

**OFFICER'S REPORT FOR:**

**Independent Hearing Commissioners:**

**Trevor Robinson**

**Mark St Clair**

**Miria Pomare**

**SUBJECT:**

**Proposed Porirua District Plan: TR-Transport**

**PREPARED BY:**

**Rory Smeaton, Senior Policy Planner**

**REPORT DATED:**

**3 December 2021**

**DATE OF HEARING:**

**8-9, 11, 14 - 15 February 2022**

## Executive Summary

1. This report considers submissions received by Porirua City Council (the Council) in relation to the relevant objectives, policies, rules, and definitions of the Proposed Porirua District Plan (PDP) as they apply to the TR-Transport Chapter. The report outlines recommendations in response to the issues that have emerged from these submissions.
2. There were a number of submissions and further submissions received on the TR-Transport Chapter. The submissions received were diverse and sought a range of outcomes. The following are considered to be the key issues in contention in the chapter:
  - High trip generating activities;
  - The land use thresholds and associated design standards for vehicle accesses, including firefighting access;
  - The location of standards within the TR-Transport Chapter and INF-Infrastructure Chapter;
  - Requirements for on-site vehicle manoeuvring; and
  - Inclusion of railway level crossing provisions.
3. Additionally, one submitter (Kāinga Ora [81.930]) sought a full review of the transport provisions in the Plan. This has been undertaken by Ms Harriet Fraser, Traffic Engineer, with a number of amendments to the chapter recommended as a result.
4. This report addresses each of these key issues, as well as any other issues raised by submissions.
5. The TR-Transport Chapter is also subject to a number of consequential amendments arising from submissions to the whole of the PDP and other chapters, particularly the INF – Infrastructure chapter.
6. I have recommended some changes to the PDP provisions to address matters raised in submissions and these are summarised below:
  - Amendment TR-O2 to refer to 'all users';
  - Inclusion of a reference to safety in TR-P3, and clarification that it applies to people both within the site and within the road reserve;
  - Transfer of INF-P14 to a new TR-P4 in the TR-Transport Chapter;
  - Amendments to rule headings to ensure these address the land use being regulated;
  - Inclusion of notification preclusion statements in TR-R1-2, TR-R3-2 and TR-R4-2;
  - Transfer of the requirements of INF-R23 into TR-R2;
  - Amendments to TR-R2 to delete the section 88 requirement for a road safety audit from TR-R2-2, and making TR-R2-3 a restricted discretionary activity;
  - Inclusion of a new rule TR-R6 and a new standard TR-S12 and associated table and figures for protection of railway level crossing sight lines;

- Amendments to TR-S1 to incorporate the restrictions for firefighting access, and specification of the consideration of people with disabilities in the matters of discretion;
  - Amendments to TR-S2, TR-S3, and the associated tables, and inclusion of a new figure showing the requirements for turning facilities within vehicle accesses, to better enable residential development and better align with recognised New Zealand standards;
  - Deletion of TR-Table 3 relating to curves within vehicle accesses;
  - Amendments to TR-S4 to clarify the applicability of the standard;
  - Inclusion of INF-S26 for vehicle crossings as a new standard, along with the associated figures and tables, and amendments to those standards to better manage the potential adverse effects on the transport network;
  - Amendment to TR-S5 to enable steeper car parking spaces on residential sites, and amendments to the associated TR-Table 4 to align these with the recognised New Zealand standards;
  - Amendments to TR-S6 to more appropriately manage vehicles reversing on and off sites from roads, and excluding manoeuvring facilities that require specific designs;
  - Replacing TR-Figure 4 with a more appropriate figure;
  - Amending TR-S7 and the associated TR-Table 5, and including a new table to include a range of new standards to manage the requirement for and the design of on-site loading facilities;
  - Amending TR-S10 to require bicycle parking to be located close to public entrances;
  - Amending TR-Table 6 to require short stay bicycle parking for industrial activities;
  - Amending TR-Table 7 so that any activities accessing a national or regional road and generating more than 100 vehicle trips per day requires consent under TR-R5-2, and including intermediate schools under educational facilities; and
  - Inclusion of a definition of 'heavy commercial vehicles', and amendments to the definitions of 'integrated transport assessment' and 'right-of-way'.
7. Having considered all the submissions and reviewed all relevant statutory and non-statutory documents, I recommend that the PDP should be amended as set out in Appendix A of this report.
8. For the reasons set out in the Section 32AA evaluation and included throughout this report, I consider that the proposed objectives and provisions, with the recommended amendments, will be the most appropriate means to:
- achieve the purpose of the Resource Management Act 1991 (RMA) where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives; and
  - achieve the relevant objectives of the PDP, in respect to the proposed provisions.

