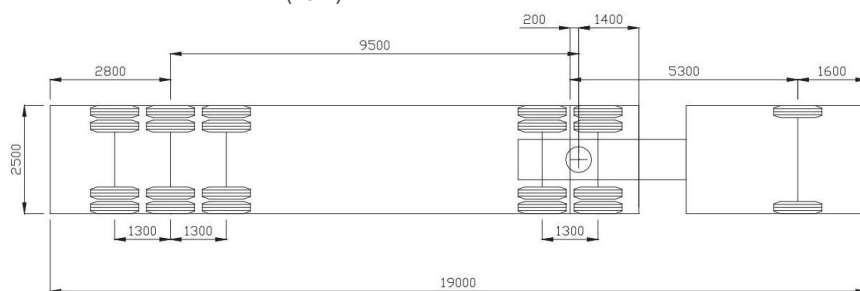
Passenger vehicle (5.2m):



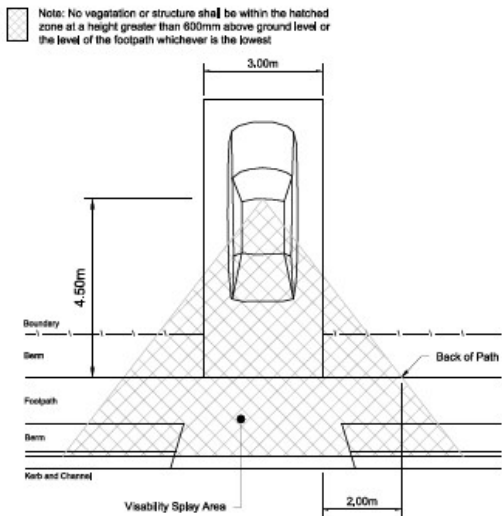
Single unit truck/bus (12.5m):



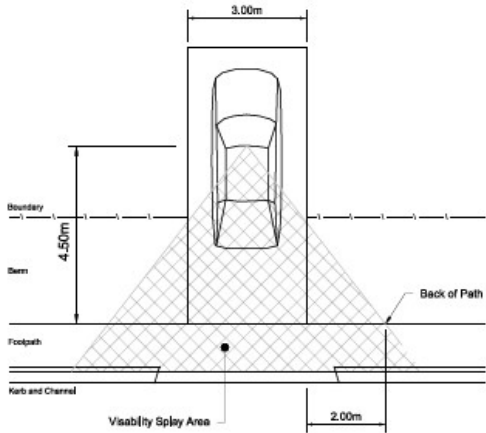
Prime mover and semi-trailer (19m):



TRAN-APP3 – Pedestrian Visibility Splay



FOOTPATH OFF KERB



FOOTPATH ON KERB

TRAN-APP4 – Level Crossing Sight Triangles

Developments near Existing Level Crossings

It is important to maintain clear visibility around level crossings to reduce the risk of collisions. All the conditions set out in this standard apply during both the construction and operation stages of any development.

Approach sight triangles at level crossings with Give Way Signs

On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building, structure or planting shall be located within the shaded areas shown in Figure 5. These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.

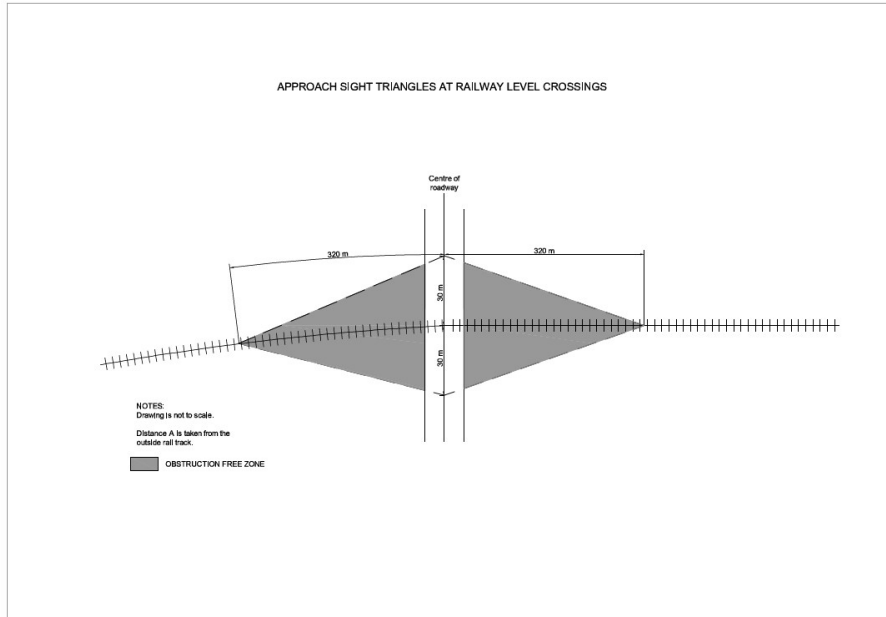
Restart Sight Triangles at Level Crossings

On sites adjacent to all rail level crossings, no building, structure, or planting shall be located within the shaded areas shown in Figure 6. 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 6).

Notes:

1. Figures 5 and 6 show a single set of rail tracks only. For each additional set of tracks add 25m to the along-track distance in Figure 5, and 50m to the along-track distance in Figure 6.
2. All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, 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:
 - a. train speed of 110km/h
 - b. vehicle approach speed of 20km/h
 - c. fall of 8% on the approach to the level crossing and a rise of 8% at the level crossing
 - d. 25m design truck length
 - e. 90° angle between road and rail.

Figure 5 – Approach Sight Triangles at Rail Level Crossings with “Give Way” Signs



Advice Note:

The approach sight triangles ensure that clear visibility is achieved around rail level crossings with Give Way signs so that the driver approaching a rail level crossing 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 alarms and/or barrier arms. 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.

Figure 6 – Restart Sight Triangles For all Level Crossings

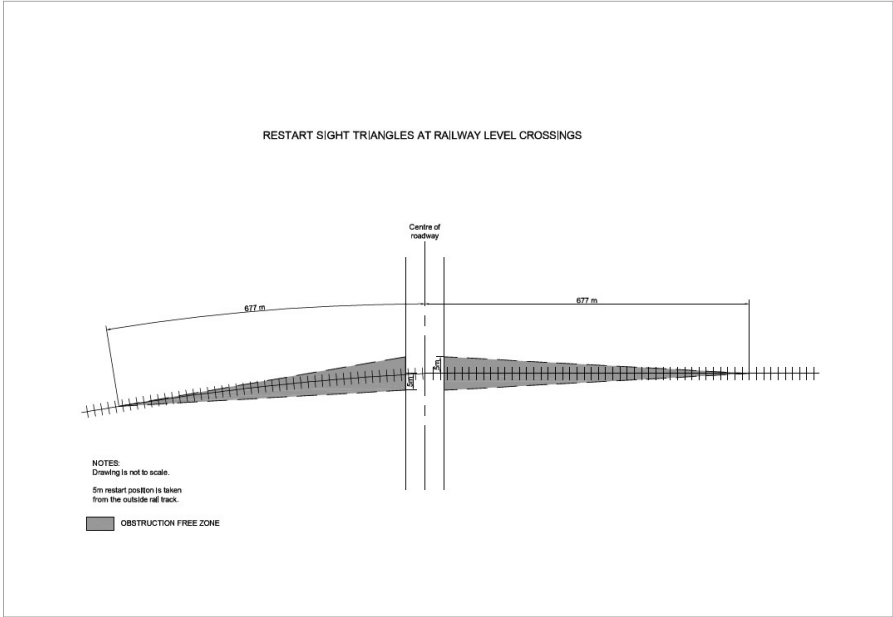


Table 5 – Required Restart Sight Distances for Figure 6

Required approach visibility along tracks A (metres)		
Signs only	Alarms Only	Alarms and Barriers
677 metres	677 metres	60 metres

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.

