

**OFFICER'S REPORT FOR:**

**Independent Hearing Commissioners:**

**Robert Schofield (Chair)**

**Loretta Lovell**

**Roger Maaka**

**Tim Aitken**

**Kate Taylor**

**Pip Burne**

**TOPIC:**

**Transport**

**PREPARED BY:**

**REPORT DATED:**

**11 November 2022**

**DATE OF HEARING:**

**14 to 16 December 2022**

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## List of Submitters and Further Submitters addressed in this Report

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

<b>Further Submitter Name</b>	<b>Further Submission Number(s)</b>
Horticulture New Zealand	<b>FS17</b>
Kāinga Ora - Homes and Communities	<b>FS23</b>
Silver Fern Farms Limited	<b>FS8</b>
The Ministry of Education	<b>FS11</b>
Waka Kotahi NZ Transport Agency	<b>FS16</b>

## **1.0 Introduction**

### **1.1 Qualifications and Experience**

- 1.1.1 My full name is Rowena Clare Macdonald. I am a Principal Planner and Director of Sage Planning (HB) Limited, a planning consultancy comprising three Principal Planners/Directors established in 2015.
- 1.1.2 I hold a Bachelors degree in Resource and Environmental Planning (Honours) and am a full member of the New Zealand Planning Institute.
- 1.1.3 I have been a practicing planner for the past 25+ years. Prior to establishing Sage Planning, I was a planner with Works Consultancy Services/Opus International Consultants.
- 1.1.4 Sage Planning has been engaged by Central Hawke's Bay District Council as the lead planning consultants to assist with the full District Plan Review since August 2017.

### **1.2 Code of Conduct**

- 1.2.1 I confirm that I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2014, and that I have complied with it when preparing this report. Other than when I state that I am relying on the advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.
- 1.2.2 I am authorised to give this evidence on the Council's behalf to the Proposed District Plan Hearings Commissioners.

### **1.3 Conflict of Interest**

- 1.3.1 I confirm that I have no real or perceived conflict of interest.

### **1.4 Involvement with the Proposed Plan**

- 1.4.1 I was involved in scoping issues and preparing discussion documents for Council's District Plan Review Committee, engagement with the community, preparation of the Draft District Plan (notified in April 2019), reporting on informal submissions to the Committee and recommending amendments to the Draft Plan, and subsequent completion of the Proposed District Plan including preparation of the accompanying Section 32 Evaluation Reports.

### **1.5 Preparation of this Report**

- 1.5.1 My role in the preparation of this report has been to review, provide analysis on, and make recommendations on the submissions and further submissions received in relation to the contents of District-Wide Matters – Energy, Infrastructure & Transport – Transport chapter.
- 1.5.2 The data, information, facts, and assumptions I have considered in forming my opinions are set out in my evidence. Where I have set out opinions in my evidence, I have given reasons for those opinions. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

## **2.0 Scope of Report**

### **2.1 Matters addressed by this Report**

- 2.1.1 This report is prepared in accordance with section 42A of the Resource Management Act 1991 (RMA). This report considers submissions that were received by the Council in relation to the provisions on the transport provisions of the PDP.

### **2.2 Overview of the Topic**

- 2.2.1 Transport matters are currently addressed in Part 8 of the Operative District Plan, and 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, and setting appropriate standards.

- 2.2.2 The PDP transport provisions adopted advances in best practice and alignment with the approach of neighbouring territorial local authorities, particularly Hastings District (CHBDC uses NZS 4404 but is also relying on the Hastings District Council Engineering Code of Practice). Council staff feedback during the District Plan Review identified that the transport provisions required significant revision as the Operative District Plan provisions lack teeth and do not address a number of access-related issues.
- 2.2.3 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 (this appears to have been released around September 2021).
- 2.2.4 CHBDC also contributes to 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 the PDP also seeks to align with this strategic direction:

*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.*

## **2.3 Statutory Requirements**

- 2.3.1 The PDP has been prepared in accordance with the RMA and in particular the requirements of section 74 (Matters to be considered by territorial authority) and section 75 (Contents of district plans).
- 2.3.2 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 incorporating the Regional Policy Statement (RPS). These documents are discussed in detail within the Section 32 Topic Report.
- 2.3.3 I note that the RPS 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.'*

- 2.3.4 The PDP is required to give effect to the RPS.

## **2.4 Procedural Matters**

- 2.4.1 There were no pre-hearing meetings or meetings undertaken in accordance with clause 8AA of Schedule 1, undertaken on the submissions relating to the Transport topic prior to the finalisation of this section 42A report.
- 2.4.2 I have been in contact with CHBDC to obtain further detailed information to support their submissions to integrate the One Network Framework. No further consultation with any parties regarding the Transport topic has been undertaken since notification of the provisions.

## **3.0 Consideration of Submissions Received**

### **3.1 Overview of Submissions**

- 3.1.1 As stated, this topic report addresses submissions received on the district-wide 'TRAN – Transport' provisions, and associated definitions.

- 3.1.2 There are eleven (11) submitters and 5 further submitters across the whole 'Transport' topic.
- 3.1.3 Seventy (70) original submission points, and 20 further submission points were received on the provisions relating to this topic.
- 3.1.4 Of the 70 original submission points, 24 submission points are in support.

### **3.2 Structure of this Report**

- 3.2.1 Given the number, nature and extent of the submissions and further submissions received, I have structured the section 42A report as follows:
  - 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
  - Key Issue 5 – Active Modes of Transport

## 4.0 Key Issue 1 – General Definitions & Transport Provisions

### 4.1 Submissions / Further Submissions Addressed

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Summary of Decision Requested	Summary Recommendation
S57.005	Fire and Emergency New Zealand	HEAVY VEHICLE (Definition)	Support	Retain the definition of 'Heavy Vehicle' as notified.	Accept
.					
S129.007	Kāinga Ora - Homes and Communities (Kainga Ora)	SERVICE LANE (Definition)	Oppose	Amend the definition of 'Service Lane' as follows: 'any lane laid out or constructed <del>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)</del> for the purpose of providing the public with a side or rear access for vehicular traffic to any land.'	Accept
.					
S50.032	The Surveying Company (HB) Ltd	TRAN - Transport	Support	Retain TRAN - Transport chapter.	Accept in part
.					
S129.027	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-I1	Support	Retain TRAN-I1 as notified.	Accept
.					
S73.007	Ministry of Education	TRAN-O1	Support	Retain TRAN-O1 as proposed.	Accept
.					
S11.008	Hawke's Bay Regional Council	TRAN-O1	Amend	Amend TRAN-O1 as follows: 'The transport network is <b>sustainable, safe, resilient, efficient and effective</b> in moving people and goods within and beyond the District.'	Accept
FS23.44	Kāinga Ora - Homes and Communities		Support		Accept
S129.028	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-O1	Support	Retain TRAN-O1 as notified.	Accept
FS11.003	The Ministry of Education		Support		Accept
S73.008	Ministry of Education	TRAN-O2	Support	Retain TRAN-O2 as proposed.	Accept in part
.					
S129.029	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-O2	Amend	Amend TRAN-O2 as follows: 'Activities generate a type or level of traffic that is <del>compatible with the roads they are located on.</del> <b>can be appropriately accommodated within the local transport network.</b> '	Accept in part
.					
S104.007	Central Hawkes Bay District Council	TRAN-P3	Amend	Amend TRAN-P3 as follows: 'To protect <del>Arterial and Collector</del> roads within the transport network from inappropriate development.'	Accept in part
FS17.30	Horticulture New Zealand		Oppose		Accept

S129.032	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P3	Oppose	Amend TRAN-P3 as follows: <del>'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.'</del>	Accept in part
FS17.31	Horticulture New Zealand		Support		Accept in part
S129.034	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P5	Oppose	Amend TRAN-P5 as follows: <del>'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.</del> <b>on the roading network and to road users.'</b>	Reject
S73.009	Ministry of Education	TRAN-P6	Support	Retain TRAN-P6 as proposed.	Accept
S129.035	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P6	Support	Retain TRAN-P6 as notified.	Accept
FS11.004	The Ministry of Education		Support		
S78.034	Waka Kotahi NZ Transport Agency	TRAN-P7	Support	Retain TRAN-P7 as written.	Accept in part
S129.036	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P7	Amend	Amend TRAN-P7 as follows: <del>'To ensure the roading network has capacity to accommodate traffic generated as a result of new development.'</del>	Accept in part
FS16.24	Waka Kotahi NZ Transport Agency		Oppose	Retain Policy TRAN-P7 as notified in proposed plan.	Accept in part
S129.038	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-RXX (new rule)	Amend	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.	Reject
S57.025	Fire and Emergency New Zealand	TRAN-R1	Support	Retain TRAN-R1 as notified.	Accept
S129.037	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-R1	Support	Retain TRAN-R1 as notified.	Accept
S129.040	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S2	Support	Retain TRAN-S2 as notified.	Accept

S57.027	Fire and Emergency New Zealand	TRAN-S5	Support	Retain TRAN-S5 as notified.	Accept
.					
S78.035	Waka Kotahi NZ Transport Agency	TRAN-S5	Support	Retain the 'Note' in TRAN-S5 as written.	Accept
.					
S129.042	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S5	Oppose	<p>Amend TRAN-S5 as follows:</p> <p>'Vehicle Access All Zones</p> <p>1. ...</p> <p>2. There must be a maximum of one vehicle crossing per <del>site property or per</del> <b>15m of road frontage (whichever is greater)</b> 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 <del>property</del><b>site</b> is bordered by two or more roads, the vehicle access to the property must be from the lower category road <del>or road with the lowest traffic volumes when road hierarchy status is equal.</del></p> <p>3. ...'</p>	Accept in part
FS16.25	Waka Kotahi NZ Transport Agency		Oppose	<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>	Accept
S105.007	James Bridge	Table 3	Oppose	<p>Amend 'Table 3 - Minimum Legal Widths of Private Access - Rural Environments - Commercial, Industrial &amp; Other Activities' as follows:</p> <p>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</p> <p>2. In all instances within Table 3, remove the requirement for parking and loading bays.</p> <p>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.</p>	Reject
FS23.78	Kāinga Ora - Homes and Communities		Oppose		Accept
S78.036	Waka Kotahi NZ Transport Agency	TRAN-S6	Support	Retain TRAN-S6 as written.	Accept in part
.					
S129.043	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S6	Oppose	<p>Amend TRAN-S6 as follows:</p> <p>'Distance <del>of</del><b>Between</b> Vehicle Accesses <b>and Separation</b> from Road Intersections General Residential Zone / Commercial Zone / General Industrial Zone</p> <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</p>	Accept in part

				<p>property boundary <b>where this is not achievable</b>, 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 <b>3020</b> 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 <b>4020</b> metres from an intersection of a State Highway.</p> <p>...</p>	
FS16.27	Waka Kotahi NZ Transport Agency		Oppose	<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>	Accept
S129.044	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S7	Amend	<p>Amend TRAN-S7 as follows:</p> <p>'1. Any new vehicle access to <del>any property</del> <b>points to roads that cross a railway level crossing shall be located a minimum of</b> <del>must not be sited within 30 metres of a</del> <b>from the</b> rail level crossing.'</p>	Accept
.					
S78.037	Waka Kotahi NZ Transport Agency	TRAN-S8	Support	Retain TRAN-S8 as written.	Accept
.					
S129.045	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S8	Support	Retain TRAN-S8 as notified.	Accept
.					
S57.169	Fire and Emergency New Zealand	RLZ-S4	Support	Retain RLZ-S4 as notified.	Accept
.					
S129.047	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-AM2	Support	Retain TRAN-AM2 as notified.	Accept
.					
S57.032	Fire and Emergency New Zealand	TRAN-M2	Support	Retain TRAN-M2 as notified.	Accept in part
.					
S89.001	Central Hawkes Bay District Council	TRAN-M2	Amend	Amend TRAN-M2(2) as follows:	Accept

				'2. Code of Practice for Urban Land Subdivision (New Zealand Standard NZS-4404:2010).'	
.					

4.1.1 In summary, these 33 submissions and 9 further submissions support or seek amendments to relevant definitions and general matters relating to the transport provisions in the PDP.

## 4.2 Matters Raised by Submitters

### General

4.2.1 The Surveying Company (S50.032) seeks retention of the TRAN – Transport chapter in the PDP, as they consider it is *‘concise, clear and will achieve good outcomes’*.

### Definitions

4.2.2 FENZ (S57.005) seeks retention of the definition of ‘Heavy Vehicle’ in the PDP as notified, *‘as it excludes vehicles designed and used solely for firefighting. It is appropriate that fire appliances are not subject to the heavy vehicle storage limits in each zone chapter’*.

4.2.3 Kāinga Ora (S129.007) *‘considers that the developer of the service lane is irrelevant to the definition’* and seeks to amend the definition of ‘Service Lane’ in the PDP, as follows:

SERVICE LANE	any lane laid out or constructed <del>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)</del> 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, & Policies - General

#### Issue TRAN-I1

4.2.4 Kāinga Ora (S129.027) seeks retention of Issue TRAN-I1 as notified.

#### Objective TRAN-O1

4.2.5 Kāinga Ora (S129.028), further supported by the Ministry of Education (S73.007 & FS11.003), seeks retention of Objective TRAN-O1 as notified.

4.2.6 HBRC (S11.008), further supported by Kāinga Ora (FS23.44), seeks to align the chapter with Council’s contribution and commitment to the strategic direction set in the Regional Land Transport Plan (RLTP), including amendment of Objective TRAN-O1 as follows:

TRAN-O1	The transport network is <b>sustainable</b> , safe, resilient, efficient and effective in moving people and goods within and beyond the District.
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#### Objective TRAN-O2

4.2.7 The Ministry of Education (S73.008) seeks retention of Objective TRAN-O2 as notified, *‘as it promotes activities that generate traffic volumes that are compatible with the roads they are located on’*.

4.2.8 Kāinga Ora (S129.029) seeks to amend Objective TRAN-O2 *‘to more clearly articulate what makes a level of traffic generation ‘compatible’ with the local road network’*, as follows:

TRAN-O2	Activities generate a type or level of traffic that <del>is compatible with the roads they are located on</del> <b>can be appropriately accommodated within the local transport network</b> .
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#### Policy TRAN-P3

4.2.9 CHBDC (S104.007) seeks to amend Policy TRAN-P3 as a consequence of replacing roading classifications (refer Key Issue 2), as follows:

TRAN-P3	To protect <del>Arterial and Collector</del> roads within the transport network from inappropriate development.
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4.2.10 CHBDC states that *‘The change is not considered to have any adverse effect nor materially change the extent to which the PDP meets relevant statutory obligations’*.

4.2.11 However, Hort NZ (FS17.30) opposes the amendments sought by CHBDC for the following reasons:

*'TRANS-P3 sought to protect arterial and collector roads within the district. The change sought now seeks to protect all roads. This is a significant change. If the change is due to new classifications then the new classifications should be included in the policy.'*

4.2.12 Kāinga Ora (S129.032) seeks to replace Policy TRAN-P3 with the following wording:

TRAN-P3 **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.**

4.2.13 Kāinga Ora considers that *'in relation to arterial and collector roads, the word 'protect' is disproportionately strong relative to the matter TRAN-P3 seeks to address. Further, the policy does not sufficiently delineate what constitutes inappropriate development'*.

4.2.14 Hort NZ (FS17.31) supports the amendments sought by Kāinga Ora *'as the wording sought by the submitter reflects a better balance in the policy'*.

#### Policy TRAN-P5

4.2.15 Kāinga Ora (S129.034) generally supports the intent of Policy TRAN-P5, however considers that it can be simplified and streamlined as follows:

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 on the roading network and to road users.**

#### Policy TRAN-P6

4.2.16 Kāinga Ora (S129.035), further supported by the Ministry of Education (S73.009 & FS11.004), seek retention of Policy TRAN-P6 as notified.

4.2.17 The Ministry supports this policy for the following reasons:

*'The Ministry submitted on this point for the Draft Central Hawke's Bay District Plan. The Ministry supported this policy in part as it encourages the use of alternative means of safe transport, including active transport modes to reduce the effects of vehicle-based transport systems. This policy also aligns with the Ministry's focus on encouraging active modes of transport for students and employees to and from educational facilities where possible.*

*The Ministry sought that the use of public transport modes is also included in this policy and encouraged in the District as an alternative means of safe transport to educational activities (such as buses).*

*The Ministry supports the Policy with the adoption of the proposed changes.'*

#### Policy TRAN-P7

4.2.18 Kāinga Ora (S129.036) *'generally supports the policy, however considers that amendments are needed to clarify that it is the traffic generated by new development, rather than the new development itself, which can result in adverse effects on the capacity of the road network such that it requires management'*, and seeks the following amendment:

TRAN-P7 To ensure the roading network has capacity to accommodate **traffic generated as a result of** new development.

4.2.19 Waka Kotahi (FS16.24 & S78.034) opposes this submission as it *'Narrows the scope of the objective too much as traffic is not the only relevant matter'*, and seeks retention of the policy as notified.

#### Rules, Standards - General

##### Rule TRAN-R1 Provision of Vehicular Access, and Parking and Loading Space

4.2.20 FENZ (S57.025) and Kāinga Ora (S129.037) both seek retention of Rule TRAN-R1 as notified.

4.2.21 FENZ gives the following reasons for supporting this rule:

*‘...as it requires the provision of vehicular access in all zones to comply with TRAN-S5 which requires developers to provide minimum legal widths for private access as contained in Table 2, Table 3 and Table 4.*

*Activities that do not comply with TRANS-R1 require resource consent as a restricted discretionary activity and are subject to TRANS-AM1 and TRANS-AM2 which Fire and Emergency supports.’*

**New Rule**

4.2.22 Kāinga Ora (S129.038) seeks *‘the inclusion of new activities and associated rules 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.’*

4.2.23 They give the following reasons:

*‘Kāinga Ora considers that new rules need to be included in the transport chapter, recognising that there are other matters which require management apart from the provision of vehicle access, parking and loading spaces. Kāinga Ora seeks the inclusion of new activities and associated rules relating to:*

- 1. The operation, maintenance, and repair of the transport network; and*
- 2. The development of new roads to be vested in Council.*

*In relation to the above, Kāinga Ora considers that these activities may appropriately be provided for as permitted activities subject to compliance with relevant transport standards, where non-compliances can be appropriately managed through a restricted discretionary activity framework.’*

**Standard TRAN-S2 Parking Spaces for People with Disabilities**

4.2.24 Kāinga Ora (S129.040) seeks retention of Standard TRAN-S2 as notified.

**Standard TRAN-S5 Design and Construction of Parking Areas**

4.2.25 FENZ (S57.027) seeks retention of Standard TRAN-S5 as notified, and Waka Kotahi (S78.035) seeks retention of the accompanying ‘Note’.

4.2.26 FENZ gives the following reasons for supporting this standard:

*‘...as it recognises the need for suitable vehicle access for all activities within the district with requirements set out in Table 2, Table 3 and Table 4.*

*Fire and Emergency further supports TRAN-S5(2) as it excepts emergency service facilities from the maximum of one vehicle crossing per property requirement in the General Residential Zone, Large Lot Residential Zone and Settlement Zone. Multiple vehicle crossings are necessary at fire stations to provide for the one-way movement of firefighting appliances.’*

4.2.27 Kāinga Ora (S129.042) seeks to amend Standard TRAN-S5, as follows:

TRAN-S5 Vehicle Access	
All Zones	<ol style="list-style-type: none"> <li>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.</li> <li>2. There must be a maximum of one vehicle crossing per <b>site or per 15m of road frontage (whichever is greater)property</b> within the General Residential Zone, Large Lot Residential Zone and Settlement Zone, except where the site is an emergency services facility. Where the <b>siteproperty</b> is bordered by two or more roads, the vehicle access to the property must be from the lower category road <b>or road with the lowest traffic volumes when road hierarchy status is equal</b>.</li> <li>3. The minimum legal widths for private access are contained in Table 2 – Residential Units &amp; Home Businesses, Table 3 – Rural Environments – Commercial, Industrial &amp; Other Activities, and Table 4 – Urban Environments – Commercial &amp; 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.</li> </ol>

	<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 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>
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4.2.28 Kāinga Ora gives the following reasons:

*‘...to recognise that as road frontage increases, a greater number of vehicle crossings is likely to be appropriate per site.*

*Kāinga Ora also seeks deletion of the requirement that where sites are bordered by two or more roads of the same category, that vehicle access must be via that road which carries less traffic, and considers that the level of investigation and evidence required in this regard is not justified.*

*So as to ensure consistency throughout the plan, Kāinga Ora opposes the use of the term ‘property’ and replacement with the defined term ‘site’.*

4.2.29 Waka Kotahi (FS16.25) opposes this submission for the following reasons:

*‘Waka Kotahi would prefer that distances are not specified for access onto a State Highway as the appropriate number and spacing of vehicle crossings is dependent on the speed limit, zone and the site environment. The word “or road with the lowest traffic volumes when road hierarchy status is equal” need to remain as otherwise it will not be clear which road the vehicle access needs to be from.’*

*Table 2 Minimum Legal Widths of Private Access – Urban and Rural Environments – Residential Units & Home Businesses, and Table 3 Minimum Legal Widths of Private Access – Rural Environments – Commercial, Industrial & Other Activities<sup>1</sup>*

4.2.30 James Bridge (S105.007) seeks to amend Tables 2 & 3, as follows:

*‘Amend for private access serving 21-200 sites to require a maximum legal width of 15m, pedestrian access of either 3m on one side or 1.5m on each side, and, in all instances within Table 3, remove the requirement for parking and loading bays within the access.*

*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.’*

4.2.31 The reasons given are as follows:

*‘Requiring a 20m legal access width of 20m is excessive.*

*Providing 3m pedestrian access on both sides of the road in rural areas is unnecessary.*

*Providing parking and loading bays on the roadside is inconsistent with the character of rural areas, and inconsistent with Policy TRAN-P1 requiring off-street parking, access and loading facilities to be provided within sites. The large lot sizes required in rural environments will be sufficient to allow parking and loading to be accommodated within sites without the need for dedicated on-road parking.’*

4.2.32 Kāinga Ora (FS23.78) opposes the amendments sought ‘to the extent it is inconsistent with its primary submission’.