## Contents

Executive Summary.....	i
Contents.....	iii
Interpretation .....	v
1 Introduction .....	1
1.1 Purpose .....	1
1.2 Author .....	1
1.3 Supporting Evidence .....	2
1.4 Key Issues in Contention.....	2
1.5 Procedural Matters .....	2
2 Statutory Considerations .....	3
2.1 Resource Management Act 1991.....	3
2.2 Section 32AA.....	3
2.3 Trade Competition .....	4
3 Consideration of Submissions and Further Submissions.....	5
3.1 Overview .....	5
3.2 General Submissions.....	6
3.3 Railway level crossings.....	7
3.4 High Trip Generating Activities .....	9
3.5 Definitions.....	13
3.6 Introduction .....	15
3.7 Objectives.....	16
3.8 Policies .....	17
3.9 Rules.....	18
3.10 Standards .....	23
3.11 Minor Errors.....	40
4 Conclusions .....	42

## Appendices

- Appendix A. Recommended Amendments to the TR-Transport and Definitions Chapters
- Appendix B. Recommended Responses to Submissions and Further Submissions
- Appendix C. Section 32AA Evaluation
- Appendix D. Report Author's Qualifications and Experience

**List of Tables**

Table 1: Abbreviations .....	V
Table 2: Abbreviations of Submitters' Names .....	V

**List of Tables in Appendices**

Table B 1: Recommended responses to submissions and further submissions	
Table C 1: Recommended Amendment to Objective TR-O2	
Table C 2: Assessment of efficiency and effectiveness – Railway Level crossings	
Table C 3: Assessment of efficiency and effectiveness – High Trip Generating Activities	
Table C 4: Assessment of efficiency and effectiveness – TR-P3	
Table C 5: Assessment of efficiency and effectiveness – Connections to roads	
Table C 6: Assessment of efficiency and effectiveness – Activities with no on-site vehicle parking or loading spaces	
Table C 7: Assessment of efficiency and effectiveness – Activities with on-site vehicle parking or loading spaces or where a vehicle access is otherwise provided	
Table C 8: Assessment of efficiency and effectiveness – Definitions	

## Interpretation

9. Parts A and B of the Officer's reports utilise a number of abbreviations for brevity as set out in Table 1 below:

**Table 1: Abbreviations**

Abbreviation	Means
the Act / the RMA	Resource Management Act 1991
the Council	Porirua City Council
the Operative Plan/ODP	Operative Porirua District Plan 1999
the Proposed Plan/PDP	Proposed Porirua District Plan 2020
GWRC	Greater Wellington Regional Council
NES	National Environmental Standard
NES-AQ	National Environmental Standards for Air Quality 2004
NES-CS	National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
NES-ETA	National Environmental Standards for Electricity Transmission Activities 2009
NES-FW	National Environmental Standards for Freshwater 2020
NES-MA	National Environmental Standards for Marine Aquaculture 2020
NES-PF	National Environmental Standards for Plantation Forestry 2017
NES-SDW	National Environmental Standards for Sources of Drinking Water 2007
NES-TF	National Environmental Standards for Telecommunication Facilities 2016
NPS	National Policy Statement
NPS-ET	National Policy Statement on Electricity Transmission 2008
NPS-FM	National Policy Statement for Freshwater Management 2020
NPS-UD	National Policy Statement on Urban Development 2020
NPS-REG	National Policy Statement for Renewable Electricity Generation 2011
NZCPS	New Zealand Coastal Policy Statement 2010
PNRP	Proposed Wellington Natural Resources Plan (Decisions Version) 2019
RPS	Wellington Regional Policy Statement 2013