TRAN-APP5—One Network Road Classification—Functional Classification

Commented [A1]: S104.010 CHBDC - Report 7C, Transport, Key Issue 2

Roads & Street Categories/Criteria	FUNCTIONAL CRITERIA AND THRESHOLDS									
	Movement of People & Goods				Economic and Social					
	LINK	PLACE	LINK	PLACE	LINK	PLACE	LINK	PLACE	LINK	PLACE
	Typical Daily Traffic (AADT)	Heavy Commercial Vehicles (daily flows)	Buses (urban peak)	Active Modes	Linking Places	Connectivity	Freight – Inland Ports/Ports (per annum)	Airport Passenger Numbers (per annum)	Tourism	Hospitals
ARTERIAL Meet 2 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses)	Urban: > 5,000 Rural: > 3,000	>300	>15 buses or 750 people per hour	Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network	>10,000 population	Critical Connectivity (no alternative route)	>1 million tonnes	>500,000	Regionally or locally significant tourist destinations or scenic routes	Access to regional hospitals
PRIMARY COLLECTOR Meet 1 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses)	Urban: > 3,000 Rural: > 1,000	>150	>6 buses or 300 people per hour		>2,000 population		<1 million tonnes	>250,000		
SECONDARY COLLECTOR Meet 1 criteria (incl. at least 1 of Typical Daily Traffic or HCV)	Urban: > 1,000 Rural: > 200	>25			>250 population			<250,000		
ACCESS All other roads (LOW VOLUME) Meet low volume Typical Daily Traffic	Urban: < 1,000 Rural: < 200 Urban: > 200 Rural: > 50	<25			<250 population					

AADT: Typical Daily Traffic

HCV: Heavy Commercial Vehicles

Source: New Zealand Transport Agency One Network Road Classification—Functional Classification

Description of Road & Street Categories:

Arterial Road: — These roads make a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports or airports, and may be the only route available to some places within the region (i.e. they may perform a significant lifeline function). In urban areas they may have significant passenger transport movements and numbers of cyclists and pedestrians using the road. As well as meeting at least one of the following movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles or Buses Urban Peak) they also need to meet at least 1 other criteria (i.e. 2 in total). The other criteria should then be considered to provide a local 'ground truthing' check, and in some instances by considering these this may result in a road moving up or down a category to reflect the function of the road.

Primary Collector Road: — These are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or areas of population. They may be the only route available to some places within the region and in urban areas they have moderate passenger transport movements and numbers of cyclists and pedestrians using the road. These roads need to meet at least one of the movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles or Buses Urban Peak — (i.e. 1 in total). The other criteria are then considered to provide a local 'ground truthing' check, and in some instances by considering these criteria, this may result in a road moving up or down a category to reflect the function of the road.

Secondary Collector Road: — These are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites and may be the only route available to some place within this local area. These roads need to meet at least one of the movement criteria (Typical Daily Traffic or Heavy Commercial Vehicles — i.e. 1 in total). The other criteria are then considered to provide a local 'ground truthing' check, and in some instance by considering these criteria, this may result in a road moving up or down a category to reflect the function of the road.

Access Road: — These are all other roads. Low volume roads within this category will fall into the low volume subset.

Commented [A2]: S104.010 CHBDC - Report 7C, Transport, Key Issue 2

ONF DETAILED DESIGN TABLE 1 - ONF FIVE-POINT SCALE FOR CLASSIFYING PLACE FUNCTION

Place function ranking	Level of on-street activity	Typical adjacent land-use	Level of on-street activity – pedestrian volume
P1	<ul style="list-style-type: none">Very high on-street activity – very high numbers of pedestriansVery high numbers of people spending time in the locationMajor movement across the carriageway	High rise office blocks and apartments, central city shopping and entertainment, major commercial centres, streets with this level of place are most likely to be located within the CBD of major cities	<u>>1000 /hour at peak</u> <u>> 5,000 /day</u>
P2	<ul style="list-style-type: none">High/very high on-street activity – high numbers of pedestriansHigh numbers of people spending time in the locationSignificant movement across the carriageway	Office blocks, low rise apartments, entertainment venues, retail, commercial businesses, community facilities	<u>>2,500 /day</u>
P3	<ul style="list-style-type: none">Medium to high on-street activitySome people spending time in the locationSome movement across the carriageway	Office blocks and low-rise apartments, retail, entertainment venues, commercial/trade businesses, community facilities, industrial	<u>>1000 /day</u>
P4	<ul style="list-style-type: none">Low to medium on-street activity related to people going about their livesLimited movement across the carriageway	Residential, schools, community facilities, low intensity commercial/industrial	<u><1000 /day</u>
P5	<ul style="list-style-type: none">Little discernible on-street activity	Mostly rural except for State Highways (motorways/ expressways) in urban areas	<u>Negligible pedestrian movement</u>

ONF DETAILED DESIGN TABLE 2 - CHARACTERISTICS OF MOVEMENT FUNCTION

Considerations to determine Movement Significance		Nature of Movement	Scale of People Movement (all modes)
M1	Major	Mass movement of people and/or goods on roads or streets that are of major importance in urban areas, within and between regions or nationally.	Typically > 20,000 per day
M2	Significant	Movement of people and/or goods on inter-regional routes or primary roads and streets linking main centres or significant destinations and travel hubs within a city, town, or region.	10,000 – 25,000 per day
M3	Moderate	Movement of people and/or goods around a city, town, or region	3,000 – 12,000 per day
M4	Minor	Local movement by people making short trips or connecting to connector roads	300 – 4,000 per day
M5	Low	Local movement by people going about their daily lives	Typically < 500 per day