*Standard TRAN-S6 Distance of Vehicle Access from Road Intersections*

4.2.33 Kāinga Ora (S129.043) ‘considers that vehicle access separation of 100 and 30 metres respectively, is excessive and disproportionate to the risk it seeks to manage’ and seeks to amend Standard TRAN-S6 as follows:

TRAN-S6 Distance <del>between</del> of Vehicle Accesses <del>and</del> Separation from Road Intersections	
General Residential Zone	<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 <b><u>where this is not achievable, whichever is the least.</u></b></p>
Commercial Zone	
General Industrial Zone	

<sup>1</sup> Note: The Summary of Submissions referenced only Table 3 in relation to this submission point, however the full submission refers to Table 2 also.

	<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 <b>2030</b> metres of an intersection of a State Highway.</p> <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)	<p>4. Any new vehicle access to any property shall be sited at least <b>20400</b> metres from an intersection of a State Highway.</p>

4.2.34 Waka Kotahi (FS16.27 & S78.036) opposes this submission and seeks retention of the standard as notified, for the following reasons:

*'Waka Kotahi would prefer that distances are not specified for access onto or near a State Highway. The appropriate number and spacing of vehicle crossings is dependent on the speed limit, zone and the site environment, as referred to in our Planning Policy Manual (PPM) Appendix 5B. The PPM specifications cannot be reduced to one clause or one measurement and 20m cannot be supported.'*

#### Standard TRAN-S7 Distance of Vehicle Access from Railway Level Crossings

4.2.35 Kāinga Ora (S129.044) generally supports Standard TRAN-S7, but requests that it be amended 'to ensure the rule is specific as to which road may apply, in situations where there are multiple roads within 30m of the crossing', as follows:

TRAN-S7 Distance of Vehicle Access from Railway Level Crossings	
All Zones	<p>1. Any new vehicle access <del>to any property</del> <b>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</b> rail level crossing.</p>

#### Standard TRAN-S8 Safe Sightline Distances

4.2.36 Waka Kotahi (S78.037) and Kāinga Ora (S129.045) both seek retention of Standard TRAN-S8 as notified.

#### Standard RLZ-S4 Setback from Roads and Rail Network<sup>2</sup>

4.2.37 FENZ (S57.169) seeks retention of Standard RLZ-S4 as notified, 'as it allows buildings associated with emergency service activities to be located within the 20m setback from a road boundary. This supports the logistical and operational requirements of Fire and Emergency'.

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

4.2.38 Kāinga Ora (S129.047) seeks retention of Assessment Matter TRAN-AM2 as notified.

#### Method TRAN-M2 Other Codes of Practice

4.2.39 FENZ (S57.032) 'strongly support the use of New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509 in respect of compliance with the accessway dimension requirements' and seeks retention of Method TRAN-M2 as notified.

4.2.40 CHBDC (S89.001) seeks that the reference to the Code of Practice for Urban Land Subdivision in Method TRAN-M2 be amended to reflect the current version, 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 Subdivision (New Zealand Standard NZS 4404:2010).

<sup>2</sup> Note: This submission was missed off from being addressed during Hearing Stream 3 on the Rural Environment, but is considered appropriate to address here.

4.2.41 CHBDC submits that:

*‘The PDP inadvertently refers to an earlier version of the New Zealand Standard on the Code of Practice for Urban Land Subdivision. The current version is NZS4404:2010. There are not considered to be any effects arising from this correction, nor any change to the extent to which the PDP meets relevant statutory obligations.’*

### 4.3 Analysis

#### General & Definitions

4.3.1 Submissions in support of the TRAN – Transport chapter generally, and in relation to the definition of ‘Heavy Vehicle’, are in support, and no further analysis is considered necessary.

4.3.2 In relation to the definition of ‘Service Lane’, I concur with Kāinga Ora that the developer of the service lane is irrelevant to the definition. Therefore, I recommend the definition of ‘Service Lane’ be amended, as follows:

SERVICE LANE	any lane laid out or constructed <del>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)</del> 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, & Policies - General

##### Issue TRAN-I1 & Policy TRAN-P6

4.3.3 Submissions on Issue TRAN-I1 and Policy TRAN-P6 are all in support, and no further analysis is considered necessary.

##### Objective TRAN-O1

4.3.4 There is general support for Objective TRAN-O1, and I concur with HBRC that the wording proposed in their submission better aligns with the strategic direction set in the RLTP. Therefore, I recommend Objective TRAN-O1 be amended as follows:

TRAN-O1	The transport network is <b>sustainable</b> , safe, resilient, efficient and effective in moving people and goods within and beyond the District.
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##### Objective TRAN-O2

4.3.5 There is support for Objective TRAN-O2, however I concur with Kāinga Ora that the objective can be more clearly articulated, and therefore recommend the following amendment (without the words ‘can be’ sought by the submitter, which I consider inappropriate in an objective):

TRAN-O2	Activities generate a type or level of traffic that is <del>compatible with the roads they are located on</del> <b>appropriately accommodated within the local transport network.</b>
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##### Policy TRAN-P3

4.3.6 CHBDC seeks to amend Policy TRAN-P3 to delete reference to ‘Arterial and Collector’ roads, as a consequence of replacing roading classifications. CHBDC consider this would not materially change the extent to which the PDP meets relevant statutory obligations. Conversely, Hort NZ considers the change would expand the policy to protect ‘all’ roads, not just Arterial and Collector roads, and that ‘If the change is due to new classifications then the new classifications should be included in the policy’.

4.3.7 Further, Kāinga Ora considers that the word ‘protect’ in the policy is disproportionately strong, and offers replacement wording (which is supported by Hort NZ). I concur that the suggested replacement wording reflects a better balance in the policy. However, I consider that reference to ‘Arterial and Collector’ classified roads within the amended policy is unnecessary, and consider the policy would better achieve the objectives of the PDP if it referenced ‘the transport network’ instead – Objective TRAN-O1 refers to ‘the transport network’, as does the amended Objective TRAN-O2 recommended above.

4.3.8 Therefore, I recommend Policy TRAN-P3 be amended, as follows:

TRAN-P3	<del>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.</del>
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*Policy TRAN-P5*

- 4.3.9 I note that Kāinga Ora generally supports the intent of Policy TRAN-P5 but seeks amendments. I consider that the proposed amendments do more than merely simplify and streamline the policy, as the amended wording deletes any reference to adverse effects on safety and on streetscape amenity. The policy is quite clear what it is trying to achieve, whereas the amendment makes the policy less helpful to plan users. Therefore, I recommend that Policy TRAN-P5 be retained as notified.

*Policy TRAN-P7*

- 4.3.10 Kāinga Ora generally supports Policy TRAN-P7, but seeks amendments to clarify that it is the traffic generated by new development, rather than the new development itself. However, I concur with Waka Kotahi that the amendments sought narrow the scope, as the level of traffic may not be the only matter relevant for consideration.
- 4.3.11 On that basis, I recommend that Policy TRAN-P7 be amended to clarify it is not the new development itself, but in a way that more broadly references transportation matters rather than simply 'the traffic generated' by new development, in line with the objectives of the TRAN – Transport chapter of the PDP (i.e. Objective TRAN-O1 & TRAN-O2), as follows:

TRAN-P7	To ensure the roading network has capacity to accommodate <b>the transportation needs of</b> new development.
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Rules, Standards - General*Rule TRAN-R1, Standard TRAN-S2, Standard TRAN-S8, Standard RLZ-S4 & Assessment Matter TRAN-AM2*

- 4.3.12 Submissions on Rule TRAN-R1, Standard TRAN-S2, Standard TRAN-S8, Standard RLZ-S4, and Assessment Matter TRAN-AM2, are all in support, and no further analysis is considered necessary.
- 4.3.13 I note that the reference to 'Minimum Site Distance' in the table below 'Note 2' in Standard TRAN-S8 should correctly refer to 'Minimum Sight Distance' and recommend this be corrected as a clause 16 RMA minor amendment.

*New Rule*

- 4.3.14 Kāinga Ora seeks inclusion of new activities and associated rules 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.
- 4.3.15 Roads etc are network utilities, and are therefore provided for in the NU – Network Utilities chapter of the PDP. Rule NU-R1 provides for the operation, maintenance, replacement, and removal of existing network utilities as a Permitted Activity, subject to general standards. Rule NU-R2 provides for minor upgrading of existing network utilities as a Permitted Activity, subject to general standards. Rule NU-R4 provides for construction of new network utilities as a Permitted Activity, subject to general standards, and Rule NU-R5 provides for cycleways or walkways within road reserve as a Permitted Activity.
- 4.3.16 Similarly, Requiring Authorities (which includes a Minister of the Crown, a local authority, or a network utility operator) also have the ability to give notice of a requirement for a designation for a public work, project or work – including for land transport network purposes – under the provisions in Part 8 of the RMA.
- 4.3.17 Therefore, in my view, inclusion of the above activities and any associated rules within the TRAN – Transport chapter of the PDP are unnecessary, as they are already covered in the NU – Network Utilities chapter.

*Standard TRAN-S5 Design and Construction of Parking Areas*

- 4.3.18 FENZ and Waka Kotahi support Standard TRAN-S5 as notified, however Kāinga Ora seeks amendments to allow a greater number of vehicle crossings as road frontage increases (requesting provision for up to one vehicle crossing per 15m of road frontage) in the General Residential, Large Lot Residential, and Settlement Zones. Kāinga Ora also seeks deletion of the requirement that where sites are bordered by two or more roads of the same category, that vehicle access must be via that road which carries less traffic, as they consider that the level of investigation and evidence required in this regard is not justified.
- 4.3.19 I concur that reference to 'property' should be replaced with the defined term 'site' to be consistent with the terminology adopted elsewhere in the PDP. However, I do not agree with the other amendments sought by Kāinga Ora in relation to this standard. In my view, provision for one vehicle crossing per site

is necessary and appropriate to ensure all sites have legal access to a road, but provision for a vehicle crossing for every 15m of road frontage as a Permitted Activity could have significant adverse effects on the transport network.

- 4.3.20 I concur with Waka Kotahi that the appropriate number and spacing of vehicle crossings is dependent on the speed limit, zone and the site environment, and therefore it is appropriate in my view for multiple vehicle crossings to be subject to an assessment of effects on the environment through a resource consent process.
- 4.3.21 I also concur with Waka Kotahi that the words ‘or road with the lowest traffic volumes when road hierarchy status is equal’ need to remain, to be clear which road the vehicle access needs to be from in such situations. This approach seeks to ensure that vehicle access is directed to the road with the greatest ability to accommodate it, in the first instance.
- 4.3.22 For these reasons, I recommend only a minor amendment to Standard TRAN-S5 to refer to the defined term ‘site’, as follows:

TRAN-S5 Vehicle Access	
All Zones	<ol style="list-style-type: none"> <li>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.</li> <li>There must be a maximum of one vehicle crossing per <b>siteproperty</b> within the General Residential Zone, Large Lot Residential Zone and Settlement Zone, except where the site is an emergency services facility. Where the <b>siteproperty</b> 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.</li> <li>The minimum legal widths for private access are contained in Table 2 – Residential Units &amp; Home Businesses, Table 3 – Rural Environments – Commercial, Industrial &amp; Other Activities, and Table 4 – Urban Environments – Commercial &amp; 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.</li> <li>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.</li> </ol> <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>

*Table 2 Minimum Legal Widths of Private Access – Urban and Rural Environments – Residential Units & Home Businesses, and Table 3 Minimum Legal Widths of Private Access – Rural Environments – Commercial, Industrial & Other Activities<sup>3</sup>*

- 4.3.23 I do 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. These are standards that have been adopted in consultation with Council’s roading engineers and is in line with the neighbouring Hastings District, and the submitter has not provided any evidence to support reducing these. Similarly, I do not support a broad 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 – this could have significant adverse effects on public safety and on the efficient functioning of the transport network.
- 4.3.24 In my view, these standards are a reasonable threshold to apply to a Permitted Activity. Where they are not achieved, it is reasonable and appropriate that any adverse effects of a private access proposal be assessed on a case-by-case basis as a Restricted Discretionary Activity (Rule TRAN-R1).

<sup>3</sup> Note: The Summary of Submissions referenced only Table 3 in relation to this submission point, however the full submission refers to Table 2 also.

*Standard TRAN-S6 Distance of Vehicle Access from Road Intersections*

- 4.3.25 Kāinga Ora seeks to reduce the vehicle access separation from an intersection with a State Highway in the General Residential, Commercial, and General Industrial Zones from 30 metres to 20 metres, and from 100 metres to 20 metres in the Rural Zones and Large Lot Residential Zone. Waka Kotahi opposes this.
- 4.3.26 In the General Residential, Commercial, and General Industrial Zones, I do not consider the setbacks for vehicle accesses from an intersection with a State Highway within Standard TRAN-S6 are excessive or disproportionate to the risk they seek to manage, and I do not support reducing these to 20m regardless of location or situation. Even more so, I do not support reducing the setback for vehicle access from an intersection with a State Highway in the rural zones and Large Lot Residential Zone, as these are likely higher speed sections of highway, and the location of a vehicle access in close proximity could have significant adverse effects on the safe and efficient function of the highway in that locality.
- 4.3.27 As stated by Waka Kotahi in their further submission, the appropriate (and, presumably, safe) spacing of vehicle crossings is dependent on speed limit, zone and the site environment. The setbacks in Standard TRAN-S6 are considered appropriate Permitted Activity thresholds, below which the effects are able to be appropriately assessed via a resource consent process as a Restricted Discretionary Activity.
- 4.3.28 On the basis of the above, I recommend only minor amendments to Standard TRAN-S6 for clarity, as follows:

TRAN-S6 Distance <del>between</del> of Vehicle Accesses and Separation from Road Intersections	
General Residential Zone Commercial Zone General Industrial Zone	<ol style="list-style-type: none"> <li>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 <b><u>where this is not achievable, whichever is the least.</u></b></li> <li>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.</li> <li>Any vehicle access to any property must not be sited within 30 metres of an intersection of a State Highway.</li> </ol> <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"> <li>Any new vehicle access to any property shall be sited at least 100 metres from an intersection of a State Highway.</li> </ol>

*Standard TRAN-S7 Distance of Vehicle Access from Railway Level Crossings*

- 4.3.29 Kāinga Ora generally supports Standard TRAN-S7, but requests that it be amended to ensure the rule is specific as to which road may apply, in situations where there are multiple roads within 30m of the crossing. I am not sure the amendments sought better articulate the intent of the standard, but I have no strong opinion. Therefore, if the Panel prefers the wording proposed by the submitter, I would support amending Standard TRAN-S7 as follows:

TRAN-S7 Distance of Vehicle Access from Railway Level Crossings	
All Zones	<ol style="list-style-type: none"> <li>Any new vehicle access <del>to any property</del> <b><u>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</u></b> rail level crossing.</li> </ol>

*Method TRAN-M2 Other Codes of Practice*

- 4.3.30 There is submitter support for retention of Method TRAN-M2, but with amendment to reflect the current version of NZS4404. This represents a minor amendment. Therefore, I recommend Method TRAN-M2 be amended to reference the current 'Land Development and Subdivision Infrastructure' Standard (NZS4404:2010), 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).

#### 4.4 Recommendations

4.4.1 For the reasons outlined above, I recommend that the definition of Heavy Vehicle, Issue TRAN-I1, Policies TRAN-P5 & TRAN-P6, Rule TRAN-R1, Tables 2 & 3, Standards TRAN-S2 & RLZ-S4, and Assessment Matter TRAN-AM2 be retained, and that the definition of Service Lane, Objectives TRAN-O1 & TRAN-O2, Policies TRAN-P3 & TRAN-P7, Standards TRAN-S5, TRAN-S6, TRAN-S7 & TRAN-S8, and Method TRAN-M2 be amended (as outlined in Recommended Amendments below).

4.4.2 I recommend that the following submission(s) be **accepted**:

- HBRC, S11.008
- FENZ, S57.005, S57.025, S57.027, S57.169
- The Ministry of Education, S73.007, S73.009
- Waka Kotahi, S78.035, S78.037
- CHBDC, S89.001
- Kāinga Ora, S129.007, S129.027, S129.028, S129.035, S129.037, S129.040, S129.044, S129.045, S129.047

4.4.3 I recommend that the following submission(s) be **accepted in part**:

- The Surveying Company, S50.032
- FENZ, S57.032
- Ministry of Education, S73.008
- Waka Kotahi, S78.034, S78.036
- CHBDC, S104.007
- Kāinga Ora, S129.029, S129.031, S129.032, S129.036, S129.042, S129.043

4.4.4 I recommend that the following submission(s) be **rejected**:

- James Bridge, S105.007
- Kāinga Ora, S129.034, S129.038

4.4.5 My recommendation in relation to further submissions reflect the recommendation on the relevant primary submission.

#### 4.5 Recommended Amendments

4.5.1 I recommend the following amendment(s) is made:

Amend the definition of 'Service Lane':

SERVICE LANE	any lane laid out or constructed <del>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)</del> for the purpose of providing the public with a side or rear access for vehicular traffic to any land.
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Amend the following objectives and policies:

TRAN-O1	The transport network is <b>sustainable</b> , safe, resilient, efficient and effective in moving people and goods within and beyond the District.
TRAN-O2	Activities generate a type or level of traffic that is <del>compatible with the roads they are located on</del> <b>appropriately accommodated within the local transport network</b> .
TRAN-P3	<del>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.</del>
TRAN-P7	To ensure the roading network has capacity to accommodate <b>the transportation needs of</b> new development.

Amend the following standards:

TRAN-S5 Vehicle Access	
All Zones	<ol style="list-style-type: none"> <li>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.</li> <li>There must be a maximum of one vehicle crossing per <b>siteproperty</b> within the General Residential Zone, Large Lot Residential Zone and Settlement Zone, except where the site is an emergency services facility. Where the <b>siteproperty</b> 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.</li> <li>The minimum legal widths for private access are contained in Table 2 – Residential Units &amp; Home Businesses, Table 3 – Rural Environments – Commercial, Industrial &amp; Other Activities, and Table 4 – Urban Environments – Commercial &amp; 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.</li> <li>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.</li> </ol> <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>

TRAN-S6 Distance <b>between</b> of Vehicle Accesses <b>and Separation</b> from Road Intersections	
General Residential Zone Commercial Zone General Industrial Zone	<ol style="list-style-type: none"> <li>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 <b>where this is not achievable, whichever is the least.</b></li> <li>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.</li> <li>Any vehicle access to any property must not be sited within 30 metres of an intersection of a State Highway.</li> </ol> <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"> <li>Any new vehicle access to any property shall be sited at least 100 metres from an intersection of a State Highway.</li> </ol>

TRAN-S7 Distance of Vehicle Access from Railway Level Crossings	
All Zones	<ol style="list-style-type: none"> <li>Any new vehicle access <del>to any property</del> <b>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</b> rail level crossing.</li> </ol>

Amend reference in the table below 'Note 2' in Standard TRAN-S8 to 'Minimum **SiteSight** Distance'.

Amend Method TRAN-M2:

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.	<b>Code of Practice for Urban Land Development and Subdivision Infrastructure</b> (New Zealand Standard NZS 4404:2010).