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

Abbreviation	Means
Dept of Corrections	Ara Poutama Aotearoa the Department of Corrections
DOC	Department of Conservation Te Papa Atawhai
FENZ	Fire and Emergency New Zealand
Foodstuffs	Foodstuffs North Island Limited
Forest and Bird	Royal Forest and Bird Protection Society
GWRC	Greater Wellington Regional Council
Harvey Norman	Harvey Norman Properties (N.Z.) Limited
Heritage NZ	Heritage New Zealand Pouhere Taonga
House Movers Association	House Movers section of the New Zealand Heavy Haulage Association Inc
Kāinga Ora	Kāinga Ora – Homes and Communities
KLP	Kenepuru Limited Partnership

KiwiRail	KiwiRail Holdings Limited
NZDF	New Zealand Defence Force
Oranga Tamariki	Oranga Tamariki – Ministry of Children
QEII	Queen Elizabeth the Second National Trust
RNZ	Radio New Zealand
Survey+Spatial	Survey+Spatial New Zealand (Wellington Branch)
Telco	Spark New Zealand Trading Limited, Chorus New Zealand Limited, Vodafone New Zealand Limited
Transpower	Transpower New Zealand Ltd
TROTR	Te Rūnanga o Toa Rangatira
Waka Kotahi	Waka Kotahi NZ Transport Agency
WE	Wellington Electricity Lines Limited
Woolworths	Woolworths New Zealand Limited

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

# 1 Introduction

## 1.1 Purpose

10. The purpose of this report is to provide the Hearing Panel with a summary and analysis of the submissions received on the TR-Transport chapter and to recommend possible amendments to the PDP in response to those submissions.
11. This report is prepared under section 42A of the RMA. It considers submissions received by the Council in relation to the relevant strategic objectives, objectives, policies, rules, and definitions, as they apply to the TR-Transport Chapter in the PDP. The report outlines recommendations in response to the key issues that have emerged from these submissions.
12. This report discusses general issues, the original and further submissions received following notification of the PDP, makes recommendations as to whether or not those submissions should be accepted or rejected, and concludes with a recommendation for changes to the PDP provisions or maps based on the preceding discussion in the report.
13. The recommendations are informed by both the technical evidence provided by Harriet Fraser in respect of transport engineering matters, which is available on the Hearings Portal, and the evaluation undertaken by the author. In preparing this report the author has had regard to recommendations made in Officer's Report Part B: INF-Infrastructure.
14. This report is provided to assist the Hearings Panel in their role as Independent Commissioners. The Hearings Panel may choose to accept or reject the conclusions and recommendations of this report and may come to different conclusions and make different recommendations, based on the information and evidence provided to them by submitters.
15. This report is intended to be read in conjunction with Officers' Report: Part A – Overview which contains factual background information, statutory context and administrative matters pertaining to the district plan review and PDP.

## 1.2 Author

16. My name is Rory McLaren Smeaton. My qualifications and experience are set out in Appendix D of this report.
17. My role in preparing this report is that of an expert planner.
  1. I was involved in the preparation of the PDP and authored the Section 32 Evaluation Reports for the INF-Infrastructure, AR-Amateur Radio, REG-Renewable Electricity Generation, and SIGN-Signs chapters. I also authored the Section 32 Evaluation Report for the Noise and Light topic and assisted in the preparation of the Section 32 Evaluation Report for the TR-Transport chapter.
  2. Although this is a Council Hearing, I have read the Code of Conduct for Expert Witnesses contained in the Practice Note issued by the Environment Court December 2014. I have complied with that Code when preparing my written statement of evidence and I agree to comply with it when I give any oral evidence.
  3. The scope of my evidence relates to the TR-Transport Chapter. I confirm that the issues addressed in this statement of evidence are within my area of expertise as an expert policy planner.



4. Any data, information, facts, and assumptions I have considered in forming my opinions are set out in the part of the evidence in which I express my opinions. Where I have set out opinions in my evidence, I have given reasons for those opinions.
5. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

### **1.3 Supporting Evidence**

6. The expert evidence, literature, legal cases or other material which I have used or relied upon in support of the opinions expressed in this report includes expert evidence provided by Ms Harriet Fraser, of Harriet Fraser Traffic Engineering & Transportation Planning.