STREET CATEGORIES

URBAN

Street category	Description (general)	Function (category provides)	Density of on-street activity	Intensity of use ¹ (overall time)	Adjacent land-use (indicative)	Place – primary attributes	Movement – primary attributes
<u>City hubs:</u> • P1/2 • M1 ²	City hubs are dense and vibrant places as they are the central point of a city where people spend time working, shopping, meeting other people, visiting entertainment venues and businesses. They support very high levels of through movement of people, particularly travelling by public transport & walking/cycling.	<ul style="list-style-type: none">• Access to adjacent land-use for all modes but very high pedestrian numbers and people travelling by public transport• High quality places where people want to visit, spend time, meet and gather• Accommodates very high levels of through movement of people, particularly travelling by public transport & walking/cycling• Focal point – centre of public and social life of city, both day and night	Very high	Very high	<ul style="list-style-type: none">• High rise office blocks• High rise apartments• Central city shopping & entertainment venues• Major commercial centres• City Hubs are located within the CBDs of major cities	<ul style="list-style-type: none">• Very high pedestrian numbers accessing adjacent land-use• On-street amenities (e.g., al fresco dining, street furniture, green spaces, planting, public art works)• High numbers of people spending time in the area (e.g., visiting businesses, meeting other people, gathering at destinations)	<ul style="list-style-type: none">• Very high pedestrian numbers and people travelling by public transport• All modes but particularly high frequency public transport access and movement of pedestrians and cyclists• Very high pedestrian movement across the street/road• Narrow kerb to kerb distances and formal crossing opportunities at key intersections allowing for easy crossing of the road/street• Cycle parking facilities• Limited time bound parking for private motor vehicles
<u>Main streets:</u> • P1/2 • M2/3	Main streets generate high levels of on-street pedestrian activity by people working, visiting shops, businesses, and entertainment venues. They aim to support businesses and public life while making sure there are excellent connections with the wider transport network. Main Streets need to balance the interaction between the movement of people and goods and on-street activity ³ . They accommodate medium to high levels of people walking, cycling, using public transport, or driving through the area.	<ul style="list-style-type: none">• Access to adjacent land-use for all modes but particularly pedestrians• Attractive environment that encourages people to spend time in location• Accommodates high/medium levels of through movement for all modes	High	High/very high	<ul style="list-style-type: none">• Office blocks• Low rise apartments• Entertainment venues• Retail• Commercial businesses• Community facilities	<ul style="list-style-type: none">• High pedestrian numbers accessing adjacent land-use• On-street amenities (e.g., al fresco dining, street furniture, green spaces, planting, public art works)• People spending time in the area (e.g., visiting businesses, meeting other people, gathering at destinations)	<ul style="list-style-type: none">• All modes - high pedestrian numbers• In cities often a core public transport prioritised• Often on-street time bound parking for motor vehicle drivers to be able to access desired destinations.• Regular formal crossing opportunities as high movement across street/road.• Cycle parking facilities.
<u>Activity streets:</u> • P2/3 • M2-M4	Activity streets provide access to shops, entertainment venues, community facilities and commercial, trades and industrial businesses for all people, whether walking, cycling, using public transport, or driving. Activity Streets are where people	<ul style="list-style-type: none">• Access to adjacent land-use for all modes• Accommodates medium/high levels of through movement for all modes	Medium	Medium/high	<ul style="list-style-type: none">• Office blocks• Low rise apartments• Retail• Entertainment venues• Commercial/trades• Community facilities• Industrial	<ul style="list-style-type: none">• In CBDs of cities high pedestrian numbers accessing adjacent land-use• Some on-street amenities (e.g., al fresco dining, street furniture)⁴	<ul style="list-style-type: none">• All modes - high pedestrian numbers in cities• Often public transport routes in cities• Often on-street parking or driveway access for motor vehicle drivers to be able to access carparks of desired destination

¹ Intensity of use is a measure of how much the off-carriageway space is being used, by people dwelling in the space, eating al-fresco, browsing market stalls, window shopping, or just relaxing on a bench seat

² Note, that M1 in the context of City Hubs is very high numbers of people walking/cycling and travelling by public transport rather than motor vehicle traffic which is a determining characteristic of Urban Connectors

³ Particularly in provincial towns where the Main Street is a State Highway

⁴ Note, that for Activity Streets people spending time in the area and engaging in activities such as al fresco dining is indicative of a place value of P2

	<u>spend a significant amount of time, working, shopping, eating, residing, and undertaking recreation. They support medium to high levels of people walking, cycling, using public transport, or driving through the area.</u>					<ul style="list-style-type: none"> <u>Some people spending time in the area (e.g., visiting businesses and gathering at destinations)</u> 	<ul style="list-style-type: none"> <u>Formal crossing opportunities to facilitate pedestrian movement across street/road.</u> <u>Limited cycle parking facilities.</u>
<u>Local streets:</u> <ul style="list-style-type: none"> <u>P3/4</u> <u>M4/5</u> 	<u>Local streets primarily provide quiet and safe residential access for all ages and abilities. They are part of the fabric of our neighbourhoods and facilitate local community access. Local Streets are the most common and most diverse streets in urban areas. There are low levels of on-street activity and movement by people walking, cycling, and driving.</u>	<u>Access to:</u> <ul style="list-style-type: none"> <u>People's homes</u> <u>Schools and community facilities (e.g. churches)</u> <u>individual commercial/ industrial business in mixed use zone</u> 	<u>Low-medium</u>	<u>Low/medium</u>	<ul style="list-style-type: none"> <u>Residential use</u> <u>Schools</u> <u>Community facilities</u> <u>Low intensity commercial/ industrial⁵</u> 	<ul style="list-style-type: none"> <u>Low levels of on-street activity associated with residents going about their daily lives</u> <u>In some particularly quiet streets, the carriageway can often be used as a play area by local children</u> 	<ul style="list-style-type: none"> <u>Low levels of movement of all modes</u> <u>Due to the low levels of vehicle movement, people can usually cross the street at any point</u>
<u>Civic spaces:</u> <ul style="list-style-type: none"> <u>P1/2</u> <u>M4/5</u> 	<u>Civic spaces are roads or streets that people are encouraged to spend time in and where people on foot can relax and move freely. There is usually street furniture and other amenities to encourage and support people to linger and spend time in these spaces. There are very high numbers of pedestrians moving around and through the space while there is little or no through movement for motor vehicles.</u>	<ul style="list-style-type: none"> <u>Access to adjacent land-use primarily for pedestrians</u> <u>High quality places where people want to visit, spend time, meet, and gather</u> 	<u>Very high - medium⁶</u>	<u>Very high</u>	<ul style="list-style-type: none"> <u>Office blocks</u> <u>Apartment buildings</u> <u>Shopping & entertainment venues</u> <u>Commercial businesses</u> <u>Community facilities</u> 	<ul style="list-style-type: none"> <u>Very high numbers of people spending time in the area (e.g., visiting businesses, meeting other people, gathering at destinations)</u> <u>On-street amenities (e.g., al fresco dining, street furniture, green spaces, planting, public art works)</u> 	<ul style="list-style-type: none"> <u>Very high numbers of pedestrians moving around and through the space</u> <u>Pedestrians can move freely across the road/street/space</u> <u>These spaces provide pedestrian priority over vehicular movement</u> <u>Little or no through movement for motor vehicles</u>
<u>Urban connectors:</u> <ul style="list-style-type: none"> <u>P3/4</u> <u>M1/2</u> 	<u>Urban connectors make it safe, reliable, and efficient for people and goods to move between different parts of urban areas. There are high levels of motor vehicle traffic, including freight. They often support public transport and provide major routes for people cycling. There are low levels of pedestrian activity associated with people moving along the road.</u>	<u>Provides safe, reliable, and efficient movement of people and goods between different parts of urban areas</u>	<u>High – low</u>	<u>Low</u>	<ul style="list-style-type: none"> <u>Full range of urban land-use – from suburban residential to the CBDs of cities</u> <u>Connector roads in industrial areas</u> 	<ul style="list-style-type: none"> <u>Low levels of pedestrian activity associated with people moving through an area or along the side of the road/street</u> 	<ul style="list-style-type: none"> <u>High levels of motor vehicle traffic, including freight</u> <u>Often public transport route</u> <u>Often major routes for cyclists</u> <u>Usually on-street parking</u> <u>Formal crossing opportunities for pedestrians across the main carriageway at bus stops, major intersections, and mid-block where activities such as schools, shops, parks, and recreational destinations located</u>