#### **4.6 Section 32AA Evaluation**

- 4.6.1 The recommended addition of the word 'sustainable' in Objective TRAN-O1 better aligns with the strategic direction set in the RLTP, and with the sustainable management purpose of the RMA.
- 4.6.2 The recommended amendment for Objective TRAN-O2 articulates the intent of the objective more clearly, with minor effect.
- 4.6.3 The recommended replacement wording for Policy TRAN-P3 better achieves the objectives of the PDP in referencing 'the transport network' – Objective TRAN-O1 refers to 'the transport network', as does the amended Objective TRAN-O2.
- 4.6.4 The recommended change to Policy TRAN-P7 is clarification and better aligns with the objectives of the TRAN – Transport chapter of the PDP (i.e. Objective TRAN-O1 & TRAN-O2).
- 4.6.5 The remaining recommendations in terms of the standards and other methods are considered editorial and minor, where the changes would improve the effectiveness of the provisions without changing the policy approach, therefore S32AA re-evaluation is not warranted for those.

## 5.0 Key Issue 2 – 'One Network Framework' (ONF)

### 5.1 Submissions / Further Submissions Addressed

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Summary of Decision Requested	Summary Recommendation
S104.001	Central Hawkes Bay District Council	[General]	Amend	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'.	Accept
.					
S104.016	Central Hawkes Bay District Council	[General]	Amend	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.	Accept
.					
S104.003	Central Hawkes Bay District Council	ACCESS ROAD (Definition)	Oppose	Delete the definition of 'Access Road'.	Accept
.					
S104.004	Central Hawkes Bay District Council	ARTERIAL ROAD (Definition)	Oppose	Delete the definition of 'Arterial Road'.	Accept
.					
S104.005	Central Hawkes Bay District Council	PRIMARY COLLECTOR ROAD (Definition)	Oppose	Delete the definition of 'Primary Collector Road'.	Accept
.					
S104.006	Central Hawkes Bay District Council	SECONDARY COLLECTOR ROAD (Definition)	Oppose	Delete the definition of 'Secondary Collector Road'.	Accept
.					
S104.002	Central Hawkes Bay District Council	TRAN - Introduction	Amend	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'.	Accept
.					
S104.008	Central Hawkes Bay District Council	TRAN-S6	Amend	Amend TRAN-S6 as follows: 'General Residential Zone Commercial Zone General Industrial Zone 1. ... 2. ... 3. ... Note: Vehicle access in relation to <del>Arterial Road or Collector Road</del> <b>Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, or Civic Square</b> intersections will be subject to a Road Safety Audit as deemed necessary by the Road Controlling Authority.'	Accept in part
FS16.26	Waka Kotahi NZ Transport Agency		Support	Accept submission point and amend TRAN-S6 as proposed by submitter S104.008.	Accept in part

S104.009	Central Hawkes Bay District Council	TRAN - Principal Reasons	Amend	<p>Amend paragraphs 1 and 2 of 'TRAN - Principal Reasons' as follows:</p> <p>'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 <del>arterial and collector</del> <b>Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Road</b> 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.</p> <p>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 <del>Arterial or Collector</del> <b>Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban</b> Roads where vehicle speeds and volumes are typically higher than for other roads in the One Network <del>Framework</del> <b>Framework</b> Road Classification. Excessive parking of vehicles on residential streets can also detract from the amenity of those streets and adjoining residential areas.'</p>	Accept in part
S104.010	Central Hawkes Bay District Council	TRAN-APP5	Oppose	<p>Replace the provisions of TRAN-APP5 'One Road Network Classification - Functional Classification' in their entirety with the classifications contained within the 'One Road Framework'.</p>	Accept
S104.015	Central Hawkes Bay District Council	SUB-P5	Amend	<p>Amend SUB-P5 as follows:</p> <p>'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 <b>roads classified Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets,</b> <del>arterial roads</del> for traffic safety purposes.'</p>	Accept in part
S104.011	Central Hawkes Bay District Council	SIGN-S5	Amend	<p>Amend SIGN-S5 as follows:</p> <p>'All Zones</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Signs must not be illuminated by any method whatsoever, such that its</li> </ol>	Accept in part

				illumination casts light or reflected light on to any other property. 3. Signs visible from <del>an arterial road</del> <b>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads</b> in a 100kph legal road speed area, must not be illuminated unless the premises are open for business.'	
<b>FS16.39</b>	Waka Kotahi NZ Transport Agency		Support	Accept submission point and amend SIGN-S5 as proposed by submitter S104.011.	Accept in part
<b>S104.012</b>	Central Hawkes Bay District Council	GRUZ-S4	Amend	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 <del>Arterial or Primary Collector</del> <b>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads</b> is 20m. 6. ...'	Accept in part
.					
<b>S104.014</b>	Central Hawkes Bay District Council	RPROZ-S5	Amend	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 <del>Arterial or Primary Collector</del> <b>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads</b> is 20m. 6. ...'	Accept in part
.					
<b>S104.013</b>	Central Hawkes Bay District Council	RLZ-S4	Amend	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 <del>Arterial or Primary Collector</del> <b>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads</b> is 20m. 5. ...'	Accept in part
.					

5.1.1 In summary, these 15 submissions and 2 further submissions relate to updating the PDP to reflect the recently replaced national road classification system.

## 5.2 Matters Raised by Submitters

5.2.1 CHBDC (S104.001, S104.002, S104.003, S104.004, S104.005, S104.006, S104.007, S104.008, S104.009, S104.010, S104.011, S104.012, S104.013, S104.014, S104.015) seeks to replace all relevant references, definitions and terminology to the 'One Network Road Classification' (ONRC) in the PDP, with the corresponding references, definitions and terminology from Waka Kotahi's new 'One Network Framework' (ONF) – on the basis that *'the ONRC classifications are now essentially replaced by the ONF classifications CHBDC sees the introduction of the new ONF classifications are more appropriate'* and

*'the change is not considered to have any adverse effect nor materially change the extent to which the PDP meets relevant statutory obligations'.*

5.2.2 This affects the following PDP provisions (refer below):

- Definitions in the PDP for 'Access Road', 'Arterial Road', 'Primary Collector Road' and 'Secondary Collector Road';
- Policy TRAN-P3
- Standard TRAN-S6;
- TRAN – Principal Reasons;
- Appendix TRAN-APP5;
- Policy SUB-P5;
- Standard SIGN-S5;
- Standard GRUZ-S4;
- Standard RPROZ-S5; and
- Standard RLZ-S4.

5.2.3 CHBDC also seeks similar amendments to references to the Road classifications in other PDP provisions as required. The only other relevant reference I have found in the PDP is to the 'One Network Road Classification' in the Introduction to the TRAN – Transport chapter (replacement wording also indicated below).

Delete the Definitions in the PDP for 'Access Road', 'Arterial Road', 'Primary Collector Road' and 'Secondary Collector Road':

<b>ACCESS ROAD</b>	<del>as classified under the Waka Kotahi NZ Transport Agency One Network Road Classification. It is a low volume road. See TRAN-APP5 in the TRAN – Transport chapter of the District Plan.</del>
<b>ARTERIAL ROAD</b>	<del>as classified under the Waka Kotahi NZ Transport Agency One Network Road Classification. It is a road that makes 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., it may perform a significant lifeline function). In urban areas it may have significant passenger transport movements and numbers of cyclists and pedestrians using it. See TRAN-APP5 in the TRAN – Transport chapter of the District Plan.</del>
<b>PRIMARY COLLECTOR ROAD</b>	<del>as classified under the Waka Kotahi NZ Transport Agency One Network Road Classification. It is a locally important road that provides a primary distributor/collector function, linking significant local economic areas or areas of population. It may be the only route available to some places within the region and in urban areas it has moderate passenger transport movements and numbers of cyclists and pedestrians using the road. See TRAN-APP5 in the TRAN – Transport chapter of the District Plan.</del>
<b>SECONDARY COLLECTOR ROAD</b>	<del>as classified under the Waka Kotahi NZ Transport Agency One Network Road Classification. It provides 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. See TRAN-APP5 in the TRAN – Transport chapter of the District Plan.</del>

Amend TRAN – Introduction:

...

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:

TRAN-P3	To protect <del>Arterial and Collector</del> roads within the transport network from inappropriate development.
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Amend Standard TRAN-S6:

TRAN-S6 Distance of Vehicle Access from Road Intersections	
General Residential Zone Commercial Zone General Industrial Zone	<ol style="list-style-type: none"> <li>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, whichever is the least.</li> <li>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.</li> <li>Any vehicle access to any property must not be sited within 30 metres of an intersection of a State Highway.</li> </ol> <p><i>Note: Vehicle access in relation to <b>Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, or Civic Square Arterial Road or Collector Road</b> 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"> <li>Any new vehicle access to any property shall be sited at least 100 metres from an intersection of a State Highway.</li> </ol>

Amend TRAN – 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 **Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roadarterial 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 **Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban 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.

Replace the provisions of Appendix TRAN-APP5 with the classifications contained within the 'One Network Framework':

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

<b>Arterial Road:</b>	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.
<b>Primary Collector Road:</b>	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.
<b>Secondary Collector Road:</b>	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.
<b>Access Road:</b>	These are all other roads. Low volume roads within this category will fall into the low volume subset.

**Amend Policy SUB-P5:**

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 <b>arterial roads</b> <b>classified Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets</b> , for traffic safety purposes.
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**Amend Standard SIGN-S5:**

SIGN-S5 Illumination and Movement	
All Zones	<ol style="list-style-type: none"> <li>Signs must not be erected on or adjacent to a road which will use flashing or revolving lights unless used to identify a hazard.</li> <li>Signs must not be illuminated by any method whatsoever, such that its illumination casts light or reflected light on to any other property.</li> <li>Signs visible from <b>roads classified as Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads</b> an arterial road in a 100kph legal road speed area, must not be illuminated unless the premises are open for business.</li> </ol>

**Amend Standard GRUZ-S4:**

GRUZ-S4 Setback from Roads and Rail Network	
Residential Activities (including accessory buildings)	<ol style="list-style-type: none"> <li>Minimum setback of any building(s) from road boundaries is 5m.</li> <li>Minimum setback of any building(s) from the Rail Network Boundary is 5m.</li> </ol>
Seasonal Workers Accommodation	<ol style="list-style-type: none"> <li>Minimum distance of any building(s) from road boundaries is 15m.</li> </ol>
Accessory Buildings associated with Primary Production Activities	<ol style="list-style-type: none"> <li>Minimum setback of any building(s) from road boundaries is 5m.</li> <li>Minimum setback of stockyards and stock loading ramps/races fronting roads that are classified as <b>Arterial or Primary Collector</b> <b>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban</b> Roads is 20m.</li> <li>Minimum setback of any building(s) from the Rail Network Boundary is 5m.</li> </ol>
All Other Buildings (including Post-Harvest Facilities)	<ol style="list-style-type: none"> <li>Minimum setback of any building(s) from road boundaries is 20m, except that:</li> </ol>

	<p>a. buildings less than 10m<sup>2</sup> in gross floor area, and buildings used by Emergency Service Activities, may be located within the above setbacks from road boundaries.</p> <p>8. Minimum setback of any building(s) from the Rail Network Boundary is 5m.  <i>Note: Under the Hawke’s Bay Regional Resource Management Plan, there is also a requirement for setbacks from the bed of a river, lake or artificial watercourse which is within a land drainage or flood control scheme area.</i></p>
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Amend Standard RLZ-S4:

RLZ-S4 Setback from Roads and Rail Network	
Residential Activities (including accessory buildings)	<p>1. Minimum setback of any building(s) from road boundaries is 5m.</p> <p>2. Minimum setback of any building(s) from the Rail Network Boundary is 5m.</p>
Accessory Buildings associated with Primary Production Activities	<p>3. Minimum setback of any building(s) from road boundaries is 5m.</p> <p>4. Minimum setback of stockyards and stock loading ramps/races fronting roads that are classified as <b>Arterial or Primary Collector</b> <del>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban</del> Roads is 20m.</p> <p>5. Minimum setback of any building(s) from the Rail Network Boundary is 5m.</p>
All Other Buildings	<p>6. Minimum setback of any building(s) from road boundaries is 20m, except that:</p> <p>a. buildings less than 10m<sup>2</sup> in gross floor area, and buildings used by Emergency Service Activities, may be located within the above setbacks from road boundaries.</p> <p>7. Minimum setback of any building(s) from the Rail Network Boundary is 5m.  <i>Note: Under the Hawke’s Bay Regional Resource Management Plan, there is also a requirement for setbacks from the bed of a river, lake or artificial watercourse which is within a land drainage or flood control scheme area.</i></p>

Amend Standard RPROZ-S5:

RPROZ-S5 Setback from Roads and Rail Network	
Residential Activities (including accessory buildings)	<p>1. Minimum setback of any building(s) from road boundaries is 5m.</p> <p>2. Minimum setback of any building(s) from the Rail Network Boundary is 5m.</p>
Seasonal Workers Accommodation	<p>3. Minimum distance of any building(s) from road boundaries is 15m.</p>
Accessory Buildings associated with Primary Production Activities	<p>4. Minimum setback of any building(s) from road boundaries is 5m.</p> <p>5. Minimum setback of stockyards and stock loading ramps/races fronting roads that are classified as <b>Arterial or Primary Collector</b> <del>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban</del> Roads is 20m.</p> <p>6. Minimum setback of any building(s) from the Rail Network Boundary is 5m.</p>
All Other Buildings (including Post-Harvest Facilities)	<p>7. Minimum setback of any building(s) from road boundaries is 20m, except that:</p> <p>a. buildings less than 10m<sup>2</sup> in gross floor area, and buildings used by Emergency Service Activities, may be located within the above setbacks from road boundaries.</p> <p>8. Minimum setback of any building(s) from the Rail Network Boundary is 5m.  <i>Note: Under the Hawke’s Bay Regional Resource Management Plan, there is also a requirement for setbacks from the bed of a river, lake or artificial watercourse which is within a land drainage or flood control scheme area.</i></p>

PDP Planning Maps

5.2.4 CHBDC (104.016) also seeks to amend the PDP Planning Maps to show the One Network Framework Classification as shown in the relevant RAMM ONF map administered by Waka Kotahi, as:

*‘... notwithstanding the reference in TRAN – Transport ‘Introduction’, as underlined and highlighted in the relevant paragraph below, the classifications are not shown on any of the Plan Maps. This has the effect of meaning that none of the roads in the District have classifications in the PDP.*

*“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 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."*

### 5.3 Analysis

- 5.3.1 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 (this appears to have been released around September 2021). The ONRC classifications are no longer in place for roads in the District. Therefore, the PDP references to arterial and collector roads have been superseded and are no longer able to be applied.
- 5.3.2 On that basis, I concur that it is appropriate to replace any such references with the relevant national road classifications that are now in place across the District – otherwise, the provisions as they stand, would be potentially redundant.
- 5.3.3 I note that the previous national roading classifications did not follow through onto the Planning Maps, as intended (as indicated in the Introduction to the TRAN – Transport chapter of the PDP as notified), so this is an opportunity to make that correction (updated with the latest classifications under the One Network Framework).
- 5.3.4 During the preparation of this report, CHBDC has responded to a request to supply maps of the District's roads under the latest ONF classification system, and has also supplied a full replacement table for Appendix TRAN-APP5 (as indicated in their submission). These documents are attached to the section 42A report as Appendices C and D, respectively.
- 5.3.5 I recommend that the ONF Maps contained in Appendix C of this report be adopted, preferably as an additional GIS layer on the online ePlan Planning Maps, or if not technically feasible via the Isovist ePlan platform, as a separate set of PDF maps appended to the TRAN – Transport chapter of the PDP (which would become Appendix TRAN-APP6).
- 5.3.6 I also recommend that Appendix TRAN-APP5 be replaced with the tables contained in Appendix D of this report.
- 5.3.7 However, I consider some of the specific amendments to the provisions of the PDP requested (in order to embed the new ONF framework within the PDP) relate to certain types of roads and, therefore, have the potential to materially change the application of some of the PDP provisions from that as notified.
- 5.3.8 In particular, in a number of cases, the submission points seek to replace the words 'Arterial Road' and/or 'Collector' / 'Primary Collector Road' within the PDP text with various new terms from the new ONF that do not appear to be a simple straight swap, and this has implications for the application of some provisions in the PDP in terms of which roads are specifically captured by them. These are:
- S104.008 (Standard TRAN-S6 – 'Arterial Road or Collector Road')
  - S104.009 (Principal Reasons – 'arterial and collector' / 'Arterial or Collector')
  - S104.011 (Standard SIGN-S5 – 'an arterial road')
  - S104.012 (Standard GRUZ-S4 – 'Arterial or Primary Collector')
  - S104.013 (Standard RLZ-S4 – 'Arterial or Primary Collector')
  - S104.014 (Standard RPROZ-S5 – 'Arterial or Primary Collector')
  - S104.015 (Policy SUB-P5 – 'arterial roads')
- 5.3.9 There are also ONF classifications that do not appear within the current Central Hawke's Bay network and are unlikely classifications for the foreseeable future – being 'Transit Corridors', 'City Hubs', and 'Civic Spaces'. Therefore, I consider these classifications are not relevant in the Central Hawke's Bay context, and are not necessary nor appropriate to reference in the PDP provisions as this time (or for the likely life of this Plan).
- 5.3.10 Without a direct comparison available, I have taken the approach in my recommendations below, that the following classifications (and accompanying descriptions from the tables in Appendix D) that are applied to roads in the District, in my view, most closely reflect what could be considered 'arterial' or 'collector' roads in the District:
- Inter-regional Connectors (*'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')*

- Rural Connectors (*'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')*
- Peri-urban Roads (*'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')*
- Urban Connectors (*'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')*
- Main Streets (*'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. They accommodate medium to high levels of people walking, cycling, using public transport, or driving through the area')*
- Activity Streets (*'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 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')*

5.3.11 Therefore, I recommend the following amendments (detailed amendments shown in the Recommended Amendments below):

- 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 roads<sup>4</sup>.
- 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).

<sup>4</sup> Note: submissions on this policy have been addressed separately in paragraphs 4.3.6-4.3.8, Key Issue 1 of this s42A report.

- 5.3.12 With respect to Standard TRAN-S6, TRAN – Principal Reasons, Policy SUB-P5, Standard SIGN-S5, and Standards GRUZ-S4, RLZ-S4 & RPROZ-S5, 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.

## 5.4 Recommendations

- 5.4.1 For the reasons outlined above, I recommend that all references to the One Network Road Classifications (ONRC) in the PDP be deleted or replaced with One Network Framework (ONF) and that the Planning Maps be amended to show the ONF road categories (as outlined in Recommended Amendments below).
- 5.4.2 I recommend that the following submission(s) be **accepted**:
- CHBDC, S104.001, S104.002, S104.003, S104.004, S104.005, S104.006, S104.010, S104.016
- 5.4.3 I recommend that the following submission(s) be **accepted in part**:
- CHBDC, S104.008, S104.009, S104.011, S104.012, S104.013, S104.014, S104.015
- 5.4.4 My recommendation in relation to further submissions reflect the recommendation on the relevant primary submission.

## 5.5 Recommended Amendments

- 5.5.1 I recommend the following amendments are made:

Delete the definitions for ‘Access Road’, ‘Arterial Road’, ‘Primary Collector Road’ and ‘Secondary Collector Road’ in the PDP:

<b>ACCESS ROAD</b>	as classified under the Waka Kotahi NZ Transport Agency One Network Road Classification. It is a low volume road. See TRAN-APP5 in the TRAN – Transport chapter of the District Plan.
<b>ARTERIAL ROAD</b>	as classified under the Waka Kotahi NZ Transport Agency One Network Road Classification. It is a road that makes 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., it may perform a significant lifeline function). In urban areas it may have significant passenger transport movements and numbers of cyclists and pedestrians using it. See TRAN-APP5 in the TRAN – Transport chapter of the District Plan.
<b>PRIMARY COLLECTOR ROAD</b>	as classified under the Waka Kotahi NZ Transport Agency One Network Road Classification. It is a locally important road that provides a primary distributor/collector function, linking significant local economic areas or areas of population. It may be the only route available to some places within the region and in urban areas it has moderate passenger transport movements and numbers of cyclists and pedestrians using the road. See TRAN-APP5 in the TRAN – Transport chapter of the District Plan.
<b>SECONDARY COLLECTOR ROAD</b>	as classified under the Waka Kotahi NZ Transport Agency One Network Road Classification. It provides 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. See TRAN-APP5 in the TRAN – Transport chapter of the District Plan.

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 roads<sup>5</sup>:

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 <u>between</u> of Vehicle Accesses <u>and Separation</u> from Road Intersections	
General Residential Zone Commercial Zone General Industrial Zone	<ol style="list-style-type: none"> <li>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, whichever is the least.</li> <li>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.</li> <li>Any vehicle access to any property must not be sited within 20 metres of an intersection of a State Highway.</li> </ol> <p><i>Note: Vehicle access in relation to <u>Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, or Activity Street</u> 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"> <li>Any new vehicle access to any property shall be sited at least 100 metres from an intersection of a State Highway.</li> </ol>

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 ~~Road Classification~~ Framework. 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.