### **1.4 Key Issues in Contention**

7. A number of submissions and further submissions were received on the provisions of the TR-Transport Chapter. The submissions included those from developers and Kāinga Ora seeking reduced requirements for on-site transport facilities, and Waka Kotahi seeking greater recognition of State Highways.
8. I consider the following to be the key issues in contention in the chapter:
  - High trip generating activities;
  - The land use thresholds and associated design standards for vehicle accesses, including firefighting access, and the integration of these with the objectives of greater provision of housing through intensification;
  - The location of standards within the TR-Transport Chapter and INF-Infrastructure Chapter;
  - Requirements for on-site vehicle manoeuvring; and
  - Inclusion of railway level crossing provisions.
9. I address each of these key issues in this report, as well as any other issues raised by submissions.

### **1.5 Procedural Matters**

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

## 2 Statutory Considerations

### 2.1 Resource Management Act 1991

11. 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.
12. As set out in the Section 32 Evaluation Report Part 1 - Overview to s32 Evaluation, there are a number of higher order planning documents and strategic plans that provide direction and guidance for the preparation and content of the PDP. These documents are discussed in detail within the Section 32 Evaluation Report Part 2: Transport. There is further discussion in the Section 32 Evaluation Report Part 1 – Overview to the s32 Evaluation on the approach the Council has taken to giving effect to the NPS-UD and NPS-FM. This is also discussed in the Officer's Report: Part A.

### 2.2 Section 32AA

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

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

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

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

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

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

*(d) must—*

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

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

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

14. The required section 32AA evaluation for changes proposed as a result of consideration of submissions with respect to the TR-Transport and Definitions chapters is appended to this report as Appendix C, as required by s32AA(1)(d)(ii).

### **2.3 Trade Competition**

15. Trade competition is not considered relevant to the TR-Transport Chapter provisions of the PDP.
16. There are no known trade competition issues raised within the submissions.

### 3 Consideration of Submissions and Further Submissions

#### 3.1 Overview

17. Approximately 102 original submissions were received on the TR-Transport Chapter. Of those, the largest proportion (41) were on the standards included in the chapter. The common themes that have arisen from the submissions include that the provisions in the Plan require over-engineered on-site transport facilities, and the requirements of high trip generating activities. Additionally, approximately 62 further submissions are also addressed within this report.

##### 3.1.1 Report Structure

18. Submissions on the TR-Transport Chapter raised a number of issues which have been grouped into sub-topics within this report. Some of the submissions are addressed under a number of topic headings based on the topics contained in the submission. I have considered substantive commentary on primary submissions contained in further submissions as part of my consideration of the primary submission(s) to which they relate.
19. In accordance with Clause 10(3) of the First Schedule of the RMA, I have undertaken the following evaluation on both an issues and provisions-based approach, as opposed to a submission by submission approach. I have organised the evaluation in accordance with the layout of chapters of the PDP as notified.
20. Due to the number of submission points, this evaluation is generic only and may not contain specific recommendations on each submission point, but instead discusses the issues generally. This approach is consistent with Clause 10(2)(a) of Schedule 1 to the RMA. Specific recommendations on each submission / further submission point are contained in Appendix B.
21. The following evaluation should be read in conjunction with the summaries of submissions and the submissions themselves. Where I agree with the relief sought and the rationale for that relief, I have noted my agreement, and my recommendation is provided in the summary of submission table in Appendix B. Where I have undertaken further evaluation of the relief sought in a submission(s), the evaluation and recommendations are set out in the body of this report. I have provided a marked-up version of the Chapter with recommended amendments in response to submissions as Appendix A.
22. This report only addresses definitions that are specific to this topic. Definitions that relate to more than one topic have been addressed in Hearing Stream 1.

##### 3.1.2 Format for Consideration of Submissions

23. For each identified topic, I have considered the submissions that are seeking changes to the PDP in the following format:
- Matters raised by submitters;
  - Assessment; and
  - Summary of recommendations.
24. The recommended amendments to the TR-Transport and Definitions Chapters are set out in in Appendix A of this report where all text changes are shown in a consolidated manner.

25. I have undertaken the s32AA evaluation in a consolidated manner following the assessment and recommendations on submissions in this section, which is attached at Appendix B.