⁵ Note, sometimes Local Streets may also provide access to schools, community facilities and low intensity commercial/industrial businesses in mixed use zones. In these circumstances, destinations either do not significantly elevate on-street activity or daily trip totals or have distinct short trip generation periods (e.g. dairies, day care centres etc). Sometimes these destinations might be located near or adjacent to each other.

⁶ Noting that civic spaces occur in urban areas – from our major cities to provincial towns

Transit corridors: <ul style="list-style-type: none"> • <u>P5</u> • <u>M1</u> 	Transit corridors make it fast and efficient for people and goods to move within urban areas. They are mass transit corridors for private motor vehicles, freight, and public transport, and include motorways and urban expressways. They are usually separated from surrounding land use so there are no people walking or cycling on these roads. Transit corridors also include heavy rail networks and bus ways	Motorways/expressways provide fast and efficient movement of people and goods within urban areas	<u>Low</u>	<u>Low</u>	Low density residential or industrial usually separated from the Transit corridor	<ul style="list-style-type: none"> • <u>Motorways and expressways usually separated from adjacent land use so no on-street activity</u> 	<ul style="list-style-type: none"> • <u>Mass transit corridors for private motor vehicles, freight and public transport (also includes heavy rail networks)</u>
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RURAL

<u>Street/road category</u>	<u>Description (general)</u>	<u>Function (category provides)</u>	<u>Density of adjacent activity</u>	<u>Intensity of use⁷ (dwelt time)</u>	<u>Adjacent land-use (indicative)</u>	<u>Place – primary attributes</u>	<u>Movement – primary attributes</u>
Inter-regional connectors <ul style="list-style-type: none"> • <u>P4/5</u> • <u>M1</u> 	These are national State Highways that make it safe, reliable, and efficient to move people and goods between and within regions. These roads run through farmland and natural areas so there are low levels of roadside activity. These roads carry significant levels of motor vehicle traffic, including freight. There are people cycling on the routes that connect to the NZ Cycle Trail.	Safe, reliable, and efficient long-distance movement of people and goods between and within regions	<u>Low</u>	<u>Low</u>	<ul style="list-style-type: none"> • <u>Farmland</u> • <u>Conservation land</u> • <u>Natural areas</u> 	<ul style="list-style-type: none"> • <u>Low levels of roadside activity associated with residents going about their daily lives</u> 	<ul style="list-style-type: none"> • <u>Very high/high levels of motor vehicle traffic, including freight</u>
Rural connectors <ul style="list-style-type: none"> • <u>P5</u> • <u>M2/3</u> 	Rural connectors make it easy for people and goods to move between different parts of rural areas, and link Rural Roads with Interregional Connectors. They support an increased level of traffic moving through the area, while also providing access from the land they pass through. Land around rural connectors is usually farmland, and these roads may also run through national parks or other natural areas. There are low levels of roadside activity related to the way surrounding land is used.	<ul style="list-style-type: none"> • <u>Movement of people and goods between different parts of rural areas</u> • <u>Linking rural roads with State Highway network</u> • <u>Access to adjacent land use</u> 	<u>Low</u>	<u>Low</u>	<ul style="list-style-type: none"> • <u>Farmland</u> • <u>Conservation land</u> • <u>Natural areas</u> 	<ul style="list-style-type: none"> • <u>Low levels of roadside activity associated with residents going about their daily lives</u> 	<ul style="list-style-type: none"> • <u>High-medium levels of motor vehicle traffic, including freight</u>
Rural roads: <ul style="list-style-type: none"> • <u>P5</u> • <u>M4/5</u> 	Rural roads provide access to rural land. They are the most common and diverse roads in rural areas. There is low levels of traffic and roadside activity from local people going about their daily lives. Some Rural Roads are important for freight,	<u>Access to rural land</u>	<u>Low</u>	<u>Low</u>	<ul style="list-style-type: none"> • <u>Farmland</u> • <u>Conservation land</u> • <u>Natural areas</u> 	<ul style="list-style-type: none"> • <u>Low levels of roadside activity associated with residents going</u> 	<ul style="list-style-type: none"> • <u>Low levels of motor vehicle traffic, including freight</u>

⁷ Intensity of use is a measure of how much the off-carriageway space is being used, by people dwelling in the space, eating al-fresco, browsing market stalls, window shopping, or just relaxing on a bench seat

	collecting dairy and forestry and other primary produce from their source, while others, where volumes of vehicle traffic are very low, can provide safe and pleasant recreational and tourism routes					about their daily lives	
Peri-urban roads: <ul style="list-style-type: none"> • <u>P4</u> • <u>M2-M5</u> 	Peri-urban roads provide access to residential property in rural settlements, lifestyle blocks, sub-divisions and on the edge of urban areas where the main surrounding land-use is residential, but at a lower level than that found in urban residential locations. There are low levels of local street activity with residents going about their daily lives. Levels of motor vehicle traffic and freight will range from very high to low, depending on whether the peri-urban road is connecting to an interregional connector or rural road.	Access to residential property where the predominant adjacent land-use is residential, but at a lower density than that found in urban residential locations	<u>Low</u>	<u>Low</u>	<ul style="list-style-type: none"> • <u>Small rural hamlets/settlements</u> • <u>Residential properties on outskirts of towns and cities</u> • <u>Life-style blocks</u> • <u>Sub-divisions</u> 	<ul style="list-style-type: none"> • <u>Low levels of roadside activity associated with residents going about their daily lives</u> 	<ul style="list-style-type: none"> • <u>Levels of motor vehicle traffic (including freight) will range from very high to low depending on the connecting category of road (e.g. a State Highway with high volumes of motor vehicle traffic changing from Inter-regional connector to peri-urban on the outskirts of a provincial town)</u>
Stopping places: <ul style="list-style-type: none"> • <u>P3</u> • <u>M3-M5</u> 	Stopping places are rural destinations that increase activity on the roadside and directly uses the road for access. There are more people walking, cycling, and driving in these locations, including people often crossing the road.	Identifies a rural destination that increases activity on the roadside and directly uses the road for access. Often an intervention is required to mitigate safety issues caused by the increased activity on higher movement corridors	<u>Low - medium</u>	<u>Low - medium</u>	<ul style="list-style-type: none"> • <u>Rural schools</u> • <u>Marae</u> • <u>Community facilities</u> • <u>Tourist attractions</u> • <u>Scenic sites</u> 	<ul style="list-style-type: none"> • <u>Increased pedestrian activity within the section of corridor designated as a Stopping Place</u> 	<ul style="list-style-type: none"> • <u>Increased activity by all modes at these locations including pedestrians often crossing the road</u>