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"> <li>Signs must not be erected on or adjacent to a road which will use flashing or revolving lights unless used to identify a hazard.</li> <li>Signs must not be illuminated by any method whatsoever, such that its illumination casts light or reflected light on to any other property.</li> </ol>

<sup>5</sup> Note: submissions on this policy have been addressed separately in paragraphs 4.3.6-4.3.8, Key Issue 1 of this s42A report.

	3. Signs visible from <b>roads classified as Inter-regional Connectors and Rural Connectors</b> <del>arterial road</del> 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 ‘One Network Framework’ classifications (including recommended amendments from the s42A Rural Environment Report):

GRUZ-S4 Setback from Roads and Rail Network	
Residential Activities (including accessory buildings)	1. ... 2. ...
Seasonal Workers Accommodation	3. ...
<b>Accessory Buildings associated with Primary Production Activities Ancillary Buildings and Structures (Primary Production)</b>	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 <del>Arterial or Primary Collector</del> <b>Inter-regional Connector, Rural Connector, and Peri-urban</b> 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)	1. ... 2. ...
<b>Accessory Buildings associated with Primary Production Activities Ancillary Buildings and Structures (Primary Production)</b>	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 <del>Arterial or Primary Collector</del> <b>Inter-regional Connector, Rural Connector, and Peri-urban</b> 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)	1. ... 2. ...
Seasonal Workers Accommodation	3. ...
<b>Accessory Buildings associated with Primary Production Activities Ancillary Buildings and Structures (Primary Production)</b>	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 <del>Arterial or Primary Collector</del> <b>Inter-regional Connector, Rural Connector, and Peri-urban</b> Roads is 20m. 6. Minimum setback of any building(s) from the Rail Network Boundary is 5m.
All Other Buildings (including Post-Harvest Facilities)	...

Replace Appendix TRAN-APP5 in its entirety, with the ‘One Network Framework’ category tables attached as Appendix D to this 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 this report; or, if not technically possible, attach as a new appendix to the TRAN – Transport chapter of the PDP (as Appendix TRAN-APP6).

## **5.6 Section 32AA Evaluation**

- 5.6.1 The changes proposed reflect the latest national road classification framework adopted by Waka Kotahi. The ONRC (currently used in the PDP) no longer exists, and is therefore out of date. The recommended amendments are not considered to be a policy shift in terms of the Proposed District Plan as notified.

## 6.0 Key Issue 3 – Parking Provisions

### 6.1 Submissions / Further Submissions Addressed

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Summary of Decision Requested	Summary Recommendation
S126.002	Hawke's Bay District Health Board	PKH-S2	Amend	Review [reduce] requirements for parking provisions throughout the Proposed Plan.	Reject
S129.030	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P1	Oppose	Amend TRAN-P1 as follows: <del>'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.</del> <b>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:</b> <b>(a) In areas which are highly accessible using alternative means of transportation, including public transportation, walking, and cycling;</b> <b>(b) Where a reduction in on-site parking provides for improved on-site amenity (i.e. Outdoor living space, stormwater management, landscaping); and</b> <b>(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.'</b>	Accept in part
S129.033	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P4	Oppose	Amend TRAN-P4 as follows: <del>'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.'</del>	Accept
S57.026	Fire and Emergency New Zealand	TRAN-S1	Support	Retain TRAN-S1 as notified.	Accept in part
S73.010	Ministry of Education	TRAN-S1	Oppose	Delete TRAN-S1.	Reject
S105.006	James Bridge	TRAN-S1	Oppose	Amend TRAN-S1 in relation to 'Residential Units and Minor Residential Units' as follows: ' <b>12 park per unit (can include parks within garages or carports).'</b> '	Accept in part
S129.039	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S1	Oppose	Amend 'Table 1 - Car Parking Spaces' in TRAN-S1 in relation to 'Residential Units / Minor Residential Units' as follows: ' <b>Residential Units Activities - Minor Residential Units</b> '	Accept in part

				<p>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). <b>No minimum or maximum parking spaces required.</b></p> <p>And add a 'Note' below 'Table 1 - Car Parking Spaces' as follows:</p> <p><b>'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.'</b></p>	
S81.059	Horticulture New Zealand	TRAN-S1	Amend	<p>Amend TRAN-S1 as follows:</p> <p><b>Post-Harvest Facilities</b></p> <p>1 space per 2 FTE staff employed on the site <b>at any one time.</b></p> <p>OR as follows:</p> <p><b>Post-Harvest Facilities</b></p> <p>1 space per 2 FTE staff employed on the site <b>50m<sup>2</sup> of gross floor area.</b></p> <p><b>Except for cool stores 1 space per 500m<sup>2</sup> of gross floor area..</b></p> <p>And clarify that no parking standards apply to seasonal work accommodation (i.e. that they are not captured by a more general activity class).</p>	Accept in part
FS8.024	Silver Fern Farms Limited		Support in part		Accept in part
FS8.025	Silver Fern Farms Limited		Oppose in part		Accept in part
S129.041	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S3	Oppose	<p>Amend TRAN-S3 as follows:</p> <p>'Design and Construction of Parking Areas</p> <p>All Zones</p> <p>1. ...</p> <p>2. General Design and Construction Details:</p> <p>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:</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>	Reject

				a. A 5-metre-long vehicle standing bay must be located within the vehicle access to all garages and carports. Commercial Zone / General Industrial Zone 6. ...'	
S78.038	Waka Kotahi NZ Transport Agency	TRAN-AM1	Support	Retain TRAN-AM1(7) as written.	Accept
S129.046	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-AM1	Oppose	Amend TRAN-AM1 as follows: '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, <b>where applicable</b> . 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. <b>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.</b> 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 <b>local</b> land transport network <b>may</b> would be adversely affected <b>by any transport non-compliances</b> . 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	Accept in part

				<p>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 <b>better-improved</b> amenity to be created through landscaping and/or by the incorporation of low-impact urban design stormwater solutions.</p> <p><b>13. Whether a reduced number of on-site car parking spaces encourages and promotes use of public and active modes of transport.</b></p> <p><b>14. Whether bicycle parking is provided for on site.</b></p> <p><b>15. Whether vehicle accesses are designed and sited in such a way so as to minimise potential conflict points.'</b></p>	
FS16.28	Waka Kotahi NZ Transport Agency		Support	Encourage the ability to exit onto the State Highway forward facing.	Accept in part

6.1.1 In summary, these 11 submissions and 2 further submissions address parking provisions in the PDP.

## 6.2 Matters Raised by Submitters

### General – Requirements for Parking Provisions in the PDP

6.2.1 HBDHB (S126.002) make the following submission:

*‘Comment: We are concerned that detailed policies and methods within planning provisions do not always give effect to objectives. For example, PKH-AER2 states that policies and methods included under papakāinga and kaumātua housing will ensure that these, and associated marae-based development is undertaken in a sustainable manner. However, PKH-S2 requires 30m squared of land be set aside for parking for each residential unit. In our view this requirement does enable development that reduces dependence on cars.*

*Rationale: The purpose of the Resource Management Act (section 5), is to promote sustainable management of natural and physical resources and this is explained more in Section 5(2.) (c) which mandates managing the use, development and protection of natural and physical resources:*

*‘Avoiding, remedying, or mitigating any adverse effects of activities on the environment’ Also Section 7 which sets out ‘Other Matters’ that the Council must have particular regard to including: (i) the effects of climate change. The provision of parking requirements need to be considered as a factor that can influence transition from motor vehicle use.*

*Recommendation: review requirements for parking provisions throughout proposed District Plan.’*

### Policies TRAN-P1 & TRAN-P4

#### Policy TRAN-P1

6.2.2 Kāinga Ora (S129.030) opposes Policy TRAN-P1, ‘and considers that a reduction in on-site car parking may be appropriate in certain circumstances’, and seeks to replace the policy with the following:

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, 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.’**

Policy TRAN-P4

6.2.3 Kāinga Ora (S129.030) considers that ‘in general 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 that other standards such as those relating to vehicle access play a more pivotal role in this regard’, and seeks amendment of Policy TRAN-P4 as follows:

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

Standards TRAN-S1 & TRAN-S3

Standard TRAN-S1

6.2.4 FENZ (S57.026) seeks retention of Standard TRAN-S1 as notified, on the basis of the following:

*‘Fire and Emergency notes that the National Policy Statement for Urban Development (NPS-UD) 2020 car parking policies have the effect of removing minimum car parking rates from the district plans of tier 1, 2 and 3 territorial authorities. It is understood that CHBDC is a tier 3 local authority and as such must remove provisions in plans relating to minimum parking rates no later than 20 February 2022 (18 months after commencement date) without a Schedule 1 process.*

*In the interim, Fire and Emergency considers that the existing vehicle parking standards are appropriate until Council remove these through a later process.’*

6.2.5 Kāinga Ora (S129.039) seeks to amend Table 1 within Standard TRAN-S1 ‘to remove requirements to regulate parking for residential activities’ and ‘proposes that a note is added to this standard 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 follows:

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 border="1" style="width: 100%;"> <thead> <tr> <th style="width: 60%;">TYPE OF ACTIVITY</th> <th>MINIMUM NUMBER OF CAR PARKING SPACES</th> </tr> </thead> <tbody> <tr> <td>Residential <b>Activities Units</b> <b>Minor Residential Units</b></td> <td><b>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). <u>No minimum or maximum parking spaces required.</u></b></td> </tr> <tr> <td>...</td> <td>...</td> </tr> </tbody> </table> <p><b><u>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.</u></b></p>	TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES	Residential <b>Activities Units</b> <b>Minor Residential Units</b>	<b>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). <u>No minimum or maximum parking spaces required.</u></b>	...	...
TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES						
Residential <b>Activities Units</b> <b>Minor Residential Units</b>	<b>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). <u>No minimum or maximum parking spaces required.</u></b>						
...	...						

6.2.6 Kāinga Ora provides the following reasons and overall rationale for their submissions to reduce car parking requirements in the PDP:

*‘Kāinga Ora recognises that Central Hawkes Bay District does not contain an urban environment as defined within the National Policy Statement for Urban Development 2020, and therefore mandatory removal of minimum car parking requirements does not apply. Kāinga Ora does however consider that the requirement to provide on site parking for residential activities is unnecessary regulation and does*

*not give rise to efficient landuse outcomes nor sufficiently reflect the need to provide for housing choice and current household demographic trends.’*

And, in the body of their written submission, state:

*‘The PDP includes a number of transport provisions that will constrain residential development. In this regard, whilst Kāinga Ora acknowledges that the removal of minimum car parking controls is not required by the NPS-UD, it opposes the blanket approach taken to minimum car parking requirements which do not sufficiently reflect the nuances in car parking demand between households and residential units of various sizes and locations. Consistent with an approach to promote urban residential intensification and a compact urban form, Kāinga Ora seeks to reduce minimum car parking requirements of the PDP for residential activities where they are well situated relative to amenities and services, and in relation to residential activities in more remote locations, to provide differentiation in car parking requirements commensurate to likely demand. Kāinga Ora also supports greater emphasis of alternative modes of transport, including public transport, and active modes such as walking and cycling.’*

6.2.7 James Bridge (S105.006) seeks to reduce the minimum car parking requirement for residential units from 2 parks per unit, to 1 park per unit, for the following reasons:

*‘Requiring 2 parks for each residential unit and each minor residential unit is excessive, and inconsistent with policy TRAN-P6 which promotes alternative means of transport and less reliance on vehicle-based transport systems.*

*This rule is also inconsistent with the NPS-UD. While the NPS-UD legally doesn’t apply to CHB, it is still sensible to have regard to it and the Council has done so in other parts of the Proposed Plan. Further, if the district has sufficient growth in the future, the NPSUD may come to apply.*

*Clause 3.38(1) of the NPS-UD states:*

*If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.’*

6.2.8 The Ministry of Education (S73.010) seeks deletion of the minimum car parking requirements for ‘Educational Facilities’ in Table 1 within Standard TRAN-S1, as follows:

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 border="1"> <thead> <tr> <th>TYPE OF ACTIVITY</th> <th>MINIMUM NUMBER OF CAR PARKING SPACES</th> </tr> </thead> <tbody> <tr> <td>...</td> <td>...</td> </tr> <tr> <td><b>Educational Facilities</b></td> <td><b>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</b></td> </tr> <tr> <td>...</td> <td>...</td> </tr> </tbody> </table>	TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES	...	...	<b>Educational Facilities</b>	<b>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</b>	...	...
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...	...								

6.2.9 They give the following reasons:

*‘The Ministry submitted on this point for the Draft Central Hawke’s Bay District Plan supporting the minimum parking spaces requirements for educational facilities.*

*Since then, the National Policy Statement on Urban Development 2020 was published which requires Territorial Authorities to remove minimum car parking standards under Subpart 8 Section 3.38(1). The Ministry therefore seek this provision to be deleted.*

*Parking requirements will be assessed as part of either a notice of requirement or outline plan process to better reflect the operational demands that apply in each case.’*

6.2.10 Hort NZ (S81.059) seeks to amend the minimum car parking requirement for ‘Post Harvest Facilities’ in Table 1 within Standard TRAN-S1 (offering two possible solutions), as follows:

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 border="1"> <thead> <tr> <th>TYPE OF ACTIVITY</th> <th>MINIMUM NUMBER OF CAR PARKING SPACES</th> </tr> </thead> <tbody> <tr> <td>...</td> <td>...</td> </tr> <tr> <td>Post-Harvest Facilities</td> <td> <p>1 space per 2 FTE staff employed on the site <b><u>at any one point in time</u></b></p> <p>OR</p> <p>1 space per <del>2 FTE staff employed on the site</del> <b><u>50m<sup>2</sup> of gross floor area</u></b>  <b><u>Except for coolstores 1 space per 500m<sup>2</sup> of gross floor area</u></b></p> </td> </tr> <tr> <td>...</td> <td>...</td> </tr> </tbody> </table>	TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES	...	...	Post-Harvest Facilities	<p>1 space per 2 FTE staff employed on the site <b><u>at any one point in time</u></b></p> <p>OR</p> <p>1 space per <del>2 FTE staff employed on the site</del> <b><u>50m<sup>2</sup> of gross floor area</u></b>  <b><u>Except for coolstores 1 space per 500m<sup>2</sup> of gross floor area</u></b></p>	...	...
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...	...								

6.2.11 Hort NZ also seeks ‘to clarify that no parking standards apply to seasonal worker accommodation (i.e. that there are not captured by a more general activity class)’.

6.2.12 They provide the following reasons for their submission:

*‘The parking standard provides for post harvest facilities with 1 space per 2FTE staff employed on site. It should be clear that the number of staff is the number who are employed at one time – not the total number of staff employed over a number of shifts. Alternatively, the requirements could be based on 1 space per 50m2 of total floor area, with a lesser provision for coolstores as while the area may be large the number employed within the area is limited. There is no specific provision for rural industry which would require similar space to post harvest facilities.’*

6.2.13 Silver Fern Farms (FS8.024 & FS8.025) supports the submission in part. They agree with Hort NZ that TRAN-S1 should be amended to clarify that:

- ‘ - No on-site car parking is required to be provided for seasonal worker accommodation units.*
- Car parking standards for activities involving shift work only contemplate the staff on-site at one time, rather than the total number of FTE staff employed.’*

6.2.14 However, they consider ‘the operative district plan specifies appropriate parking rates for ‘Industrial and Service Activities’ at Table 1 to Rule 8.5.4 (Parking and Loading). These are:

- 1 park for visitors per 100m<sup>2</sup> GFA; and*
- 1 park for staff per 200m<sup>2</sup> GFA; and*
- 1 park per 100m<sup>2</sup> outdoor storage space*

*Silver Fern Farms supports retention of the operative parking rates and disagrees that a rate of 1 park per 50m<sup>2</sup> of GFA is appropriate for rural industry.’*

**Standard TRAN-S3**

6.2.15 Kāinga Ora (S129.041) seeks to amend Standard TRAN-S3 ‘to remove overly prescriptive requirements. In relation to stormwater runoff, it is considered that these matters are better addressed through zone provisions than within the transport chapter’, as follows:

TRAN-S3 Design and Construction of Parking Areas	
All Zones	1. Vehicle Dimensions:

	<p>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 Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13 (Austroads, 2013) – refer to TRAN-APP2 for the dimensions of this vehicle.</p> <p>2. General Design and Construction Details:</p> <p>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:</p> <p>i. <del>Parking areas must be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.</del></p> <p>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.</p> <p>iii. <del>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.</del></p> <p>iv. A queuing space must be provided within public car parks to prevent vehicles queuing on the street.</p> <p>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.</p>
Large Lot Residential Zone (Coastal)	3. ...
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><b>5. Vehicle Standing Bay:</b></p> <p>a. <del>A 5-metre long vehicle standing bay must be located within the vehicle access to all garages and carports.</del></p>
Commercial Zone General Industrial Zone	6. ...

### Assessment Matter TRAN-AM1

6.2.16 Waka Kotahi (S78.038) supports retention of Assessment Matter TRAN-AM1(7) being:

7. The degree to which the safety and efficiency of the land transport network would be adversely affected.

6.2.17 Kāinga Ora (S129.046), consistent with previous submissions points, seeks to amend Assessment Matter TRAN-AM1 'In particular, to reflect that minimum car parking non compliances may in some cases be appropriate where well located relative to services and amenities, and/or where smaller dwellings are proposed' and to 'streamline the assessment matters', as follows:

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 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.~~
- ~~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 local land transport network may 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 amenity to be created through landscaping and/or by the incorporation of low-impact urban design stormwater solutions.
13. Whether a reduced number of on-site car parking spaces encourages and promotes use of public and active modes of transport.
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.

6.2.18 Waka Kotahi (FS16.28) 'supports the intent of submission point S129.046 and would encourage the ability to exit onto the State Highway forward facing direction on transit corridors and urban connectors'.

### 6.3 Analysis

#### General – Requirements for Parking Provisions in the PDP

- 6.3.1 HBDHB submit that the policies and methods within the PDP do not always give effect to objectives, and gives the example of Anticipated Environmental Result PKH-AER2 as stating that policies and methods will ensure that papakāinga housing etc is undertaken in a sustainable manner, but that Standard PKH-S2 requires 30m<sup>2</sup> of land to be set aside for parking for each residential unit, which the submitter considers does not reduce dependence on cars. HBDHB considers that the provision of parking requirements needs to be considered as a factor that can influence transition from motor vehicle use, and seeks a review of parking requirements throughout the PDP. The submitter provides no detail in terms of the amendments they seek as a result of such a review of the parking requirements in the PDP.
- 6.3.2 In my view, this submission appears to relate more to high level philosophy around reducing dependence on cars generally, as opposed to what level of on-site parking requirements should be provided as part of PKH developments or any type of land development in the District. I am, therefore, unable to provide any meaningful response.

#### Policies TRAN-P1 & TRAN-P4

##### *Policy TRAN-P1*

- 6.3.3 Policy TRAN-P1 is about requiring provision of off-street parking, access and loading facilities appropriate to the demands of the activities carried out on a site, limiting road congestion and maintaining the safety, efficiency and amenity of the streetscape.
- 6.3.4 Kāinga Ora considers that a reduction in on-site car parking may be appropriate in certain circumstances, and seeks to replace Policy TRAN-P1 with amended wording that instead looks to 'manage' the number, location and type of parking and loading spaces to support the functional and operation requirements of activities, while providing for reductions in on-site parking in certain circumstances.
- 6.3.5 I concur that the policy could be improved to reflect a management approach towards achieving the objectives of the PDP around achieving a sustainable<sup>6</sup>, 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). To this end, I support some amendment of the policy.