## **3.2 General Submissions**

### **3.2.1 Matters raised by submitters**

26. Kāinga Ora [81.930] seeks that the full package of transport provisions is reviewed and amended so that they appropriately manage the safety and efficiency of the transport network, while recognising and providing for residential intensification. They reason that the provisions constrain residential development and increase landform modification and hard surfacing.
27. Waka Kotahi [82.298] seeks amendments to the Transport Chapter to ensure the ongoing operation and functional needs of regionally significant infrastructure is not compromised, for the purpose of ensuring that Waka Kotahi can carry out its statutory obligations; reduce interpretation and processing complications for decision makers; and provide clarity for all plan users.
28. KLP [59.19] raises an issue in relation to the distinction between vehicle access and legal roads and considers that there should be a single classification for legal and private roads, and that NZS4404 should be used.

### **3.2.2 Assessment**

29. In relation to the submission from Kāinga Ora [81.930], I have set out my recommendations, as informed by Ms Fraser's evidence in the sections relating to specific provisions below.
30. In relation to the submission from Waka Kotahi [82.298], I have considered the requested amendments to the provisions of the TR-Transport Chapter in the sections relating to specific provisions below.
31. In relation to the submission from KLP [59.19], I have addressed the distinction between roads and vehicle access in the section 42A report for the INF-Infrastructure Chapter in respect to the provisions for transport infrastructure. I agree in part with the submitter, that it would be better to contain the standards for roads in one place, including private roads, and use cross-referencing to reduce duplication within the Plan. I discuss this further in section 3.10.2 below. The use of NZS4404 is addressed in Ms Fraser's evidence. Ms Fraser recommends that while NZS4404 provides a good starting point, those standards should not simply be duplicated in the Plan. Ms Fraser provides specific recommendations on the standards and these are addressed in the relevant sections below.
32. I also note that Ms Fraser, in responding to the submissions from Kāinga Ora on the INF – Infrastructure Chapter, notes that it is important to include a reference to the relevant parts of the INF – Infrastructure chapter from the TR – Transport Chapter. I agree and note that the TR – Transport Chapter introduction include a referent to the INF – Infrastructure Chapter containing the provisions relating to the transport network.

### **3.2.3 Summary of recommendations**

33. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** the provisions of the TR-Transport Chapter as recommended in the sections below and set out in Appendix A;
34. I recommend that the submissions from Kāinga Ora [81.930], Waka Kotahi [82.298] and KLP [59.19] be **accepted in part**.
35. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### 3.3 Railway level crossings

#### 3.3.1 *Matters raised by submitters*

36. One submission from KiwiRail [86.45] raised railway level crossings-related matters. KiwiRail seeks that a new rule and a new standard be included to address sight lines at railway level crossings. The reasons stated include that protection of sightlines is a key means of ensuring public safety.

#### 3.3.2 *Assessment*

37. The submitter is correct that the Plan lacks provisions to protect sight lines at railway level crossings. This is likely to be due to a drafting error, as provisions were included in the Draft District Plan that was released for consultation in 2018. I note that in her evidence, Ms Fraser has agreed that the Plan should include standards in relation to railway level crossings.
38. The length of the North Island Main Trunk (NIMT) railway corridor within Porirua's boundaries is approximately 20 kilometres. From my analysis of aerial photography, I have identified only two level crossings within this area, at Steyne Avenue and Pascoe Avenue.<sup>1</sup> Both of these level crossings have alarms and barriers.
39. Provisions to protect sight lines at railway level crossings would give effect to strategic objective FC-O1, as well as objective INF-O4 and policy INF-P5. As such, I agree with KiwiRail that the Plan should be amended to include provisions to protect sight lines at railway level crossings.
40. I have considered whether the TR-Transport Chapter is the appropriate chapter to include the relevant provisions. The provisions sought could be considered comparable to the requirements for mitigation of reverse sensitivity to noise from the NIMT railway line and State Highways located in the NOISE-Noise Chapter; however, there is no analogous chapter within which incorporation of the provisions sought relating to railway level crossings would be appropriate. The provisions could also be considered to be comparable to the National Grid Yard requirements, as they manage the safety of the infrastructure. As such, the other options I considered were the INF-Infrastructure Chapter and the relevant zone chapters.
41. The INF-Infrastructure Chapter may be appropriate as the rule and standard sought would give effect to objectives and policies in this chapter; however, due to the focus of the INF-Infrastructure Chapter on managing infrastructure itself, I consider that being located in this Chapter may lead to Plan users being unaware of the requirements of the provisions. This is