Appendix B – Summary of recommendations on submissions

Table: Summary of recommended decisions on submissions and further submissions

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
S11.007	Hawke's Bay Regional Council	TRAN - Introduction	Amend paragraph 5 of TRAN-Introduction as follows: '...The Council will encourage require (where practical) the provision of footpaths, cycleways and walkways as part of new subdivisions and developments, and the provision of facilities, such as bicycle stands and showers in workplaces, which encourage more people to consider alternative transport modes to commute to work.'	Key Issue 5	Reject	Reject	No
S11.008	Hawke's Bay Regional Council	TRAN-O1	Amend TRAN-O1 as follows: 'The transport network is sustainable , safe, resilient, efficient and effective in moving people and goods within and beyond the District.'	Key Issue 1	Accept	Accept	Yes
FS23.44	Kāinga Ora - Homes and Communities		Allow	Key Issue 1	Accept	Accept	
S11.009	Hawke's Bay Regional Council	TRAN-P2	Amend TRAN-P2 as follows: 'To set standards for the design of new public roads, private roads, cycleways, footpaths and accessways to ensure that they are appropriate for the function they serve.'	Key Issue 5	Reject	Reject	No
FS23.45	Kāinga Ora - Homes and Communities		Allow	Key Issue 5	Reject	Reject	
S11.010	Hawke's Bay Regional Council	TRAN-P4	Amend TRAN-P4 as follows: 'To establish appropriate design standards for the construction of car parking spaces, and loading areas and active modes of transport that promote the safe and efficient use of vehicles and the safety of cyclists and pedestrians within those spaces. '	Key Issue 5	Accept in part	Accept in part	Yes
FS23.46	Kāinga Ora - Homes and Communities		Disallow	Key Issue 5	Accept in part	Accept in part	
S11.011	Hawke's Bay Regional Council	TRAN-P6	Amend TRAN-P6 as follows: 'To promote require (where practical) alternative means of safe, efficient and effective transport, including cycling and walking and public transport facilities to enable people of all ages to move within the District and reduce the effects of vehicle-based transport systems.' Add new standard (TRAN-S) as follows: '1. Bicycle Spaces Where on-site car parking is required provision shall also be made for purpose built bicycle stands on site. These shall be provided at a rate of 1 bicycle stand per 5 carpark spaces that are required except for supermarket where the ratio shall be 1 bicycle stand per 20 carpark spaces that are required. The bicycle stands shall meet the following requirements: (a) They shall be securely attached to a wall or the ground and shall support the bicycle frame.	Key Issue 5	Reject	Reject	No

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
			(b) Each cycle stand shall be adequately spaced to allow a cyclist to manoeuvre and attach a bicycle to the stand. (c) They shall allow the bicycle to be secured. (d) They shall be visible and signposted. 2. Bicycle End of Journey Facilities Commercial or Industrial Activities which employ more than 15 FTE staff members shall provide one male and one female shower and changing facilities for staff to encourage the use of alternative transport modes.'				
FS23.47	Kāinga Ora - Homes and Communities		Disallow	Key Issue 5	Accept	Accept	
S11.012	Hawke's Bay Regional Council	TRAN-P7	Amend TRAN-P7 as follows: 'To ensure the roading, cycleway and pedestrian network has capacity to accommodate new development.'	Key Issue 5	Accept in part	Accept in part	Yes
S50.032	The Surveying Company (HB) Ltd	TRAN - Transport	Retain TRAN - Transport chapter.	Key Issue 1	Accept in part	Accept in part	No
S57.005	Fire and Emergency New Zealand	HEAVY VEHICLE (Definition)	Retain the definition of 'Heavy Vehicle' as notified.	Key Issue 1	Accept	Accept	No
S57.024	Fire and Emergency New Zealand	TRAN-P2	Retain TRAN-P2 as notified.	Key Issue 5	Accept	Accept	No
S57.025	Fire and Emergency New Zealand	TRAN-R1	Retain TRAN-R1 as notified.	Key Issue 1	Accept	Accept	No
S57.026	Fire and Emergency New Zealand	TRAN-S1	Retain TRAN-S1 as notified.	Key Issue 3	Accept in part	Accept in part	No
S57.027	Fire and Emergency New Zealand	TRAN-S5	Retain TRAN-S5 as notified.	Key Issue 1	Accept	Accept	No
S57.028	Fire and Emergency New Zealand	Table 2	Add new 'Height Clearance' requirement in the 'Design Environment' in Table 2 as follows (applying to 'All Zones'): 'Minimum height clearance: 4m'	Key Issue 4	Accept	Accept	Yes
FS23.38	Kāinga Ora - Homes and Communities		Disallow	Key Issue 4	Reject	Reject	
S57.029	Fire and Emergency New Zealand	Table 3	Add new 'Height Clearance' requirement in the 'Design Environment' in Table 3 as follows (applying to 'All Zones'): 'Minimum height clearance: 4m'	Key Issue 4	Accept	Accept	Yes
FS23.39	Kāinga Ora - Homes and Communities		Disallow	Key Issue 4	Reject	Reject	

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
S57.030	Fire and Emergency New Zealand	Table 4	Add new 'Height Clearance' requirement in the 'Design Environment' in Table 4 as follows (applying to 'All Zones'): 'Minimum height clearance: 4m'	Key Issue 4	Accept	Accept	Yes
FS23.40	Kāinga Ora - Homes and Communities		Disallow	Key Issue 4	Reject	Reject	
S57.031	Fire and Emergency New Zealand	TRAN-AM1	Add a new matter of discretion [assessment matter?] to TRAN-AM1 as follows: 'The extent of consistency with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509: 2008 where the minimum legal access width and height clearance cannot be achieved.'	Key Issue 4	Accept	Accept	Yes
FS23.41	Kāinga Ora - Homes and Communities		Disallow	Key Issue 4	Reject	Reject	
S57.032	Fire and Emergency New Zealand	TRAN-M2	Retain TRAN-M2 as notified.	Key Issue 1	Accept in part	Accept in part	No
.							
S57.169	Fire and Emergency New Zealand	RLZ-S4	Retain RLZ-S4 as notified.	Key Issue 1	Accept	Accept	No
.							
S73.007	Ministry of Education	TRAN-O1	Retain TRAN-O1 as proposed.	Key Issue 1	Accept	Accept	No
.							
S73.008	Ministry of Education	TRAN-O2	Retain TRAN-O2 as proposed.	Key Issue 1	Accept in part	Accept in part	No
.							
S73.009	Ministry of Education	TRAN-P6	Retain TRAN-P6 as proposed	Key Issue 1	Accept	Accept	No
.							
S73.010	Ministry of Education	TRAN-S1	Delete TRAN-S1.	Key Issue 3	Reject	Reject	No
.							
S78.034	Waka Kotahi NZ Transport Agency	TRAN-P7	Retain TRAN-P7 as written.	Key Issue 1	Accept in part	Accept in part	No
.							
S78.035	Waka Kotahi NZ Transport Agency	TRAN-S5	Retain the 'Note' in TRAN-S5 as written.	Key Issue 1	Accept	Accept	No
.							
S78.036	Waka Kotahi NZ Transport Agency	TRAN-S6	Retain TRAN-S6 as written.	Key Issue 1	Accept in part	Accept in part	No
.							
S78.037	Waka Kotahi NZ Transport Agency	TRAN-S8	Retain TRAN-S8 as written.	Key Issue 1	Accept	Accept	No

