

BEFORE THE HEARING PANEL

IN THE MATTER the Resource Management Act 1991

AND

IN THE MATTER of Central Hawkes Bay Proposed District Plan Subdivision
Section – Submission (S104) by CHBDC to replace
references and provisions relating to the One Network
Road Classifications with references and provisions
relating to its successor One Network Framework
classifications in the Definitions, Transport, Subdivision
General Rural Zone, Rural Production Zone, Rural
Lifestyle Zone, and General District Wide Matters
sections of the Proposed District Plan.

**STATEMENT OF NICHOLAS JW AIKEN FOR CENTRAL HAWKES BAY DISTRICT
COUNCIL (AS SUBMITTER)**

Dated 13 December 2022

INTRODUCTION

1. My full name is Nicholas John William Aiken.
2. I am the Director of VisionUrban Environmental, a specialist environmental planning and urban design consultancy. I am a full member of the New Zealand Planning Institute and have over 30 years' experience as an Environmental Planner in New Zealand and the United Kingdom.
3. I was engaged by Central Hawkes Bay District Council (**the submitter**) to prepare submissions to the Proposed District Plan (**PDP**). Among the submissions prepared for the submitter was submission 104 (S104), which relates to the Waka Kotahi One Network Framework (ONF). In particular, S104 seeks that the new ONF classifications be included in the PDP in place of the former One Network Road Classifications (ONRC).

COMMENT ON S114 AND S 42A RECOMMENDATIONS

4. The Section 42A report (s42A), prepared by Ms Macdonald, considers S104 at Section 5.0, page 20. That discussion includes a comprehensive discussion of the reasons why the submitter is seeking that the ONRC and its classifications be replaced by its successor the ONF and its classifications; and advising that the latter is now the appropriate road management hierarchy in the District.
5. Ms Macdonald recommends that S104 be accepted in part, with several minor changes to the relief sought by S104. Having reviewed that report, I am largely in agreement with the changes recommended by Ms Macdonald. In particular, I agree with the s42A recommendations in respect of S104.001-S104.006, S104.010-S104.011, and S104.012-S104.014.

6. However, there were some matters where I considered further changes were required, and these were discussed at a Teams meeting held between myself and Ms Macdonald on 1 December 2022. Further modifications to the relief have now been agreed between us, and are summarised as follows:
7. For matter S104.008 the s42A report recommends the replacement of former ONRC classifications with six successor ONF classifications.
8. While I generally agree with the recommendation, S104 also sought the inclusion of Civic Spaces (also formerly known as Civic Squares) in TRAN-S6. This was sought in the submission as in my view there is significant potential for some formerly arterial or collector roads to have a higher priority for pedestrians and cyclists. I further note that the 2020 Integrated Spatial Plan (ISP) for the District indicates such an aspiration for several town centre streets in Waipukurau and Waipawa.
9. In my view the inclusion of Civic Spaces within the Plan will better enable the Plan to respond to future changes; such as for the increased prioritisation of pedestrians, cyclists or public transport facilities, and for better integration of land use and transportation as envisaged by the ONF and the ISP. It will also in my opinion maintain or enhance usability of the Plan by way of consistency between the Principal Reasons in the Transport section and SUB-P5 in the Subdivision section, please refer to my paragraphs 12-16.
10. Having thoroughly reviewed the set of ONF maps I can advise that no roads in the District are currently classified as Civic Spaces, and therefore in my opinion no persons will be disadvantaged or adversely affected by this change.
11. In my view the inclusion of Civic Spaces in TRAN-S6 as set out below will better enable the Plan to provide for user safety, improve integration between land use and transport planning, and to meet the aspirations of the community, and will not disadvantage any persons.

TRAN-S6 Distance Vehicle Accesses and Separation from Road Intersections

General Residential 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, whichever is the least.*

Commercial Zone

General Industrial Zone

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 20 metres of an intersection of a State Highway.*

Note: Vehicle access in relation to Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, Civic Space, or Activity Street Arterial Road or Collector Road intersections will be subject to a Road Safety Audit as deemed necessary by the Road Controlling Authority.

12. Similarly, for matters S104.009 and SUB104.015 the s42A report recommends the replacement of former ONRC classifications with successor ONF classifications.
13. While I generally also agree with these recommendations, notwithstanding the request in S104, in my view, the inclusion of Civic Spaces in place of City Hubs in Principal Reasons and SUB-P5 would be more appropriate.
14. There is considerable similarity between the ONF Civic Spaces and City Hub classifications, however having further considered the ONF descriptions for these categories, in my view Civic Spaces is more appropriate for a regional

town of the scale of Waipukurau or Waipawa, whereas City Hubs would be more appropriate in a much larger centre.

15. As I confirmed in my earlier paragraph 10, having thoroughly reviewed the set of ONF maps I can advise that no roads in the District are currently classified as Civic Spaces, and I can also confirm that there no roads currently identified as City Hubs. Therefore, in my view no persons will be disadvantaged or adversely affected by the inclusion of Civic Spaces in places of City Hubs.
16. In my view the following amendments to 'Principal Reasons' and SUB-P5 are more appropriate, will be better aligned with other provisions within the Plan, will better enable users to understand the intent of the provisions of the Plan with respect to the ONF, and for the reasons set out above will not disadvantage ay persons.

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 Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, Civic Space, 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.

Almost all activities generate vehicle trips and, therefore, parking in close proximity to the site of the activities is required to provide accessibility for people and goods. Generally, different activities generate different parking and loading demands. If provision is not made by developers or owners for off-street parking and loading, then the only alternative available is to park and load on the street. On-street parking and loading

can adversely affect the efficiency and safety of roads, particularly Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, Civic Space, or Activity Street routes ~~Arterial or Collector Roads~~ where vehicle speeds and volumes are typically higher than for other roads in the One Network Framework Classification. Excessive parking of vehicles on residential streets can also detract from the amenity of those streets and adjoining residential areas.

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, Civic Spaces, or Activity Streets, for traffic safety purposes.

17. For matter S104.016 the s42A report recommends acceptance of the S104 request that the Planning Maps be amended to show the relevant ONF classifications.
18. Unfortunately, an error has recently been identified on the ONF maps provided for inclusion into the Plan. This was not the result of changes to ONF classification status, but rather where several existing roads appeared incorrectly or did not appear at all. This occurred as a result of a printing error when the GIS maps were generated. I have provided replacement Maps with this error corrected, attached as appendix 1 and request that these be used in place of the earlier maps provided.

CONCLUSION

1. I understand that Ms Macdonald will confirm her agreement with these changes at the hearing. Given the lack of difference between the submitter and the reporting officer, and the fact that the appropriateness of the relief sought has been addressed in the submission and the s42A report, formal

evidence has not been called. However, I will attend the Hearing to answer any questions the Panel may have.

A handwritten signature in black ink, appearing to be 'N. Aiken', with a long horizontal flourish extending to the right.

Nicholas Aiken

13 December 2022