<sup>6</sup> 'Sustainable' is recommended to be added to the objective, in response to other submissions (refer Key Issue 1 of this report)

- 6.3.6 I consider it should retain reference to access – in my view, the type and level of access onto roads can affect the safety and efficiency of the transport network, and similarly warrants management.
- 6.3.7 I do not support inclusion of the proposed sub-clauses related to the reduction in on-site parking. I consider a reduction in the provision of on-site parking is able to be appropriately considered through a resource consent process as a Restricted Discretionary Activity on a case-by-case basis (Rule TRAN-R1) subject to the matters for which discretion is restricted in Assessment Matter TRAN-AM1. I also consider such wording unnecessary, as the promotion of alternative means of transport, including public transport, walking, and cycling, for its health benefits and to reduce the effects of vehicle-based transport systems, is already covered by Policy TRAN-P6.
- 6.3.8 Given the above, I recommend that Policy TRAN-P1 be amended as follows:

TRAN-P1	<del>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</del> <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

- 6.3.9 I concur with Kāinga Ora 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 I consider the proposed amended wording continues to support the achievement of Objectives TRAN-O1 & TRAN-O2. I therefore recommend that Policy TRAN-P4 be amended as follows:

TRAN-P4	To establish appropriate design standards for the construction of car parking spaces and loading areas <del>that promote the safe and efficient use of vehicles</del> <u>so as to ensure that they are fit for purpose, where provided.</u>
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#### Standards TRAN-S1 & TRAN-S3

##### Standard TRAN-S1

- 6.3.10 Kāinga Ora seeks the wholesale removal of requirements for the provision of on-site parking associated with residential activities. James Bridge seeks that the requirement be reduced from 2 parking spaces to 1 parking space per residential unit. The Ministry of Education seeks deletion of the car parking requirements applying to educational facilities in Standard TRAN-S1.
- 6.3.11 As noted by both Kāinga Ora and James Bridge, Central Hawkes Bay District does not currently contain an urban environment as defined within the National Policy Statement for Urban Development 2020, and therefore mandatory removal of minimum car parking requirements does not apply. Further, Council's demographic projections indicate Central Hawke's Bay will not have an urban population of 10,000 or more (required to meet definition of an 'urban environment' in the NPS-UD) within the next 30 years, which is well beyond the life of this District Plan, and the NPS-UD is therefore highly unlikely to apply for the foreseeable future. In this respect, the Ministry of Education's submission that minimum car parking standards should be deleted from the PDP, is incorrect.
- 6.3.12 Whilst I accept that parking requirements for 'Educational Facilities' will often be assessed as part of either a notice of requirement or outline plan process, not all educational facilities are subject to designation processes. Therefore, I do not agree with the Ministry that the parking requirements for 'Educational Facilities' should be deleted from Standard TRAN-S1.
- 6.3.13 In respect of residential activities, I do not agree with the wholesale removal of any requirement for the provision of on-site parking from the PDP as sought by Kāinga Ora, as this is 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. I do not agree that the on-site parking requirement does not sufficiently reflect the nuances in car parking demand between households and residential units of various sizes and locations. In my view, the parking space requirement is a threshold, and a lesser provision of on-site parking is able to be considered through a resource consent process as a Restricted Discretionary Activity (Rule TRAN-R1), where such nuances can be appropriately addressed on a case-by-case basis. This would enable the consideration of the location relative to amenities and services, and consideration of the provision of car parking requirements commensurate to likely demand.
- 6.3.14 I note that, in the General Residential Zone, the requirement for 2 spaces per unit can include the parks within a garage or carport, and can include a vehicle standing bay in front of a garage or carport (subject

to location and dimension requirements set out in Standard TRAN-S3(5)). Therefore, the requirement for 2 parking spaces per residential unit is not excessive, in my view.

6.3.15 However, I do accept that there is merit in reconsidering application of the requirement for 2 spaces per unit as it applies to minor residential units. A minor residential unit is defined in the PDP as ‘ancillary to the principal residential unit, and is held in common ownership with the principal residential unit on the same site’. In that context, I consider the requirement for 2 spaces to serve the primary residential unit, and a further 2 spaces to serve a minor residential unit, is excessive. I consider parking associated with a minor residential unit could be adequately and reasonably served within the parking space requirement applying to the primary residential unit. In that respect, I recommend that the parking space requirement as it applies to a minor residential unit can be deleted with minimal impact on the safe and efficient functioning of the transport network.

6.3.16 The addition of a note (as sought by Kāinga Ora) 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, is unnecessary as this is already addressed in sub-clause 4 of Standard TRAN-S1, which states:

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

6.3.17 Hort NZ seeks clarification that no parking space requirements apply to ‘Seasonal Worker Accommodation’ (i.e. that there are not captured by a more general activity class), and seeks amendments to the requirements for ‘Post-harvest Facilities’ to be clear that the number of staff is the number who are employed at one time – not the total number of staff employed over a number of shifts. Alternatively, Hort NZ seek that parking space requirements for ‘Post-harvest Facilities’ could be based on 1 space per 50m<sup>2</sup> of total floor area, with a lesser provision for coolstores.

6.3.18 I confirm that there are no specific parking space requirements applying to ‘Seasonal Worker Accommodation’ in Standard TRAN-S1. However, this is only relevant for a Permitted Activity (i.e. seasonal worker accommodation up to 125m<sup>2</sup> gross floor area in the General Rural and Rural Production Zones, which is small scale). Larger seasonal worker accommodation facilities in the Rural Zones would require resource consent as a Restricted Discretionary Activity and be assessed against specific assessment matters, which includes ‘whether traffic generation associated with the number of occupants will adversely impact on the road network’ (Rule RPROZ-R2(3)(e) / Rule GRUZ-R2(3)(e)). Seasonal worker accommodation in other zones would likely fall to a Discretionary Activity as ‘any other activity not otherwise provided for’ in these zones, which again provides for traffic and parking-related matters to be assessed as part of a resource consent process.

6.3.19 With respect to the minimum parking space requirements for ‘Post-harvest Facilities’, I concur 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). Therefore, I recommend that the wording in the standard be amended to clarify this. I prefer amending to clarify the intent of the existing parking space requirement, over the proposed alternative of replacement with a ‘parking space per floor area’ requirement.

6.3.20 In addressing all the above, I recommend that Standard TRAN-S1 be amended as follows:

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 border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #4f81bd; color: white;"> <th style="text-align: left;">TYPE OF ACTIVITY</th> <th style="text-align: left;">MINIMUM NUMBER OF CAR PARKING SPACES</th> </tr> </thead> <tbody> <tr> <td>Residential <b>ActivitiesUnits</b> <b>Minor Residential Units</b></td> <td>2 parks per <b>residential</b> 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). <b><u>There are no minimum car parking space requirements for minor residential units.</u></b></td> </tr> </tbody> </table>	TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES	Residential <b>ActivitiesUnits</b> <b>Minor Residential Units</b>	2 parks per <b>residential</b> 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). <b><u>There are no minimum car parking space requirements for minor residential units.</u></b>
TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES				
Residential <b>ActivitiesUnits</b> <b>Minor Residential Units</b>	2 parks per <b>residential</b> 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). <b><u>There are no minimum car parking space requirements for minor residential units.</u></b>				

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

- 6.3.21 As part of seeking removal of all requirements for on-site parking associated with residential activities, Kāinga Ora seeks to delete the general design requirement for parking areas to be designed and constructed to ensure stormwater runoff from the parking area does not adversely affect adjoining properties (sub-clause 2(i)), the requirement to screen and landscape parking areas within or adjoining residential zones (sub-clause 2(iii)), and the vehicle standing bay requirement (subclause 5), in Standard TRAN-S3. Kāinga Ora consider these to be overly prescriptive and, in relation to stormwater runoff, a matter better addressed through zone provisions than within the transport chapter.
- 6.3.22 Standard TRAN-S3 outlines requirements for the design and construction of parking areas, and are similar to the design and construction requirements for parking areas as contained in the neighbouring Hastings District Plan (refer Standard 26.1.6D(5)(c)(ii) & (iv)). In my view, the requirements around managing stormwater runoff on-site, and fencing/landscaping of public and required parking areas, address actual and potential adverse effects of parking areas on adjoining properties and roads (particularly in residential areas), and are legitimate and reasonable standards to apply in seeking to avoid or mitigate those adverse effects. I do not support deletion of these sub-clauses.
- 6.3.23 The requirement in sub-clause (5) merely imposes minimum dimensions and location requirements for vehicle standing bays in the General Residential Zone. This is the same requirements for vehicle standing bays as contained in the neighbouring Hastings District Plan (refer Standard 26.1.7A(1)(a)). In line with my recommendation to retain on-site parking requirements for residential activities in Standard TRAN-S1 above, likewise I do not support deletion of this sub-clause.
- 6.3.24 I recommend that Standard TRAN-S3 be retained as notified.

### Assessment Matter TRAN-AM1

- 6.3.25 Kāinga Ora seeks various amendments to matters contained in Assessment Matter TRAN-AM1. The assessment matters contained within Assessment Matter TRAN-S1 have largely been carried across from the matters contained in section 14.5 (Transport Assessment Matters) of the Operative District Plan.
- 6.3.26 I concur with the amendments proposed by Kāinga Ora to matters 3, 7 & 12 for streamlining reasons, and do not consider they materially alter their intent. I support deletion of reference to minimum dimensions for kerb-side loading spaces as being appropriate, as this is written more as a standard than an assessment matter. I also support replacement of matter 5, as I consider the alternative wording proposed achieves much the same but worded more clearly.
- 6.3.27 I support inclusion of proposed new matters 13, 14 & 15 (with some minor changes to the wording), as being appropriate matters for consideration in assessing access, parking and loading aspects of a development proposal, particularly in terms of giving effect to Policy TRAN-P6 around promoting alternative means of safe, efficient and effective transport, and in terms of Policy TRAN-P5 around

controlling vehicle access points to minimise adverse effects of manoeuvring and queuing vehicles and effects on road users etc.

- 6.3.28 However, I do not support partial deletion of matter 2, as I consider that it is a legitimate matter to clarify that on-street parking should generally not be included in any consideration of alternative supply of parking or loading in terms of assessing partial or complete waiver of parking requirements.
- 6.3.29 I also do not support wholesale deletion of matters 4, 6 & 8. I note that there is very little detail in the submission of the specific reasons for seeking each of these particular deletions.
- 6.3.30 In respect of matter 4, I consider that the use of other available parking or loading spaces in the immediate vicinity of the proposal (and the legal means to secure this) can be useful and is a legitimate matter to consider.
- 6.3.31 In respect of matter 6, I consider not providing the required parking or loading spaces can have implications for the character and amenity of the surrounding area, such as from a potential increase in demand placed on on-street parking etc, and is a legitimate matter to consider.
- 6.3.32 In respect of matter 8, I consider 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, can have a cumulative effect on safety and on the efficient functioning of the local transport network, and is a legitimate matter to consider.
- 6.3.33 On the basis of the above, I recommend the following amendments to Assessment Matter TRAN-AM1:

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.**

- 6.3.34 I note Waka Kotahi has further submitted in support of the intent of the submission of Kainga Ora, and seeks to '*encourage the ability to exit onto the State Highway forward facing*'. It is not immediately clear how the Kāinga Ora submission relates to encouraging the ability to exit onto the State Highway forward facing, and I have not made recommendations in this regard.

## 6.4 Recommendations

- 6.4.1 For the reasons outlined above, I recommend that the parking provisions throughout the Proposed Plan, and Standard TRAN-S3 be retained, and that Policies TRAN-P1 & TRAN-P4, Standard TRAN-S1 and Assessment Matter TRAN-AM1 be amended (as outlined in Recommended Amendments below).
- 6.4.2 I recommend that the following submission(s) be **accepted**:
  - Waka Kotahi, S78.038
  - Kāinga Ora, S129.033
- 6.4.3 I recommend that the following submission(s) be **accepted in part**:
  - FENZ, S57.026
  - Hort NZ, S81.059
  - James Bridge, S105.006
  - Kāinga Ora, S129.030, S129.039, S129.046
- 6.4.4 I recommend that the following submission(s) be **rejected**:
  - Ministry of Education, S73.010
  - HBDHB, S126.002
  - Kāinga Ora, S129.041
- 6.4.5 My recommendation in relation to further submissions reflect the recommendation on the relevant primary submission.

## 6.5 Recommended Amendments

- 6.5.1 I recommend the following amendments are made:

TRAN-P1	<del>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</del> <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>
TRAN-P4	To establish appropriate design standards for the construction of car parking spaces and loading areas <del>that promote the safe and efficient use of vehicles</del> <u>so as to ensure that they are fit for purpose, where provided.</u>

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 border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #4f81bd; color: white;"> <th style="text-align: left;">TYPE OF ACTIVITY</th> <th style="text-align: left;">MINIMUM NUMBER OF CAR PARKING SPACES</th> </tr> </thead> <tbody> <tr> <td>Residential <del>Activities</del> <del>Units</del> <b>Minor Residential Units</b></td> <td>2 parks per <b>residential</b> 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). <b><u>There are no minimum car parking space requirements for minor residential units.</u></b></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 <b><u>at any one point in time</u></b></td> </tr> <tr> <td>...</td> <td>...</td> </tr> </tbody> </table> <p>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.</p>	TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES	Residential <del>Activities</del> <del>Units</del> <b>Minor Residential Units</b>	2 parks per <b>residential</b> 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). <b><u>There are no minimum car parking space requirements for minor residential units.</u></b>	...	...	Post-Harvest Facilities	1 space per 2 FTE staff employed on the site <b><u>at any one point in time</u></b>	...	...
TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES										
Residential <del>Activities</del> <del>Units</del> <b>Minor Residential Units</b>	2 parks per <b>residential</b> 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). <b><u>There are no minimum car parking space requirements for minor residential units.</u></b>										
...	...										
Post-Harvest Facilities	1 space per 2 FTE staff employed on the site <b><u>at any one point in time</u></b>										
...	...										

	<ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>
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#### 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** 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** 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.**

## 6.6 Section 32AA Evaluation

- 6.6.1 The above recommendations are considered editorial and minor, where the changes would improve the effectiveness of provisions without changing the broad policy approach. The changes proposed to Policies TRAN-P1 and TRAN-P4 are mostly wording improvements to better support achieving the objectives of the PDP around achieving a sustainable, 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. Therefore, I consider a S32AA re-evaluation is not warranted.

## 7.0 Key Issue 4 – Fire & Emergency Access & Height Clearances

### 7.1 Submissions / Further Submissions Addressed

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Summary of Decision Requested	Summary Recommendation
S57.028	Fire and Emergency New Zealand	Table 2	Amend	Add new 'Height Clearance' requirement in the 'Design Environment' in Table 2 as follows (applying to 'All Zones'): <b>'Minimum height clearance: 4m'</b>	Accept
FS23.38	Kāinga Ora - Homes and Communities		Oppose		Reject
S57.029	Fire and Emergency New Zealand	Table 3	Amend	Add new 'Height Clearance' requirement in the 'Design Environment' in Table 3 as follows (applying to 'All Zones'): <b>'Minimum height clearance: 4m'</b>	Accept
FS23.39	Kāinga Ora - Homes and Communities		Oppose		Reject
S57.030	Fire and Emergency New Zealand	Table 4	Amend	Add new 'Height Clearance' requirement in the 'Design Environment' in Table 4 as follows (applying to 'All Zones'): <b>'Minimum height clearance: 4m'</b>	Accept
FS23.40	Kāinga Ora - Homes and Communities		Oppose		Reject
S57.031	Fire and Emergency New Zealand	TRAN-AM1	Amend	Add a new matter of discretion [assessment matter?] to TRAN-AM1 as follows: <b>'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.'</b>	Accept
FS23.41	Kāinga Ora - Homes and Communities		Oppose		Reject

7.1.1 In summary, these 4 submissions and 4 further submissions address the introduction of a height clearance requirement along accessways for emergency fire response purposes.

### 7.2 Matters Raised by Submitters

7.2.1 FENZ (S57.028, S57.029, S57.030) seeks amendments to Tables 2, 3 & 4 in the TRAN – Transport chapter, to introduce a 4m minimum height clearance along accessways *'to ensure that Fire and Emergency access to a fire hazard is unobstructed in an emergency'*.

7.2.2 FENZ (S57.031) also seek a new matter for inclusion in Assessment Matter TRAN-AM1 *'to provide Council the discretion to consider Fire and Emergency's operational requirements'*, as follows:

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

...

**13. 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.**

7.2.3 The submitter provides the following basis for their submission:

*'Adequate access to both the source of a fire and a firefighting water supply is essential to the efficient operation of Fire and Emergency. The requirements for firefighting access are set out in SNA PAS 4509: 2008 and further detailed in Fire and Emergency's 'Emergency Vehicle Access Guidelines' (May 2015).*

*By way of background, for fire appliances to access an emergency, adequate accessway width, height and gradient is necessary. A 95th percentile pumping appliance has a width of 2.5m, a height of 3.55m and a length of 8.72m.*

*Vehicular roading and access widths, surface and gradients should support the operational requirements of Fire and Emergency appliances. These requirements are set out as follows:*

- *The minimum roading and carriageway widths should not be less than 4m. This width is required for firefighters to efficiently work around the fire appliance to access hoses and pumps.*
- *A clear passageway / vehicle crossing of no less than 3.5m wide should be provided as site entrances, internal entrances and between buildings.*
- *The maximum negotiable gradient is 1:5, but in general the roading gradient should not exceed 16%.*
- *The height clearance along accessways (for example trees, hanging cables and eaves must exceed 4m.*

*It is noted that the minimum legal access widths proposed in Table 2 for the General Residential Zone, Commercial Zone and General Industrial Zone do not require a minimum 4m access width for 1-2 and 3 residential units.*

*It is however noted that 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, SNA PAS 4509: 2008 should be consulted for compliance with the accessway dimensions required for the fire appliances.*

*To note, where a lot is no greater than 90m from a road boundary that has access to a fire hydrant, flexibility can be applied to developments on a case-by-case basis where 4m access widths are unable to be achieved. This is because firefighting hoses can generally reach as far as 90m from an adequate water source. Referencing SNA PAS 4509: 2008 is therefore supported for this reason.*

*Fire and Emergency does however seek that height clearance along accessways are included in Table 2<sup>7</sup> (design environment) to ensure that Fire and Emergency access to a fire hazard is unobstructed in an emergency.'*

- 7.2.4 Kāinga Ora (FS23.38, FS23.39, FS23.40, FS23.41) opposes the proposed amendments 'to the extent it is inconsistent with its primary submission'.

### 7.3 Analysis

- 7.3.1 I concur with FENZ that a minimum height clearance along accessways is 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.
- 7.3.2 In keeping with that, I also concur that the Firefighting Water Supplies Code of Practice is 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 are not achieved.
- 7.3.3 Therefore, I recommend that a new column be added to Tables 2, 3 & 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 accordingly, as follows:

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

...

**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.**

<sup>7</sup> Note: similar comments are included in the submission in relation to Tables 3 & 4.

**7.4 Recommendations**

7.4.1 For the reasons outlined above, I recommend that Tables 2, 3 & 4 in the TRAN – Transport chapter and Assessment Matter TRAN-AM1 be amended (as outlined in Recommended Amendments below).

7.4.2 I recommend that the following submission(s) be **accepted**:

- FENZ, S57.028, S57.029, S57.030, S57.031

7.4.3 My recommendation in relation to further submissions reflect the recommendation on the relevant primary submission.

**7.5 Recommended Amendments**

7.5.1 I recommend the following amendments are made:

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

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT						LINK CONTENT			
		Locality served	Target operating speed (km/h)	Minimum legal access width (m) (see Note 2)	Maximum width of Vehicle Crossing	Minimum height clearance along access	Maximum grade	Pedestrians	Passing parking, loading & shoulder	Cyclists	Minimum formed movement lane (excluding shoulder)
General Residential Zone Commercial Zone General Industrial 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
		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 Rural Lifestyle Zone Settlement Zone	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
		3-6 Residential Units	20	6m							3m
		7-20 Residential Units	20	9m							2 x 2.75m

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)			
		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 Rural Lifestyle Zone	Private access/lane (see Note 1)	Side or rear service access (1-20 sites) where it is not the primary access	10	6m	<u>4m</u>	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

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	

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

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT					LINK CONTEXT			
		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	4m	12.5%	Shared (in movement lane)	No (Note 2)	Shared (in movement lane)	3.0m
Commercial Zone	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
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

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

...  
**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.**

## 7.6 Section 32AA Evaluation

7.6.1 The introduction of minimum height clearances along private access to facilitate emergency vehicle access in the event of a fire hazard (and an additional assessment matter to enable consideration of the Code where this cannot be achieved) is considered an appropriate additional method to further support achieving a safe transport network (Objective TRAN-O1). The changes would improve the effectiveness of the provisions without changing the policy approach, therefore S32AA re-evaluation is not warranted.