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
.							
S78.038	Waka Kotahi NZ Transport Agency	TRAN-AM1	Retain TRAN-AM1(7) as written.	Key Issue 3	Accept	Accept	No
.							
S81.059	Horticulture New Zealand	TRAN-S1	Amend TRAN-S1 as follows: Post-Harvest Facilities 1 space per 2 FTE staff employed on the site at any one time. OR as follows: Post-Harvest Facilities 1 space per 2 FTE staff employed on the site 50m2 of gross floor area. Except for coolstores 1 space per 500m2 of gross floor area. And clarify that no parking standards apply to seasonal work accommodation (i.e. that they are not captured by a more general activity class).	Key Issue 3	Accept in part	Accept in part	Yes
FS8.024	Silver Fern Farms Limited		Allow in part	Key Issue 3	Accept in part	Accept in part	
FS8.025	Silver Fern Farms Limited		Allow in part	Key Issue 3	Accept in part	Accept in part	
S89.001	Central Hawkes Bay District Council	TRAN-M2	Amend TRAN-M2(2) as follows: '2. Code of Practice for Urban Land Subdivision (New Zealand Standard NZS 4404:2010).'	Key Issue 1	Accept	Accept	Yes
.							
S104.001	Central Hawkes Bay District Council	[General]	Replace all references in the Proposed Plan to the Waka Kotahi NZ Transport Agency 'ONRC classifications' with the corresponding Waka Kotahi NZ Transport Agency 'ONF classifications'.	Key Issue 2	Accept	Accept	Yes
.							
S104.002	Central Hawkes Bay District Council	TRAN - Introduction	Replace all references in the Proposed Plan to the Waka Kotahi NZ Transport Agency 'ONRC classifications' with the corresponding Waka Kotahi NZ Transport Agency 'ONF classifications'.	Key Issue 2	Accept	Accept	Yes
.							
S104.003	Central Hawkes Bay District Council	ACCESS ROAD (Definition)	Delete the definition of 'Access Road'.	Key Issue 2	Accept	Accept	Yes
.							
S104.004	Central Hawkes Bay District Council	ARTERIAL ROAD (Definition)	Delete the definition of 'Arterial Road'.	Key Issue 2	Accept	Accept	Yes
.							
S104.005	Central Hawkes Bay District Council	PRIMARY COLLECTOR ROAD (Definition)	Delete the definition of 'Primary Collector Road'.	Key Issue 2	Accept	Accept	Yes
.							
S104.006	Central Hawkes Bay District Council	SECONDARY COLLECTOR ROAD (Definition)	Delete the definition of 'Secondary Collector Road'.	Key Issue 2	Accept	Accept	Yes

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
.							
S104.007	Central Hawkes Bay District Council	TRAN-P3	Amend TRAN-P3 as follows: 'To protect Arterial and Collector roads within the transport network from inappropriate development.'	Key Issue 1	Accept in part	Accept in part	No
FS17.30	Horticulture New Zealand		Disallow	Key Issue 1	Accept	Accept	
S104.008	Central Hawkes Bay District Council	TRAN-S6	Amend TRAN-S6 as follows: 'General Residential Zone Commercial Zone General Industrial Zone 1. ... 2. ... 3. ... Note: Vehicle access in relation to Arterial Road or Collector Road Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, or Civic Square intersections will be subject to a Road Safety Audit as deemed necessary by the Road Controlling Authority.'	Key Issue 2	Accept in part	Accept in part	Yes
FS16.26	Waka Kotahi NZ Transport Agency		Allow Accept submission point and amend TRAN-S6 as proposed by submitter S104.008.	Key Issue 2	Accept in part	Accept in part	
S104.009	Central Hawkes Bay District Council	TRAN - Principal Reasons	Amend paragraphs 1 and 2 of 'TRAN - Principal Reasons' as follows: 'A sustainable transport network for the District is one where proper consideration is given to the relationship between land use and transport effects, including the long-term consequences. The District's arterial and collector Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Road routes are vital to the long-term growth of the District and therefore must be protected against development that would adversely affect their efficiency and effectiveness. Almost all activities generate vehicle trips and, therefore, parking in close proximity to the site of the activities is required to provide accessibility for people and goods. Generally, different activities generate different parking and loading demands. If provision is not made by developers or owners for off-street parking and loading, then the only alternative available is to park and load on the street. On-street parking and loading can adversely affect the efficiency and safety of roads, particularly Arterial or Collector Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads where vehicle speeds and volumes are typically higher than for other roads in the One Network Framework Road Classification. Excessive parking of vehicles on residential streets can also detract from the amenity of those streets and adjoining residential areas.'	Key Issue 2	Accept in part	Accept in part	Yes
.							
S104.010	Central Hawkes Bay District Council	TRAN-APP5	Replace the provisions of TRAN-APP5 'One Road Network Classification - Functional Classification' in their entirety with the classifications contained within the 'One Road Framework'.	Key Issue 2	Accept	Accept	Yes

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
.							
S104.011	Central Hawke's Bay District Council	SIGN-S5	Amend SIGN-S5 as follows: 'All Zones 1. Signs must not be erected on or adjacent to a road which will use flashing or revolving lights unless used to identify a hazard. 2. Signs must not be illuminated by any method whatsoever, such that its illumination casts light or reflected light on to any other property. 3. Signs visible from an arterial road Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads in a 100kph legal road speed area, must not be illuminated unless the premises are open for business.	Key Issue 2	Accept in part	Accept in part	Yes
FS16.39	Waka Kotahi NZ Transport Agency		Allow Accept submission point and amend SIGN-S5 as proposed by submitter S104.011.	Key Issue 2	Accept in part	Accept in part	
S104.012	Central Hawke's Bay District Council	GRUZ-S4	Amend GRUZ-S4 as follows: 'Accessory Buildings associated with Primary Production Activities 4. ... 5. Minimum setback of stockyards and stock loading ramps/races fronting roads that are classified as Arterial or Primary Collector Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads is 20m. 6. ...'	Key Issue 2	Accept in part	Accept in part	Yes
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S104.013	Central Hawke's Bay District Council	RLZ-S4	Amend RLZ-S4 as follows: 'Accessory Buildings associated with Primary Production Activities 3. ... 4. Minimum setback of stockyards and stock loading ramps/races fronting roads that are classified as Arterial or Primary Collector Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads is 20m. 5. ...'	Key Issue 2	Accept in part	Accept in part	Yes
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S104.014	Central Hawke's Bay District Council	RPROZ-S5	Amend RPROZ-S5 as follows: 'Accessory Buildings associated with Primary Production Activities 4. ... 5. Minimum setback of stockyards and stock loading ramps/races fronting roads that are classified as Arterial or Primary Collector Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads is 20m. 6. ...'	Key Issue 2	Accept in part	Accept in part	Yes
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S104.015	Central Hawke's Bay District Council	SUB-P5	Amend SUB-P5 as follows: 'To encourage in the General Residential Zone, subdivision design that develops or uses subsidiary roads, in order to avoid an increase in the number	Key Issue 2	Accept in part	Accept in part	Yes