## 8.0 Key Issue 5 – Active Modes of Transport

### 8.1 Submissions / Further Submissions Addressed

Submission Point	Submitter (S) / Further Submitter (FS)	Provision	Position	Summary of Decision Requested	Summary Recommendation
S11.007	Hawke's Bay Regional Council	TRAN - Introduction	Amend	Amend paragraph 5 of TRAN-Introduction as follows: '...The Council will <del>encourage</del> <b>require (where practical)</b> 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.'	Reject
S57.024	Fire and Emergency New Zealand	TRAN-P2	Support	Retain TRAN-P2 as notified.	Accept
S129.031	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P2	Support	Retain TRAN-P2 as notified.	Accept
S11.009	Hawke's Bay Regional Council	TRAN-P2	Amend	Amend TRAN-P2 as follows: 'To set standards for the design of new public roads, private roads, <b>cycleways, footpaths</b> and accessways to ensure that they are appropriate for the function they serve.'	Reject
FS23.45	Kāinga Ora - Homes and Communities		Support		Reject
S11.010	Hawke's Bay Regional Council	TRAN-P4	Amend	Amend TRAN-P4 as follows: 'To establish appropriate design standards for the construction of car parking spaces, and loading areas <b>and active modes of transport</b> that promote the safe and efficient use of vehicles <b>and the safety of cyclists and pedestrians within those spaces.</b> '	Accept in part
FS23.46	Kāinga Ora - Homes and Communities		Oppose		Accept in part
S11.011	Hawke's Bay Regional Council	TRAN-P6	Amend	Amend TRAN-P6 as follows: 'To <del>promote</del> <b>require (where practical)</b> 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: <b>'1. Bicycle Spaces</b> <b>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:</b> <b>(a) They shall be securely attached to a wall or the ground and shall support the bicycle frame.</b>	Reject

				(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		Oppose		Accept
S11.012	Hawke's Bay Regional Council	TRAN-P7	Amend	Amend TRAN-P7 as follows: 'To ensure the roading, <b>cycleway and pedestrian</b> network has capacity to accommodate new development.'	Accept in part
.					

8.1.1 In summary, these 7 submissions and 3 further submissions relate to the promotion of active modes of transport in the PDP.

## 8.2 Matters Raised by Submitters

### TRAN – Introduction

8.2.1 HBRC (S11.007) seeks to amend the Introduction to the TRAN – Transport chapter of the PDP, as follows:

#### Introduction

...

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/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 work places, which encourage more people to consider alternative transport modes to commute to work.

...

8.2.2 HBRC gives the following reasons:

*'We are seeking amendments to the transport chapter to align it with CHB District Council's contribution and commitment to the Regional Land Transport Plan (RLTP). The Plan has the vision: Hawke's Bay's transport network fosters a vibrant, accessible and sustainable carbon neutral Hawke's Bay. The RLTP objectives set the strategic direction for the region's land transport systems and include:*

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.

*This amendment in the introduction seeks certainty that alternative modes of transport will be required as part of new development, rather than just encouraged. Further requested amendments have been made to the Transport provisions that if adopted, will also require consequential amendments to the principle reasons and anticipated environmental results sections.'*

### Policy TRAN-P2

8.2.3 FENZ (S57.024) seeks retention of Policy TRAN-P2 as notified, 'as it requires that Council set standards for the design of new accessways to ensure they are appropriate for the function they serve. This is supported by Table 2, Table 3 and Table 4 which sets out the minimum legal widths for private access'.

8.2.4 Kāinga Ora (S129.031) also supports Policy TRAN-P2 and seeks that it be retained as notified, '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'.

8.2.5 HBRC (S11.009) seeks amendment of Policy TRAN-P2, as follows:

TRAN-P2	To set standards for the design of new public roads, private roads, <b><u>cycleways, footpaths</u></b> and accessways to ensure that they are appropriate for the function they serve.
---------	--

8.2.6 HBRC gives the following reasons:

*'The standards for cycleways and footpaths are detailed in the HDC Code of Practice that is linked to the CHB District Plan. This amendment seeks to ensure that the District Plan makes it clear that alternative modes of transport options should be provided, where possible.'*

8.2.7 Kāinga Ora (FS23.45) supports the proposed amendment 'to the extent it is inconsistent with its primary submission'.

#### Policy TRAN-P4

8.2.8 HBRC (S11.010) seeks to amend Policy TRAN-P4, as follows:

TRAN-P4	To establish appropriate design standards for the construction of car parking spaces, <b><u>and</u></b> loading areas <b><u>and active modes of transport</u></b> that promote the safe and efficient use of vehicles <b><u>and the safety of cyclists and pedestrians within those spaces</u></b> .
---------	--

8.2.9 HBRC gives the following reasons:

*'The standards for cycleways and footpaths are detailed in the HDC Code of practice that is linked to the CHB District Plan. This amendment seeks to ensure that the District Plan makes it clear that alternative modes of transport options should be provided where possible and that provision for cars should always consider the safety of other road and carpark users.'*

8.2.10 Kāinga Ora (FS23.46) opposes the proposed amendment 'to the extent it is inconsistent with its primary submission'.

#### Policy TRAN-P6 & New Standard

8.2.11 HBRC (S11.011) seeks to amend Policy TRAN-P6, as follows:

TRAN-P6	To <b><u>require (where practical) promote</u></b> 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.
---------	--

8.2.12 The submission also seeks the introduction of a new standard in the TRAN – Transport chapter of the PDP, as follows:

#### **TRAN-SX**

##### **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.**
- 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.**

8.2.13 HBRC gives the following reasons:

*'This amendment seeks to align the CHB District Plan with the vision of the Regional Land Transport Plan of which the Council is a key partner. To give effect to this policy, we are requesting a new standard be included that requires the provision of cycle stands and end of journey facilities. This standard (or other words to similar effect) will align the CHB Transport chapter with the Transport chapters of both HDC and NCC.'*

8.2.14 Kāinga Ora (FS23.47) opposes the proposed amendments 'to the extent it is inconsistent with its primary submission'.

*Policy TRAN-P7*

8.2.15 HBRC (S11.012) seeks to amend Policy TRAN-P7, as follows:

TRAN-P7	To ensure the roading, <u>cycleway and pedestrian</u> network has capacity to accommodate new development.
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8.2.16 They state:

*'This amendment aligns with the chapter's objective and that of the RTLP to provide for sustainable transport options and for effective planning and development that minimises travel demand.'*

### 8.3 Analysis

8.3.1 HBRC seek to strengthen the provisions in the PDP around the promotion of active modes of transport, to give greater effect to the vision and objectives of the Regional Land Transport Plan 2021-2031 (RLTP). The RLTP was developed by the Hawke's Bay Regional Transport Committee (RTC), which is a joint committee of the region's councils as well as Waka Kotahi NZ Transport Agency (Waka Kotahi).

8.3.2 As outlined in the HBRC submission, the RLTP has the following vision:

*'Hawke's Bay's transport network fosters a vibrant, accessible and sustainable carbon neutral Hawke's Bay'*

8.3.3 And has the following objectives that aim to reach this vision:

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

8.3.4 Whilst I concur that moving to more active modes of transport is desirable in terms of moving towards a more accessible and sustainable carbon neutral transport system, I consider 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.

8.3.5 Central Hawke's Bay is primarily a rural district of only ~15,600 people, and its main centres of population sit across the two small rural towns of Waipawa and Waipukurau (comprising approximately 2,400 and 4,600 residents respectively), with several smaller rural and coastal settlements scattered throughout the district.

8.3.6 The District's economy heavily relies on the agricultural sector, and has a significant commuter workforce. According to Council's 'Demographic and Economic Growth Projections Update 2022' report (Squillions, February 2022), in June 2020, 61% of employed residents (excluding self-employment) drew income from outside Central Hawke's Bay District (the top external employer is Hastings, with 24% of total employment), and 51% of the District's employers lived outside the District (again, the top employer is Hastings, at 14%).

8.3.7 There is no local public transport currently and, whilst there are moves to improve walking and cycling connections in the two main towns (e.g. through the 'Streets for People Programme' in conjunction with Waka Kotahi), the demand for bicycle stands and shower facilities for commercial and industrial activities in the District at present, is likely to be extremely low. In my view, 'encouragement' is the appropriate approach for the District at this point in time, rather than 'requiring'.

8.3.8 For the above reasons, I do not support the 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 (noting that there are design standards that apply to the provision of public footpaths and cycleways adopted by Council outside of the District Plan), or inclusion of 'Bicycle Spaces' and 'Bicycle End of Journey Facilities' standards in the PDP, as sought by HBRC.

8.3.9 However, I do support expanding Policy TRAN-P4 to also consider the safety of other road and carpark users (including cyclists and pedestrians), as this better assists in achieving a transport network that is sustainable, safe, resilient, efficient in moving people and goods within and beyond the District (Objective TRAN-O1), as follows (also incorporating recommended amendments from Key Issue 3 of this report):

TRAN-P4	To establish appropriate design standards for the construction of car parking spaces and loading areas <del>that promote the safe and efficient use of vehicles</del> <b>so as to ensure that they are fit for purpose, where provided, and promote the safety of cyclists and pedestrians within those spaces.</b>
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8.3.10 I also consider it appropriate to amend Policy TRAN-P7 to encompass further aspects of the transport network beyond just the roading network, as this better aligns with Objective TRAN-O1 (as recommended for amendment) and the vision of the RLTP to provide for sustainable transport options and for effective planning and development that minimises travel demand, as follows (also incorporating recommended amendments from Key Issue 3 of this report):

TRAN-P7	To ensure the <b>roadingtransport</b> network has capacity to accommodate <b>the transportation needs of</b> new development.
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## 8.4 Recommendations

8.4.1 For the reasons outlined above, I recommend that the TRAN – Introduction, and Policies TRAN-P2 & TRAN-P6 be retained as notified, and that Policies TRAN-P4 & P7 be amended (as outlined in Recommended Amendments below).

8.4.2 I recommend that the following submission(s) be **accepted**:

- FENZ, S57.024
- Kāinga Ora, S129.031

8.4.3 I recommend that the following submission(s) be **accepted in part**:

- HBRC, S11.010, S11.012

8.4.4 I recommend that the following submission(s) be **rejected**:

- HBRC, S11.007, S11.009, S11.011

8.4.5 My recommendation in relation to further submissions reflect the recommendation on the relevant primary submission.

## 8.5 Recommended Amendments

8.5.1 I recommend the following amendments are made as follows:

TRAN-P4	To establish appropriate design standards for the construction of car parking spaces and loading areas <del>that promote the safe and efficient use of vehicles</del> <b>so as to ensure that they are fit for purpose, where provided, and promote the safety of cyclists and pedestrians within those spaces.</b>
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TRAN-P7	To ensure the <b>roadingtransport</b> network has capacity to accommodate <b>the transportation needs of</b> new development.
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## 8.6 Section 32AA Evaluation

8.6.1 The changes to Policies TRAN-P4 and TRAN-P7 better support achieving the objectives of the PDP around achieving a sustainable, 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). They also better align with the Regional Land Transport Plan. Therefore, I consider a S32AA re-evaluation is not warranted.

## **9.0 Conclusion**

### **9.1 Topic Conclusions**

- 9.1.1 Submissions have been received in support of, and in opposition to the Proposed District Plan.
- 9.1.2 Having considered all the submissions and reviewed all relevant statutory and non-statutory documents, I recommend that the Proposed District Plan should be amended as set out in Appendix A of this report.
- 9.1.3 I consider that the proposed provisions will be the most appropriate means to achieve the purpose of the Resource Management Act 1991, and achieve the relevant objectives of the Proposed District Plan in respect to the proposed provisions.

### **9.2 Topic Recommendations**

- 9.2.1 I recommend that:
  - 1. The Hearing Commissioners accept, accept in part, or reject submissions (and associated further submissions) as outlined in Appendix B of this report; and
  - 2. The Proposed Central Hawke's Bay District Plan is amended in accordance with the changes recommended in Appendix A of this report.

## **APPENDIX A**

### **Recommended Amendments to Plan Provisions**

## **APPENDIX B**

### **Summary of Recommended Responses to Submissions and Further Submissions**

## 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.

Commented [RM1]: S104.002 CHBDC - Transport Topic, Key Issue 2

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.

## 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 [RM2]: S11.008 HBRC - Transport Topic, Key Issue 1

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

Commented [RM3]: S129.029 Kainga Ora - Transport Topic, 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 sites 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.

Commented [RM4]: S129.030 Kainga Ora - Transport Topic, 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 development To manage subdivision and development to ensure the safety and efficiency of the transport network is not inappropriately compromised.

Commented [RM5]: S129.032 Kainga Ora - Transport Topic, 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 so as to ensure that they are fit for purpose, where provided, and promote the safety of cyclists and pedestrians within those spaces.

Commented [RM6]: S129.033 Kainga Ora - Transport Topic, Key Issue 3

Commented [RM7]: S11.010 HBRC - Transport Topic, 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 [RM8]: S11.012 HBRC - Transport Topic, Key Issue 5

Commented [RM9]: S129.036 Kainga Ora - Transport Topic, 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	<b>1. Activity Status: PER</b>  <b>Where the following conditions are met:</b> a. Compliance with: 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.	<b>2. Activity status where compliance not achieved: RDIS</b>  <b>Matters over which discretion is restricted:</b> 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 Activities Units Minor Residential Units	2 parks per residential 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).  There are no minimum car parking space requirements for minor residential units.
Commercial Activities - all zones, other than those activities listed specifically in this table	1 park for visitors per 50m <sup>2</sup> gross floor area; and 1 park for staff per 200m <sup>2</sup> gross floor area; and 1 park per 100m <sup>2</sup> outdoor storage or outdoor display area
Industrial Activities Service Activities	1 park for visitors per 100m <sup>2</sup> gross floor area; and 1 park for staff per 200m <sup>2</sup> gross floor area; and 1 park per 100m <sup>2</sup> outdoor storage space
Post-Harvest Facilities	1 space per 2 FTE staff employed 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 <sup>2</sup> 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 Licensed Premises	1 park per 25m <sup>2</sup> gross floor area; and 1 park per 2 staff members

Commented [RM10]: S129.039 Kainga Ora - Transport Topic, Key Issue 3

Commented [RM11]: S105.006 James Bridge - Transport Topic, Key Issue 3

Commented [RM12]: S81.059 Hort NZ - Transport Topic, Key Issue 3

<b>Educational Facilities</b>	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
<b>Day Care Facilities</b>	1 park per 2 staff members; and 1 park per 10 clients
<b>Home Businesses</b>	1 park per FTE employee/staff member not resident on the site
<b>Recreational Activities</b>	1 park per 10 seats the facility is designed to accommodate. Where a building is not intended for seating, 5 parks per 100m <sup>2</sup> gross floor area. Plus 0.1 parks per 100m <sup>2</sup> of recreation space or playing fields.
<b>Sales Yards</b>	80 parks; and 20 truck & trailer parks
<b>Rest Homes</b>	1 park per 5 beds; and 1 park per 2 staff members
<b>Retirement Villages</b>	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
<b>Hospitals</b>	1 park per 2 beds; and 1 park per 2 staff members
<b>Health Care Facilities</b>	2 visitor parks per professional; and 1 park per 2 staff members
<b>Emergency Service Activities</b>	1 park per 2 on-duty staff members
<b>Community facilities, other than those listed above</b>	1 park per 25m <sup>2</sup> gross floor area; and 1 park per 2 staff members
<b>Drive thru facilities excluding Service Stations</b>	2 queuing spaces per booth or facility

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

	<p>from the owner, lessee or proprietor of the premises specifying the number of persons that the activity or proposed activity will accommodate.</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol>
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**TRAN-S2 Parking Spaces for People with Disabilities**

<b>All Zones</b>	<ol style="list-style-type: none"> <li>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.</li> </ol>
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**TRAN-S3 Design and Construction of Parking Areas**

<b>All Zones</b>	<ol style="list-style-type: none"> <li>1. Vehicle Dimensions:       <ol style="list-style-type: none"> <li>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.</li> </ol> </li> <li>2. General Design and Construction Details:       <ol style="list-style-type: none"> <li>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"> <li>i. Parking areas must be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.</li> <li>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</li> </ol> </li> </ol> </li> </ol>
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	<p>not more than two residential buildings. Vehicles using the parking area must only enter or leave the site by the accessway.</p> <ul style="list-style-type: none"> <li>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.</li> <li>iv. A queuing space must be provided within public car parks to prevent vehicles queuing on the street.</li> <li>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.</li> </ul>
<b>Large Lot Residential Zone (Coastal)</b>	<ul style="list-style-type: none"> <li>3. Parking Spaces for Residential Activities: <ul style="list-style-type: none"> <li>a. Parking spaces must have a minimum internal dimension of 3.0 metres (width) by 5.0 metres (length).</li> </ul> </li> </ul>
<b>General Residential Zone</b>	<ul style="list-style-type: none"> <li>4. Parking Spaces for Residential Activities: <ul style="list-style-type: none"> <li>a. Parking spaces must have a minimum internal dimension of 3.0 metres (width) by 5.0 metres (length).</li> </ul> </li> <li>5. Vehicle Standing Bay: <ul style="list-style-type: none"> <li>a. A 5-metre-long vehicle standing bay must be located within the vehicle access to all garages and carports.</li> </ul> </li> </ul>
<b>Commercial Zone</b> <b>General Industrial Zone</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>TRAN-S4 Vehicle Loading</b>	
<b>All Activities (except Residential Activities)</b>	<ul style="list-style-type: none"> <li>1. Provision of Loading Spaces <ul style="list-style-type: none"> <li>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</li> </ul> </li> </ul>

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.

- 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.
  - 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.
  - 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.
2. Design of Loading Spaces
- 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 design of the building. The layout must be of sufficient size to accommodate the following design vehicles:
    - vi. Activities requiring loading facilities or servicing from heavy vehicles: A “Single Unit Bus / Truck” as defined in the *Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13* (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 *Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13* (Austroads, 2013) – refer to TRAN-APP2 for the dimensions of this vehicle.
  - b. The following minimum dimensions are provided as a means of compliance:
    - 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.

## TRAN-S5 Vehicle Access

<p><b>All Zones</b></p>	<ol style="list-style-type: none"> <li>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.</li> <li>There must be a maximum of one vehicle crossing per <a href="#">site/property</a> within the General Residential Zone, Large Lot Residential Zone and Settlement Zone, except where the site is an emergency services facility. Where the <a href="#">site/property</a> 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.</li> <li>The minimum legal widths for private access are contained in Table 2 – Urban &amp; Rural Environments – Residential Units &amp; Home Businesses, Table 3 – Rural Environments – Commercial, Industrial &amp; Other Activities, and Table 4 – Urban Environments – Commercial &amp; 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.</li> <li>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.</li> </ol> <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>
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Commented [RM13]: S129.042 Kainga Ora - Transport Topic, Key Issue 1

## TRAN-S6 Distance [between](#) of Vehicle Accesses and Separation from Road Intersections

<p><b>General Residential Zone</b></p>	<ol style="list-style-type: none"> <li>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 <a href="#">where this is not achievable, whichever is the least</a>.</li> </ol>
<p><b>Commercial Zone</b></p>	<ol style="list-style-type: none"> <li>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.</li> </ol>

<b>General Industrial Zone</b>	<p>3. Any vehicle access to any property must not be sited within 30 metres of an intersection of a State Highway.</p> <p><i>Note: Vehicle access in relation to <a href="#">Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, or Activity Street Arterial Road or Collector Road</a> intersections will be subject to a Road Safety Audit as deemed necessary by the Road Controlling Authority.</i></p>
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Commented [RM14]: S104.008 CHBDC - Transport Topic, Key Issue 2

Commented [RM15]: S129.043 Kainga Ora - Transport Topic, Key Issue 1

<b>Rural Lifestyle Zone</b>  <b>General Rural Zone</b>  <b>Rural Production Zone</b>  <b>Settlement Zone</b>  <b>Large Lot Residential Zone (Coastal)</b>	<p>4. Any new vehicle access to any property shall be sited at least 100 metres from an intersection of a State Highway.</p>
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**TRAN-S7 Distance of Vehicle Access from Railway Level Crossings**

<b>All Zones</b>	<p>1. Any new vehicle access <del>points to roads that cross a railway level crossing shall be located a minimum of to any property must not be sited within 30 metres of a</del> <a href="#">from the</a> rail level crossing.</p>
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Commented [RM16]: S129.044 Kainga Ora - Transport Topic, Key Issue 1

**TRAN-S8 Safe Sightline Distances**

<b>All Zones</b>	<ol style="list-style-type: none"> <li>Vehicle accesses and intersections must be located to ensure that Safe Sightline Distances are maintained.</li> <li>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.</li> </ol>
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	<p>Notes:</p> <ol style="list-style-type: none"> <li>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.</li> <li>For vehicle accesses and intersections fronting a State Highway, the NZ Transport Agency's minimum sight distances are set out</li> </ol>
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below and are deemed an acceptable means of compliance with this standard.