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
			of direct access crossings onto roads classified Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets , arterial roads for traffic safety purposes.'				
S104.016	Central Hawkes Bay District Council	[General]	Amend the Planning Maps to show the correct One Network Classification as shown in the relevant RAMM ONF map administered by Waka Kotahi New Zealand Transport Agency.	Key Issue 2	Accept	Accept	Yes
S105.006	James Bridge	TRAN-S1	Amend TRAN-S1 in relation to 'Residential Units and Minor Residential Units' as follows: '12 park per unit (can include parks within garages or carports)....'	Key Issue 3	Accept in part	Accept in part	Yes
S105.007	James Bridge	Table 3	Amend 'Table 3 - Minimum Legal Widths of Private Access - Rural Environments - Commercial, Industrial & Other Activities' as follows: 1. For access serving '21-200 sites', to require a maximum legal access width of 15m, and pedestrian access of either 3m on one side or 1.5m on each side; and 2. In all instances within Table 3, remove the requirement for parking and loading bays. And include a note stating that pedestrian access in rural areas can be provided on the grass verge and that the formation of footpaths is not necessary or appropriate in rural areas.	Key Issue 1	Reject	Reject	No
FS23.78	Kāinga Ora - Homes and Communities		Disallow	Key Issue 1	Accept	Accept	
S126.002	Hawke's Bay District Health Board	PKH-S2	Review [reduce] requirements for parking provisions throughout the Proposed Plan.	Key Issue 3	Reject	Reject	No
S129.007	Kāinga Ora - Homes and Communities (Kainga Ora)	SERVICE LANE (Definition)	Amend the definition of 'Service Lane' as follows: 'any lane laid out or constructed whether by the authority of the Council or the Minister of Works and Development or the Minister of Lands (on or after 1 April 1988) for the purpose of providing the public with a side or rear access for vehicular traffic to any land.'	Key Issue 1	Accept	Accept	Yes
S129.027	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-I1	Retain TRAN-I1 as notified.	Key Issue 1	Accept	Accept	No
S129.028	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-O1	Retain TRAN-O1 as notified.	Key Issue 1	Accept	Accept	No
FS11.003	The Ministry of Education		Allow	Key Issue 1	Accept	Accept	

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
S129.029	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-O2	Amend TRAN-O2 as follows: 'Activities generate a type or level of traffic that is compatible with the roads they are located on. can be appropriately accommodated within the local transport network.'	Key Issue 1	Accept in part	Accept in part	Yes
S129.030	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P1	Amend TRAN-P1 as follows: 'To require land owners and occupiers to provide off-street parking, access and loading facilities on sites which are appropriate to the demands of the activities carried out on their sites, limit road congestion and maintain the safety, efficiency and amenity of the streetscape. To manage the number, location and type of parking and loading spaces to support the functional and operational requirements of activities while providing for reductions in on-site parking: (a) In areas which are highly accessible using alternative means of transportation, including public transportation, walking, and cycling; (b) Where a reduction in on-site parking provides for improved on-site amenity (i.e. Outdoor living space, stormwater management, landscaping); and (c) Where reductions in on-site parking will not result in significant adverse effects on the safe, efficient, and effective operation of the transport network.'	Key Issue 3	Accept in part	Accept in part	Yes
S129.031	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P2	Retain TRAN-P2 as notified.	Key Issue 5	Accept	Accept	No
S129.032	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P3	Amend TRAN-P3 as follows: 'To protect Arterial and Collector roads within the transport network from inappropriate development. To manage subdivision and development requiring direct vehicle access to an arterial or collector road to ensure safety and efficiency of the transport network is not inappropriately compromised.'	Key Issue 1	Accept in part	Accept in part	Yes
FS17.31	Horticulture New Zealand		Allow	Key Issue 1	Accept in part	Accept in part	
S129.033	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P4	Amend TRAN-P4 as follows: 'To establish appropriate design standards for the construction of car parking spaces and loading areas that promote the safe and efficient use of vehicles: so as to ensure that they are fit for purpose, where provided.'	Key Issue 3	Accept	Accept in part	Yes
S129.034	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P5	Amend TRAN-P5 as follows: 'To control the width and location of vehicle access points from the transport network to each property to minimise the adverse effects of manoeuvring and queuing vehicles, the potential effects on pedestrian, cyclist and other road	Key Issue 1	Reject	Reject	No

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
			user safety, and effects on streetscape amenity. on the roading network and to road users.'				
S129.035	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P6	Retain TRAN-P6 as notified.	Key Issue 1	Accept	Accept	No
FS11.004	The Ministry of Education		Allow	Key Issue 1	Accept	Accept	
S129.036	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P7	Amend TRAN-P7 as follows: 'To ensure the roading network has capacity to accommodate traffic generated as a result of new development. '	Key Issue 1	Accept in part	Accept in part	Yes
FS16.24	Waka Kotahi NZ Transport Agency		Disallow Retain Policy TRAN-P7 as notified in proposed plan.	Key Issue 1	Accept in part	Accept in part	
S129.037	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-R1	Retain TRAN-R1 as notified.	Key Issue 1	Accept	Accept	No
S129.038	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-RXX (new rule)	And new activities and associated rules in the 'TRAN - Transport' chapter in the Proposed Plan for the following: 1. The operation, maintenance, and repair of the land transport network; 2. The development of new roads to be vested in Council.	Key Issue 1	Reject	Reject	No
S129.039	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S1	Amend 'Table 1 - Car Parking Spaces' in TRAN-S1 in relation to 'Residential Units / Minor Residential Units' as follows: 'Residential Units Activities / Minor Residential Units 2 parks per unit (can include parks within garages or carports), and where the site is located within the Residential Zone, can include a vehicle standing bay required under standard TRAN-S3(5). No minimum or maximum parking spaces required.' And add a 'Note' below 'Table 1 - Car Parking Spaces' as follows: 'Note: Where the above parking rates result in a fraction of a car parking space, this may be rounded down to the nearest whole number.'	Key Issue 3	Accept in part	Accept in part	Yes
S129.040	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S2	Retain TRAN-S2 as notified.	Key Issue 1	Accept	Accept	No
S129.041	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S3	Amend TRAN-S3 as follows: 'Design and Construction of Parking Areas All Zones 1. ... 2. General Design and Construction Details: a. All public and required parking areas, and any outdoor display areas (such	Key Issue 3	Reject	Reject	No

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
			<p>as car, caravan or boat sales yards) must comply with the following general requirements</p> <p>i. Parking areas must be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.</p> <p>ii. ...</p> <p>iii. Where a public or non-residential parking area is within or adjoins a General Residential Zone, Large Lot Residential Zone or Settlement Zone, a 1.8-metre-high, fully enclosed screen must be erected, or a landscape strip of a minimum width of 5 metres along the boundary must be provided. These requirements may be reduced or waived with the consent of the adjoining neighbour.</p> <p>iv. ...</p> <p>v. ...</p> <p>Large Lot Residential Zone (Coastal)</p> <p>3. ...</p> <p>General Residential Zone</p> <p>4. ...</p> <p>5. Vehicle Standing Bay:</p> <p>a. A 5-metre-long vehicle standing bay must be located within the vehicle access to all garages and carports.</p> <p>Commercial Zone / General Industrial Zone</p> <p>6. ...'</p>				
S129.042	Kāinga Ora - Homes and Communities (Kāinga Ora)	TRAN-S5	<p>Amend TRAN-S5 as follows:</p> <p>'Vehicle Access</p> <p>All Zones</p> <p>1. ...</p> <p>2. There must be a maximum of one vehicle crossing per site property or per 15m of road frontage (whichever is greater) within the General Residential Zone, Large Lot Residential Zone and Settlement Zone, except where the site is an emergency services facility.</p> <p>Where the propertysite is bordered by two or more roads, the vehicle access to the property must be from the lower category road or road with the lowest traffic volumes when road hierarchy status is equal.</p> <p>3. ...'</p>	Key Issue 1	Accept in part	Accept in part	Yes
FS16.25	Waka Kotahi NZ Transport Agency		<p>Disallow</p> <p>With respect to State Highways, Waka Kotahi's interests are covered in the note -</p> <p>Note: Notwithstanding the rules in this Plan, every person proposing to construct or modify an accessway onto a State Highway must obtain permission from Waka Kotahi NZ Transport Agency, and every person proposing to construct or modify an access which crosses a rail line must obtain permission from KiwiRail.</p>	Key Issue 1	Accept	Accept	
S129.043	Kāinga Ora - Homes and Communities (Kāinga Ora)	TRAN-S6	<p>Amend TRAN-S6 as follows:</p> <p>'Distance efBetween Vehicle Accesses and Separation from Road Intersections</p> <p>General Residential Zone / Commercial Zone / General Industrial Zone</p>	Key Issue 1	Accept in part	Accept in part	Yes

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
			<p>1. The distance that any new vehicle access to any property may be sited from any road intersection must be a minimum of 15m or the extent of the property boundary where this is not achievable, which ever is the least.</p> <p>2. Where there will be two adjacent accesses on adjoining sites, any new vehicle crossings must be offset from the common legal property boundary (side boundary) by 1.5 metres.</p> <p>3. Any vehicle access to any property must not be sited within 3020 metres of an intersection of a State Highway.</p> <p>Note: Vehicle access in relation to Arterial Road or Collector Road intersections will be subject to a Road Safety Audit as deemed necessary by the Road Controlling Authority.</p> <p>Rural Lifestyle Zone / General Rural Zone / Rural Production Zone / Settlement Zone / Large Lot Residential Zone (Coastal):</p> <p>4. Any new vehicle access to any property shall be sited at least 4020 metres from an intersection of a State Highway.</p> <p>...</p>				
FS16.27	Waka Kotahi NZ Transport Agency		<p>Disallow</p> <p>With respect to State Highways, Waka Kotahi's interests are covered in the note -</p> <p>Note: Notwithstanding the rules in this Plan, every person proposing to construct or modify an accessway onto a State Highway must obtain permission from Waka Kotahi NZ Transport Agency, and every person proposing to construct or modify an access which crosses a rail line must obtain permission from KiwiRail.</p>	Key Issue 1	Accept	Accept	
S129.044	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S7	<p>Amend TRAN-S7 as follows:</p> <p>'1. Any new vehicle access to any property points to roads that cross a railway level crossing shall be located a minimum of must not be sited within 30 metres of a from the rail level crossing.'</p>	Key Issue 1	Accept	Accept in part	Yes
S129.045	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S8	Retain TRAN-S8 as notified.	Key Issue 1	Accept	Accept	No
S129.046	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-AM1	<p>Amend TRAN-AM1 as follows:</p> <p>'General Assessment Matters for Access, Parking and Loading</p> <p>1. Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing location of buildings, access to the road, topography, and utility location.</p> <p>2. Whether there is an adequate alternative supply of parking or loading spaces in the vicinity that could provide a partial or complete waiver of the parking requirements. In general, on-street parking is not considered an alternative.</p> <p>3. Whether a kerb-side loading space can be provided which is of sufficient capacity to accommodate the activity, where applicable. The minimum</p>	Key Issue 3	Accept in part	Accept in part	Yes

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Key Issue reference	Officer's Recommendation (as per s42A report unless otherwise specified)	Panel Recommendation	Amendments to Proposed Plan?
			<p>dimensions for kerb-side loading spaces are 3.5 metres wide, 3.5 metres high and 7 metres deep, measured from the street boundary.</p> <p>4. Whether there is another site in the immediate vicinity that has available parking or loading spaces that are not required at the same time as the proposed activity and that may be jointly used by the proposed activity. In such a situation the Council may require the associated parking or loading spaces to be secured by way of a written legal agreement from the parties concerned acknowledging their responsibility to provide and maintain the amount of parking proposed, and adequate signage to inform customers of its availability.</p> <p>5. Whether the level of vehicular activity likely to be generated by the activity on the site will be unusually low compared to other businesses as a result of business practice. Whether the proposed activity has certain characteristics which are likely to result in a lesser degree of traffic generation and parking demand than would generally be anticipated.</p> <p>6. Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required parking or loading space.</p> <p>7. The degree to which the safety and efficiency of the local land transport network may would be adversely affected by any transport non-compliances.</p> <p>8. Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.</p> <p>9. The degree to which any reduction in the design characteristics will result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient, or unsafe to be used by vehicles or pedestrians.</p> <p>10. Whether the site is to be used for elderly persons' housing.</p> <p>11. Whether a residential site is inaccessible to vehicular traffic.</p> <p>12. Whether a reduced number of parking spaces would allow for better improved amenity to be created through landscaping and/or by the incorporation of low-impact urban design stormwater solutions.</p> <p>13. Whether a reduced number of on-site car parking spaces encourages and promotes use of public and active modes of transport.</p> <p>14. Whether bicycle parking is provided for on site.</p> <p>15. Whether vehicle accesses are designed and sited in such a way so as to minimise potential conflict points.'</p>				
FS16.28	Waka Kotahi NZ Transport Agency		<p>Allow</p> <p>Encourage the ability to exit onto the State Highway forward facing.</p>	Key Issue 3	Accept in part	Accept in part	
S129.047	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-AM2	Retain TRAN-AM2 as notified.	Key Issue 1	Accept	Accept	No