<i>Posted Speed Limit (km/h)</i>	<i>Minimum SightSite Distance (m)</i>
50	113
60	140
70	170
80	203
90	240
100	282

Commented [RM17]: 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				
		Locality served	Target operating speed (km/h)	Minimum legal access width (m) (see Note 2)	Maximum width of Vehicle Crossing	<a href="#">Maximum height clearance along access</a>	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	<a href="#">4m</a>	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	<a href="#">4m</a>	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							20% sealed	3m
Rural Production Zone		7-20 Residential Units	20	9m							20% sealed	2 x 2.75m

Commented [RM18]: S57.028 FENZ - Transport Topic, Key Issue 4

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

Commented [RM19]: S57.029 FENZ - Transport Topic, 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			
		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)
Area	Hierarchy									
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 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

**Commented [RM20]:** S57.030 FENZ - Transport Topic, Key Issue 4

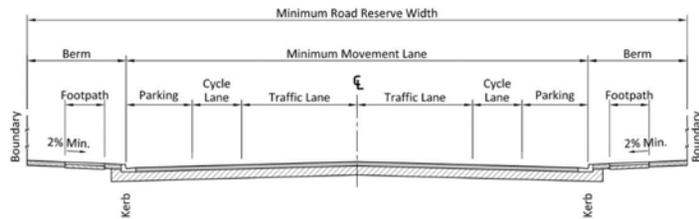
General Industrial Zone	Private road/lane (see Note 1)	3-6 sites	10	15m		10%	1.5m one side	No (Note 2)	Shared (in movement lane)	2 x 3.0m
	Private road/lane (see Note 1)	7-20 sites	20	20m		10%	1.5m each side	Parking and loading bays	Cycle lane and footpath	2 x 3.0m

**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 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 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 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.](#)
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 [RM21]: S129.046 Kainga Ora - Transport Topic, Key Issue 3

Commented [RM22]: S57.031 FENZ - Transport Topic, 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 [RM23]: S89.001 CHBDC - Transport Topic, 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, or 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.

**Commented [RM24]:** S104.009 CHBDC - Transport Topic, 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, or Activity Street 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 [RM25]:** S104.009 CHBDC - Transport Topic, 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.

Table: Summary of Recommended Responses to Submissions and Further Submissions

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer 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 <b>require (where practical)</b> 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.'	Reject	No
S11.008	Hawke's Bay Regional Council	TRAN-O1	Amend TRAN-O1 as follows: 'The transport network is <b>sustainable</b> , safe, resilient, efficient and effective in moving people and goods within and beyond the District.'	Accept	Yes
FS23.44	Kāinga Ora - Homes and Communities		Allow	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, <b>cycleways, footpaths</b> and accessways to ensure that they are appropriate for the function they serve.'	Reject	No
FS23.45	Kāinga Ora - Homes and Communities		Allow	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 <b>and active modes of transport</b> that promote the safe and efficient use of vehicles <b>and the safety of cyclists and pedestrians within those spaces.</b> '	Accept in part	Yes
FS23.46	Kāinga Ora - Homes and Communities		Disallow	Accept in part	
S11.011	Hawke's Bay Regional Council	TRAN-P6	Amend TRAN-P6 as follows: 'To <del>promote</del> <b>require (where practical)</b> 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: <b>1. Bicycle Spaces</b> <b>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.</b> <b>The bicycle stands shall meet the following requirements:</b> <b>(a) They shall be securely attached to a wall or the ground and shall support the bicycle frame.</b> <b>(b) Each cycle stand shall be adequately spaced to allow a cyclist to manoeuvre and attach a bicycle to the stand.</b> <b>(c) They shall allow the bicycle to be secured.</b> <b>(d) They shall be visible and signposted.</b> <b>2. Bicycle End of Journey Facilities</b> <b>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.'</b>	Reject	No
FS23.47	Kāinga Ora - Homes and Communities		Disallow	Accept	
S11.012	Hawke's Bay Regional Council	TRAN-P7	Amend TRAN-P7 as follows: 'To ensure the roading, <b>cycleway and pedestrian</b> network has capacity to accommodate new development.'	Accept in part	Yes
.					

Proposed Central Hawke’s Bay District Plan

Officer’s Report: Transport

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer Recommendation	Amendments to Proposed Plan?
S50.032	The Surveying Company (HB) Ltd	TRAN - Transport	Retain TRAN - Transport chapter.	Accept in part	No
S57.005	Fire and Emergency New Zealand	HEAVY VEHICLE (Definition)	Retain the definition of 'Heavy Vehicle' as notified.	Accept	No
S57.024	Fire and Emergency New Zealand	TRAN-P2	Retain TRAN-P2 as notified.	Accept	No
S57.025	Fire and Emergency New Zealand	TRAN-R1	Retain TRAN-R1 as notified.	Accept	No
S57.026	Fire and Emergency New Zealand	TRAN-S1	Retain TRAN-S1 as notified.	Accept in part	No
S57.027	Fire and Emergency New Zealand	TRAN-S5	Retain TRAN-S5 as notified.	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'): <b>'Minimum height clearance: 4m'</b>	Accept	Yes
FS23.38	Kāinga Ora - Homes and Communities		Disallow	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'): <b>'Minimum height clearance: 4m'</b>	Accept	Yes
FS23.39	Kāinga Ora - Homes and Communities		Disallow	Reject	
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'): <b>'Minimum height clearance: 4m'</b>	Accept	Yes
FS23.40	Kāinga Ora - Homes and Communities		Disallow	Reject	
S57.031	Fire and Emergency New Zealand	TRAN-AM1	Add a new matter of discretion [assessment matter?] to TRAN-AM1 as follows: <b>'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.'</b>	Accept	Yes
FS23.41	Kāinga Ora - Homes and Communities		Disallow	Reject	
S57.032	Fire and Emergency New Zealand	TRAN-M2	Retain TRAN-M2 as notified.	Accept in part	No
S57.169	Fire and Emergency New Zealand	RLZ-S4	Retain RLZ-S4 as notified.	Accept	No
S73.007	Ministry of Education	TRAN-O1	Retain TRAN-O1 as proposed.	Accept	No

Proposed Central Hawke’s Bay District Plan

Officer’s Report: Transport

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer Recommendation	Amendments to Proposed Plan?
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S73.008	Ministry of Education	TRAN-O2	Retain TRAN-O2 as proposed.	Accept in part	No
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S73.009	Ministry of Education	TRAN-P6	Retain TRAN-P6 as proposed	Accept	No
.					
S73.010	Ministry of Education	TRAN-S1	Delete TRAN-S1.	Reject	No
.					
S78.034	Waka Kotahi NZ Transport Agency	TRAN-P7	Retain TRAN-P7 as written.	Accept in part	No
.					
S78.035	Waka Kotahi NZ Transport Agency	TRAN-S5	Retain the 'Note' in TRAN-S5 as written.	Accept	No
.					
S78.036	Waka Kotahi NZ Transport Agency	TRAN-S6	Retain TRAN-S6 as written.	Accept in part	No
.					
S78.037	Waka Kotahi NZ Transport Agency	TRAN-S8	Retain TRAN-S8 as written.	Accept	No
.					
S78.038	Waka Kotahi NZ Transport Agency	TRAN-AM1	Retain TRAN-AM1(7) as written.	Accept	No
.					
S81.059	Horticulture New Zealand	TRAN-S1	Amend TRAN-S1 as follows: <b>Post-Harvest Facilities</b> 1 space per 2 FTE staff employed on the site <b>at any one time.</b> OR as follows: <b>Post-Harvest Facilities</b> 1 space per 2 FTE staff employed on the site <b>50m2 of gross floor area.</b> <b>Except for coolstores 1 space per 500m2 of gross floor area.</b> And clarify that no parking standards apply to seasonal work accommodation (i.e. that they are not captured by a more general activity class).	Accept in part	Yes
FS8.024	Silver Fern Farms Limited		Allow in part	Accept in part	
FS8.025	Silver Fern Farms Limited		Allow 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).'	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'.	Accept	Yes

Proposed Central Hawke’s Bay District Plan

Officer’s Report: Transport

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer Recommendation	Amendments to Proposed Plan?
S104.002	Central Hawke 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'.	Accept	Yes
S104.003	Central Hawke Bay District Council	ACCESS ROAD (Definition)	Delete the definition of 'Access Road'.	Accept	Yes
S104.004	Central Hawke Bay District Council	ARTERIAL ROAD (Definition)	Delete the definition of 'Arterial Road'.	Accept	Yes
S104.005	Central Hawke Bay District Council	PRIMARY COLLECTOR ROAD (Definition)	Delete the definition of 'Primary Collector Road'.	Accept	Yes
S104.006	Central Hawke Bay District Council	SECONDARY COLLECTOR ROAD (Definition)	Delete the definition of 'Secondary Collector Road'.	Accept	Yes
S104.007	Central Hawke Bay District Council	TRAN-P3	Amend TRAN-P3 as follows: 'To protect Arterial and Collector roads within the transport network from inappropriate development.'	Accept in part	No
FS17.30	Horticulture New Zealand		Disallow	Accept	
S104.008	Central Hawke 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.'	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.	Accept in part	
S104.009	Central Hawke 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 <del>arterial and collector</del> <b>Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Road</b> 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	Accept in part	Yes

Proposed Central Hawke’s Bay District Plan

Officer’s Report: Transport

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer Recommendation	Amendments to Proposed Plan?
			Connectors, Stopping Places and Peri-urban Roads where vehicle speeds and volumes are typically higher than for other roads in the One Network <del>Framework</del> Road Classification. Excessive parking of vehicles on residential streets can also detract from the amenity of those streets and adjoining residential areas.'		
S104.010	Central Hawke 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'.	Accept	Yes
S104.011	Central Hawke 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 <del>arterial road</del> <b>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads</b> in a 100kph legal road speed area, must not be illuminated unless the premises are open for business.	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.	Accept in part	
S104.012	Central Hawke 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 <del>Arterial or Primary Collector</del> <b>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads</b> is 20m. 6. ...'	Accept in part	Yes
S104.013	Central Hawke 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 <del>Arterial or Primary Collector</del> <b>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads</b> is 20m. 5. ...'	Accept in part	Yes
S104.014	Central Hawke 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 <del>Arterial or Primary Collector</del> <b>Transit Corridors, Interregional Connectors, Rural Connectors, Stopping Places and Peri-urban Roads</b> is 20m. 6. ...'	Accept in part	Yes
S104.015	Central Hawke 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 of direct access crossings onto <b>roads classified Transit Corridors, Urban Connectors, Activity Streets, City Hubs, Main Streets, arterial roads</b> for traffic safety purposes.'	Accept in part	Yes
S104.016	Central Hawke 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.	Accept	Yes

Proposed Central Hawke’s Bay District Plan

Officer’s Report: Transport

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer Recommendation	Amendments to Proposed Plan?
S105.006	James Bridge	TRAN-S1	Amend TRAN-S1 in relation to 'Residential Units and Minor Residential Units' as follows: <b>'12 park per unit (can include parks within garages or carports)...'</b>	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.	Reject	No
FS23.78	Kāinga Ora - Homes and Communities		Disallow	Accept	
S126.002	Hawke's Bay District Health Board	PKH-S2	Review [reduce] requirements for parking provisions throughout the Proposed Plan.	Reject	No
S129.007	Kāinga Ora - Homes and Communities (Kainga Ora)	SERVICE LANE (Definition)	Amend the definition of 'Service Lane' as follows: <del>'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.'</del>	Accept	Yes
S129.027	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-I1	Retain TRAN-I1 as notified.	Accept	No
S129.028	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-O1	Retain TRAN-O1 as notified.	Accept	No
FS11.003	The Ministry of Education		Allow	Accept	
S129.029	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-O2	Amend TRAN-O2 as follows: <del>'Activities generate a type or level of traffic that is compatible with the roads they are located on.</del> <b>can be appropriately accommodated within the local transport network.'</b>	Accept in part	Yes
S129.030	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P1	Amend TRAN-P1 as follows: <del>'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:</del> <b>(a) In areas which are highly accessible using alternative means of transportation, including public transportation, walking, and cycling;</b> <b>(b) Where a reduction in on-site parking provides for improved on-site amenity (i.e. Outdoor living space, stormwater management, landscaping); and</b> <b>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.'</b>	Accept in part	Yes

Proposed Central Hawke’s Bay District Plan

Officer’s Report: Transport

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer Recommendation	Amendments to Proposed Plan?
S129.031	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P2	Retain TRAN-P2 as notified.	Accept	No
S129.032	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P3	Amend TRAN-P3 as follows: <del>'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.'</del>	Accept in part	Yes
FS17.31	Horticulture New Zealand		Allow	Accept in part	
S129.033	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P4	Amend TRAN-P4 as follows: <del>'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.'</del>	Accept	Yes
S129.034	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P5	Amend TRAN-P5 as follows: <del>'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 - on the roading network and to road users.'</del>	Reject	No
S129.035	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P6	Retain TRAN-P6 as notified.	Accept	No
FS11.004	The Ministry of Education		Allow		
S129.036	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-P7	Amend TRAN-P7 as follows: <del>'To ensure the roading network has capacity to accommodate traffic generated as a result of new development.'</del>	Accept in part	Yes
FS16.24	Waka Kotahi NZ Transport Agency		Disallow Retain Policy TRAN-P7 as notified in proposed plan.	Accept in part	
S129.037	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-R1	Retain TRAN-R1 as notified.	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.	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: <del>'Residential UnitsActivities / 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.'</del> And add a 'Note' below 'Table 1 - Car Parking Spaces' as follows: <b>'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.'</b>	Accept in part	Yes

Proposed Central Hawke’s Bay District Plan

Officer’s Report: Transport

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer Recommendation	Amendments to Proposed Plan?
S129.040	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S2	Retain TRAN-S2 as notified.	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 as car, caravan or boat sales yards) must comply with the following general requirements i. <del>Parking areas must be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.</del> ii. ... iii. <del>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.</del> iv. ... v. ... Large Lot Residential Zone (Coastal) 3. ... General Residential Zone 4. ... 5. <del>Vehicle Standing Bay:</del> a. <del>A 5 metre long vehicle standing bay must be located within the vehicle access to all garages and carports.</del> Commercial Zone / General Industrial Zone 6. ...'	Reject	No
S129.042	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S5	Amend TRAN-S5 as follows: 'Vehicle Access All Zones 1. ... 2. There must be a maximum of one vehicle crossing per <del>site</del> <b>property or per 15m of road frontage (whichever is greater)</b> within the General Residential Zone, Large Lot Residential Zone and Settlement Zone, except where the site is an emergency services facility. Where the <del>property</del> <b>site</b> 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. ...'	Accept in part	Yes
FS16.25	Waka Kotahi NZ Transport Agency		Disallow With respect to State Highways, Waka Kotahi’s interests are covered in the note - 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.	Accept	

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer Recommendation	Amendments to Proposed Plan?
S129.043	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S6	Amend TRAN-S6 as follows: 'Distance of <del>Between</del> Vehicle Accesses and Separation from Road Intersections General Residential Zone / Commercial Zone / General Industrial Zone 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 <del>where this is not achievable, which ever is the least.</del> 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 <del>30</del> 20 metres of an intersection of a State Highway. 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. Rural Lifestyle Zone / General Rural Zone / Rural Production Zone / Settlement Zone / Large Lot Residential Zone (Coastal): 4. Any new vehicle access to any property shall be sited at least <del>40</del> 20 metres from an intersection of a State Highway. '	Accept in part	Yes
FS16.27	Waka Kotahi NZ Transport Agency		Disallow With respect to State Highways, Waka Kotahi's interests are covered in the note - 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.	Accept	
S129.044	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S7	Amend TRAN-S7 as follows: '1. Any new vehicle access to any property <del>points to roads that cross a railway level crossing shall be located a minimum of must not be sited within 30 metres of a</del> from the rail level crossing.'	Accept	Yes
S129.045	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-S8	Retain TRAN-S8 as notified.	Accept	No
S129.046	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-AM1	Amend TRAN-AM1 as follows: '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. <del>In general, on-street parking is not considered an alternative.</del> 3. Whether a kerb-side loading space can be provided which is of sufficient capacity to accommodate the activity, <b>where applicable</b> . 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. <del>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.</del> 5. <del>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.</del> 6. <del>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.</del>	Accept in part	Yes

Submission Point	Submitter/Further Submitter Name	Plan Provision	Summary of Decision Requested	Officer Recommendation	Amendments to Proposed Plan?
			<p>7. The degree to which the safety and efficiency of the <b>local</b> land transport network <b>may</b> would-be adversely affected by <b>any transport non-compliances</b>.</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 <del>better</del> <b>improved</b> amenity to be created through landscaping and/or by the incorporation of low-impact urban design stormwater solutions.</p> <p><b>13. Whether a reduced number of on-site car parking spaces encourages and promotes use of public and active modes of transport.</b></p> <p><b>14. Whether bicycle parking is provided for on site.</b></p> <p><b>15. Whether vehicle accesses are designed and sited in such a way so as to minimise potential conflict points.'</b></p>		
FS16.28	Waka Kotahi NZ Transport Agency		<p>Allow Encourage the ability to exit onto the State Highway forward facing.</p>	Accept in part	
S129.047	Kāinga Ora - Homes and Communities (Kainga Ora)	TRAN-AM2	Retain TRAN-AM2 as notified.	Accept	No

## **APPENDIX C**

### **Proposed Maps of 'One Network Framework' Classifications applied to the Central Hawke's Bay District**



**LEGEND**

- One Network Framework**
- Activity Streets
  - Interregional Connectors
  - Local Streets
  - Main Streets
  - Peri-urban Roads
  - Rural Connectors
  - Rural Roads
  - Stopping Places
  - Urban Connectors
  - Unclassified Roads
  - One Network Framework Parking
  - District Boundary



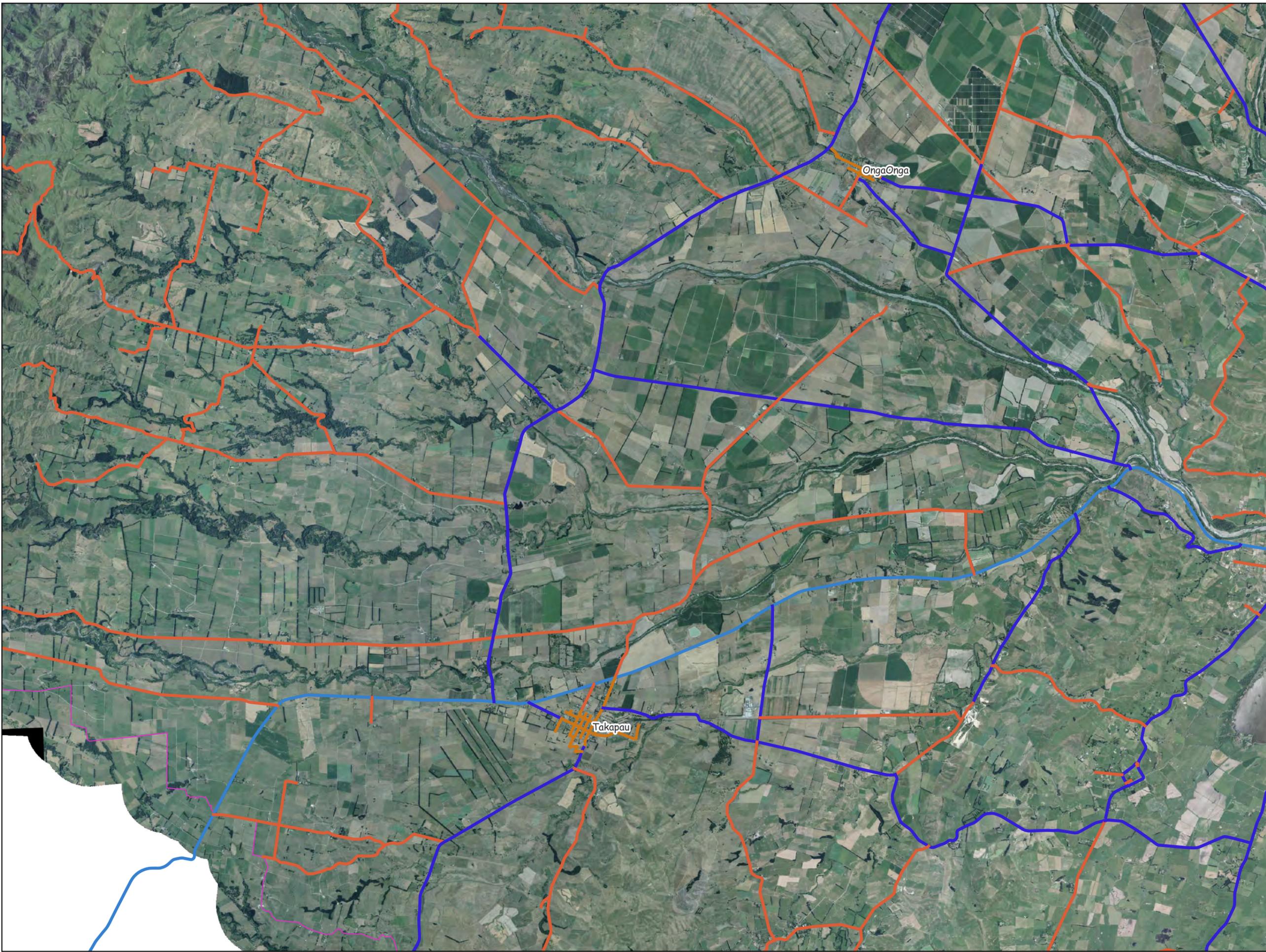
**LEGEND**

- One Network Framework
- Activity Streets
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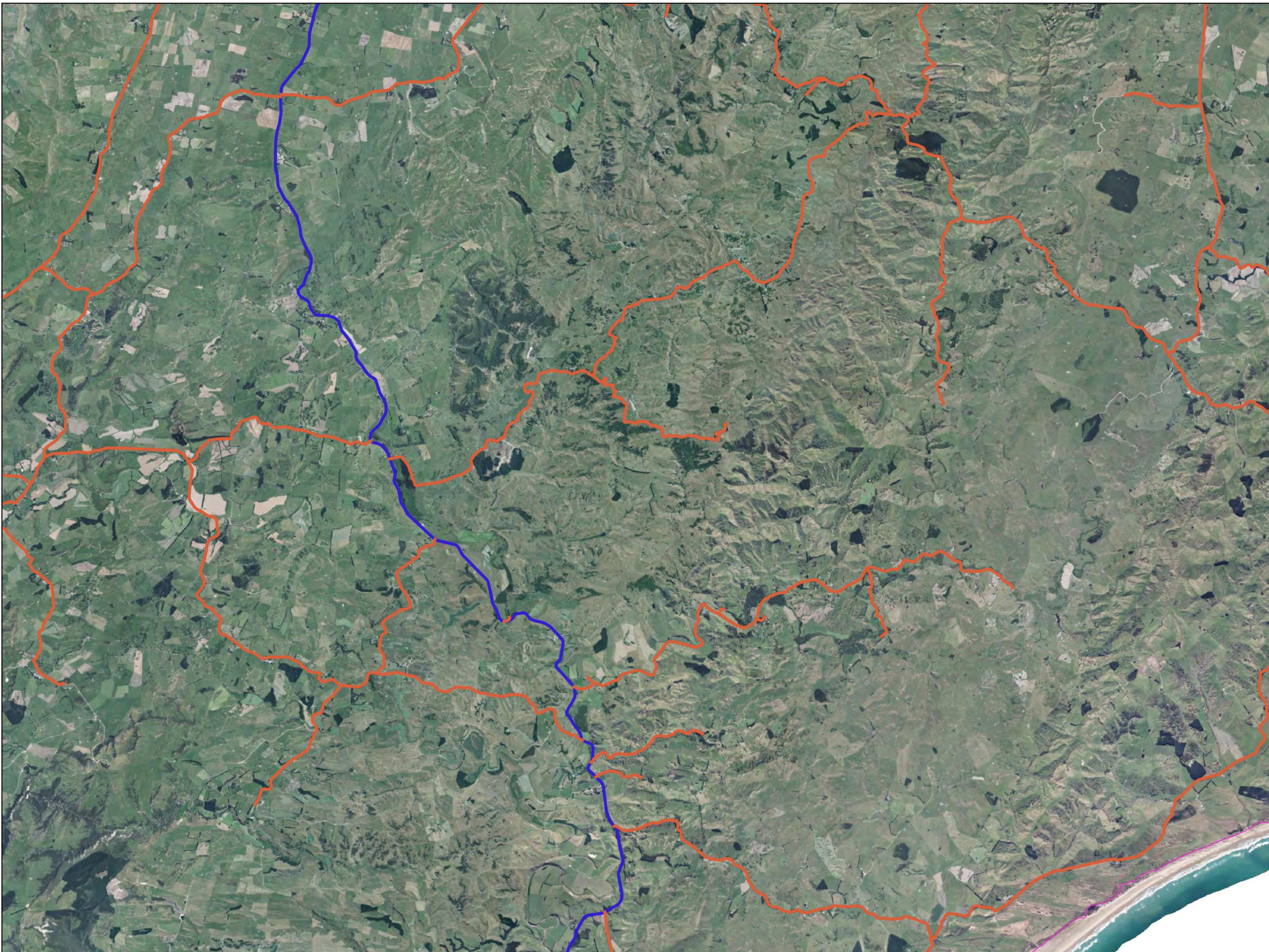
**LEGEND**

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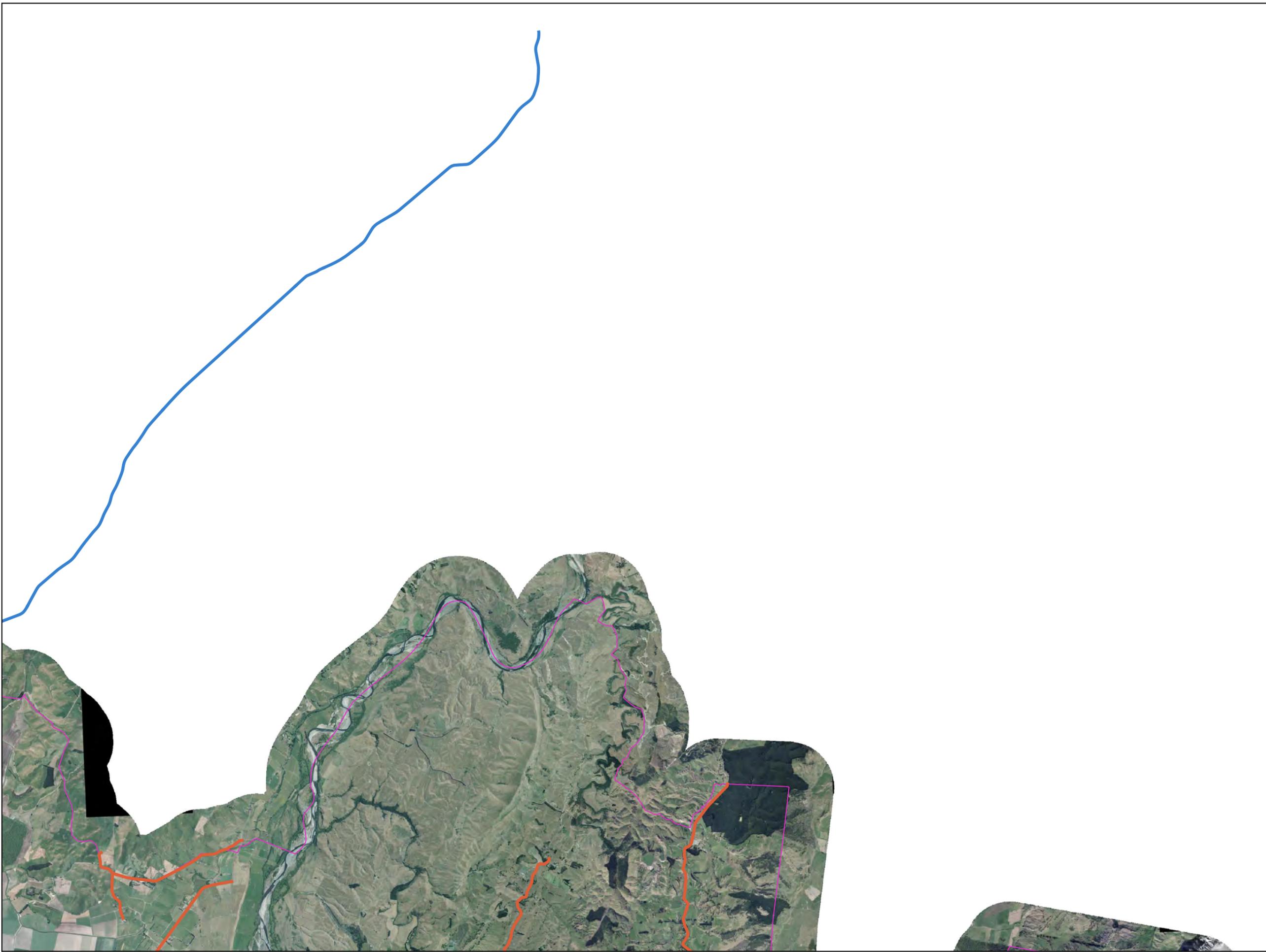
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ORIENTATION



**LEGEND**

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## **APPENDIX D**

### **'One Network Framework' Street Category Tables**

# ONE NETWORK FRAMEWORK

3 NOVEMBER 2022

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"> <li>Very high on-street activity – very high numbers of pedestrians</li> <li>Very high numbers of people spending time in the location</li> <li>Major movement across the carriageway</li> </ul>	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	>1000 /hour at peak > 5,000 /day
P2	<ul style="list-style-type: none"> <li>High/very high on-street activity – high numbers of pedestrians</li> <li>High numbers of people spending time in the location</li> <li>Significant movement across the carriageway</li> </ul>	Office blocks, low rise apartments, entertainment venues, retail, commercial businesses, community facilities	>2,500 /day
P3	<ul style="list-style-type: none"> <li>Medium to high on-street activity</li> <li>Some people spending time in the location</li> <li>Some movement across the carriageway</li> </ul>	Office blocks and low-rise apartments, retail, entertainment venues, commercial/trade businesses, community facilities, industrial	>1000 /day
P4	<ul style="list-style-type: none"> <li>Low to medium on-street activity related to people going about their lives</li> <li>Limited movement across the carriageway</li> </ul>	Residential, schools, community facilities, low intensity commercial/industrial	<1000 /day
P5	<ul style="list-style-type: none"> <li>Little discernible on-street activity</li> </ul>	Mostly rural except for State Highways (motorways/ expressways) in urban areas	Negligible pedestrian movement

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 <sup>8</sup> (dwell time)	Adjacent land-use (indicative)	Place – primary attributes	Movement – primary attributes
<b>City hubs:</b> <ul style="list-style-type: none"> <li>• P1/2</li> <li>• M1<sup>9</sup></li> </ul>	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"> <li>• Access to adjacent land-use for all modes but very high pedestrian numbers and people travelling by public transport</li> <li>• High quality places where people want to visit, spend time, meet and gather</li> <li>• Accommodates very high levels of through movement of people, particularly travelling by public transport &amp; walking/cycling</li> <li>• Focal point – centre of public and social life of city, both day and night</li> </ul>	Very high	Very high	<ul style="list-style-type: none"> <li>• High rise office blocks</li> <li>• High rise apartments</li> <li>• Central city shopping &amp; entertainment venues</li> <li>• Major commercial centres</li> <li>• City Hubs are located within the CBDs of major cities</li> </ul>	<ul style="list-style-type: none"> <li>• Very high pedestrian numbers accessing adjacent land-use</li> <li>• On-street amenities (e.g., al fresco dining, street furniture, green spaces, planting, public art works)</li> <li>• High numbers of people spending time in the area (e.g., visiting businesses, meeting other people, gathering at destinations)</li> </ul>	<ul style="list-style-type: none"> <li>• Very high pedestrian numbers and people travelling by public transport</li> <li>• All modes but particularly high frequency public transport access and movement of pedestrians and cyclists</li> <li>• Very high pedestrian movement across the street/road</li> <li>• Narrow kerb to kerb distances and formal crossing opportunities at key intersections allowing for easy crossing of the road/street</li> <li>• Cycle parking facilities</li> <li>• Limited time bound parking for private motor vehicles</li> </ul>
<b>Main streets:</b> <ul style="list-style-type: none"> <li>• P1/2</li> <li>• M2/3</li> </ul>	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 <sup>10</sup> . They accommodate medium to high levels of people walking, cycling, using public transport, or driving through the area.	<ul style="list-style-type: none"> <li>• Access to adjacent land-use for all modes but particularly pedestrians</li> <li>• Attractive environment that encourages people to spend time in location</li> <li>• Accommodates high/medium levels of through movement for all modes</li> </ul>	High	High/very high	<ul style="list-style-type: none"> <li>• Office blocks</li> <li>• Low rise apartments</li> <li>• Entertainment venues</li> <li>• Retail</li> <li>• Commercial businesses</li> <li>• Community facilities</li> </ul>	<ul style="list-style-type: none"> <li>• High pedestrian numbers accessing adjacent land-use</li> <li>• On-street amenities (e.g., al fresco dining, street furniture, green spaces, planting, public art works)</li> <li>• People spending time in the area (e.g., visiting businesses, meeting other people, gathering at destinations)</li> </ul>	<ul style="list-style-type: none"> <li>• All modes - high pedestrian numbers</li> <li>• In cities often a core public transport prioritised</li> <li>• Often on-street time bound parking for motor vehicle drivers to be able to access desired destinations.</li> <li>• Regular formal crossing opportunities as high movement across street/road.</li> <li>• Cycle parking facilities.</li> </ul>
<b>Activity streets:</b> <ul style="list-style-type: none"> <li>• P2/3</li> <li>• M2-M4</li> </ul>	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 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.	<ul style="list-style-type: none"> <li>• Access to adjacent land-use for all modes</li> <li>• Accommodates medium/high levels of through movement for all modes</li> </ul>	Medium	Medium/high	<ul style="list-style-type: none"> <li>• Office blocks</li> <li>• Low rise apartments</li> <li>• Retail</li> <li>• Entertainment venues</li> <li>• Commercial/trades</li> <li>• Community facilities</li> <li>• Industrial</li> </ul>	<ul style="list-style-type: none"> <li>• In CBDs of cities high pedestrian numbers accessing adjacent land-use</li> <li>• Some on-street amenities (e.g., al fresco dining, street furniture)<sup>11</sup></li> <li>• Some people spending time in the area (e.g., visiting businesses and gathering at destinations)</li> </ul>	<ul style="list-style-type: none"> <li>• All modes - high pedestrian numbers in cities</li> <li>• Often public transport routes in cities</li> <li>• Often on-street parking or driveway access for motor vehicle drivers to be able to access carparks of desired destination</li> <li>• Formal crossing opportunities to facilitate pedestrian movement across street/road.</li> <li>• Limited cycle parking facilities.</li> </ul>
<b>Local streets:</b> <ul style="list-style-type: none"> <li>• P3/4</li> <li>• M4/5</li> </ul>	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	Access to: <ul style="list-style-type: none"> <li>• People's homes</li> <li>• Schools and community facilities (e.g. churches)</li> </ul>	Low-medium	Low/medium	<ul style="list-style-type: none"> <li>• Residential use</li> <li>• Schools</li> <li>• Community facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Low levels of on-street activity associated with residents going about their daily lives</li> <li>• In some particularly quiet streets, the carriageway</li> </ul>	<ul style="list-style-type: none"> <li>• Low levels of movement of all modes</li> <li>• Due to the low levels of vehicle movement, people can usually cross the street at any point</li> </ul>

<sup>8</sup> 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

<sup>9</sup> 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

<sup>10</sup> Particularly in provincial towns where the Main Street is a State Highway

<sup>11</sup> 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

	diverse streets in urban areas. There are low levels of on-street activity and movement by people walking, cycling, and driving.	<ul style="list-style-type: none"> <li>individual commercial/ industrial business in mixed use zone</li> </ul>			<ul style="list-style-type: none"> <li>Low intensity commercial/ industrial<sup>12</sup></li> </ul>	can often be used as a play area by local children	
<b>Civic spaces:</b> <ul style="list-style-type: none"> <li>P1/2</li> <li>M4/5</li> </ul>	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.	<ul style="list-style-type: none"> <li>Access to adjacent land-use primarily for pedestrians</li> <li>High quality places where people want to visit, spend time, meet, and gather</li> </ul>	Very high - medium <sup>13</sup>	Very high	<ul style="list-style-type: none"> <li>Office blocks</li> <li>Apartment buildings</li> <li>Shopping &amp; entertainment venues</li> <li>Commercial businesses</li> <li>Community facilities</li> </ul>	<ul style="list-style-type: none"> <li>Very high numbers of people spending time in the area (e.g., visiting businesses, meeting other people, gathering at destinations)</li> <li>On-street amenities (e.g., al fresco dining, street furniture, green spaces, planting, public art works)</li> </ul>	<ul style="list-style-type: none"> <li>Very high numbers of pedestrians moving around and through the space</li> <li>Pedestrians can move freely across the road/street/space</li> <li>These spaces provide pedestrian priority over vehicular movement</li> <li>Little or no through movement for motor vehicles</li> </ul>
<b>Urban connectors:</b> <ul style="list-style-type: none"> <li>P3/4</li> <li>M1/3</li> </ul>	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.	Provides safe, reliable, and efficient movement of people and goods between different parts of urban areas	High – low	Low	<ul style="list-style-type: none"> <li>Full range of urban land-use – from suburban residential to the CBDs of cities</li> <li>Connector roads in industrial areas</li> </ul>	<ul style="list-style-type: none"> <li>Low levels of pedestrian activity associated with people moving through an area or along the side of the road/street</li> </ul>	<ul style="list-style-type: none"> <li>High levels of motor vehicle traffic, including freight</li> <li>Often public transport route</li> <li>Often major routes for cyclists</li> <li>Usually on-street parking</li> <li>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</li> </ul>
<b>Transit corridors:</b> <ul style="list-style-type: none"> <li>P5</li> <li>M1</li> </ul>	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	Low	Low	Low density residential or industrial usually separated from the Transit corridor	<ul style="list-style-type: none"> <li>Motorways and expressways usually separated from adjacent land use so no on-street activity</li> </ul>	<ul style="list-style-type: none"> <li>Mass transit corridors for private motor vehicles, freight and public transport (also includes heavy rail networks)</li> </ul>

<sup>12</sup> 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.

<sup>13</sup> Noting that civic spaces occur in urban areas – from our major cities to provincial towns

## RURAL

Street/road category	Description (general)	Function (category provides)	Density of adjacent activity	Intensity of use <sup>14</sup> (dwell time)	Adjacent land-use (indicative)	Place – primary attributes	Movement – primary attributes
<b>Inter-regional connectors:</b> <ul style="list-style-type: none"> <li>• P4/5</li> <li>• M1</li> </ul>	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	Low	Low	<ul style="list-style-type: none"> <li>• Farmland</li> <li>• Conservation land</li> <li>• Natural areas</li> </ul>	<ul style="list-style-type: none"> <li>• Low levels of roadside activity associated with residents going about their daily lives</li> </ul>	<ul style="list-style-type: none"> <li>• Very high/high levels of motor vehicle traffic, including freight</li> </ul>
<b>Rural connectors:</b> <ul style="list-style-type: none"> <li>• P5</li> <li>• M2/3</li> </ul>	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"> <li>• Movement of people and goods between different parts of rural areas</li> <li>• Linking rural roads with State Highway network</li> <li>• Access to adjacent land use</li> </ul>	Low	Low	<ul style="list-style-type: none"> <li>• Farmland</li> <li>• Conservation land</li> <li>• Natural areas</li> </ul>	<ul style="list-style-type: none"> <li>• Low levels of roadside activity associated with residents going about their daily lives</li> </ul>	<ul style="list-style-type: none"> <li>• High-medium levels of motor vehicle traffic, including freight</li> </ul>
<b>Rural roads:</b> <ul style="list-style-type: none"> <li>• P5</li> <li>• M4/5</li> </ul>	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, 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	Access to rural land	Low	Low	<ul style="list-style-type: none"> <li>• Farmland</li> <li>• Conservation land</li> <li>• Natural areas</li> </ul>	<ul style="list-style-type: none"> <li>• Low levels of roadside activity associated with residents going about their daily lives</li> </ul>	<ul style="list-style-type: none"> <li>• Low levels of motor vehicle traffic, including freight</li> </ul>
<b>Peri-urban roads:</b> <ul style="list-style-type: none"> <li>• P4</li> <li>• M2-M5</li> </ul>	Peri-urban roads provide access to residential property in rural settlements, lifestyle blocks, subdivisions 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	Low	Low	<ul style="list-style-type: none"> <li>• Small rural hamlets/settlements</li> <li>• Residential properties on outskirts of towns and cities</li> <li>• Life-style blocks</li> <li>• Sub-divisions</li> </ul>	<ul style="list-style-type: none"> <li>• Low levels of roadside activity associated with residents going about their daily lives</li> </ul>	<ul style="list-style-type: none"> <li>• 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)</li> </ul>
<b>Stopping places:</b> <ul style="list-style-type: none"> <li>• P3</li> <li>• M1- M5</li> </ul>	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	Low - medium	Low - medium	<ul style="list-style-type: none"> <li>• Rural schools</li> <li>• Marae</li> <li>• Community facilities</li> <li>• Tourist attractions</li> <li>• Scenic sites</li> </ul>	<ul style="list-style-type: none"> <li>• Increased pedestrian activity within the section of corridor designated as a Stopping Place</li> </ul>	<ul style="list-style-type: none"> <li>• Increased activity by all modes at these locations including pedestrians often crossing the road</li> </ul>

<sup>14</sup> 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