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<sup>1</sup> I requested confirmation of this from KiwiRail, but at the time of writing have not received a response. KiwiRail may wish to address this at the hearing.

consistent with my discussion of the National Grid provisions in the section 42A report for the INF – Infrastructure chapter.

42. There are limited zones that would need to include the provisions sought if they were to be located in the relevant zones for the existing railway level crossings. However, as identified by the submitter, the provisions sought would be intended to also provide protection for the sightlines in the event of new railway level crossings being established, which cannot be ruled out as a possibility over the life of the Plan. As such, if they were to be located within the zone chapters, they would need to be included within every zone chapter. As the provisions would currently be redundant in many of the zone chapters, I do not consider that this would be an efficient way of incorporating the provisions sought into the Plan.
43. As such, I consider that the TR-Transport Chapter is the most appropriate chapter within which to incorporate the provisions sought. This provides efficiency while also ensuring Plan users will be aware of the provisions, as most development proposals would need to consider the TR-Transport provisions.
44. In relation to the provisions themselves, I agree that a separate rule and standard is appropriate, as this provides clarity for Plan users. However, I consider that the provisions can be simplified and require some amendments to fit within the Plan's standard drafting, while retaining the overall intention and methods sought by the submitter. For example, the notes in the submitter's text include reference to adjustments to the length of the obstruction free zones, based on the number of tracks; I consider that this should be included within the standards themselves. While Ms Fraser has provided in her evidence a copy of the provisions included in a different district plan, I do not consider that these fit easily into the drafting standards for the Plan either, and therefore prefer the provisions as I have recommended in Appendix A.
45. With these amendments, I consider that the provisions will be effective in providing for the safety and wellbeing of people and communities and ensuring the safe operation of the transport network. I note that the standards sought by the submitter were based on the sight distance formula used in Waka Kotahi's Traffic Control Devices Manual 2008, Part 9 Level Crossings, with parameters set to enable application through fixed standards. That document is also referenced by the standards suggested by Ms Fraser in her evidence.
46. Due to the existing railway level crossings in Porirua including alarms and barriers, which do not require approach sight lines and which reduce the restart sight line requirements, and given the width of the designation covering the rail corridor, the provisions would not impose any additional requirements on adjacent landowners. They would therefore impose very little cost, and I consider that the provisions are highly efficient.

### **3.3.3 Summary of recommendations**

47. I recommend for the reasons given in the assessment, that the Hearings Panel:
  - a. **Add** a new rule and standard addressing sight lines at level rail crossings as set out in Appendix A;

Note: The recommended provisions are not included here due to length.
48. I recommend that the submissions from KiwiRail [86.45] be **accepted in part**.
49. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### 3.4 High Trip Generating Activities

50. High trip generating activities are addressed by TR-P1, TR-P5 and TR-S10 and associated TR-Table 7. The submissions on these provisions are addressed in the sections below.

#### 3.4.1 Policy TR-P1

##### 3.4.1.1 Matters raised by submitters

51. Waka Kotahi [82.95] seeks that the word 'minimised' is replaced with 'mitigated'. No specific reasons are provided.
52. Kāinga Ora [81.376] seeks the deletion of sub-clauses five, seven and 11, for the reasons that it opposes residential activities being considered 'high vehicle trip generating activities' and points five, seven and 11.

##### 3.4.1.2 Assessment

53. The use of the term 'minimise' is considered broadly in section 9.11 of the Officer's Report: Part A – Overarching Report. The term 'minimise' was used in the Plan where there is likely to be significant adverse effects from the land use being regulated, and the policy seeks to reduce these effects to the furthest extent possible.
54. In this case, minimise was used as the effects on the transport network, particularly on the safety and efficiency of the network to give effect to TR-O1-1, are sought to be reduced to the lowest extent possible. The term 'mitigate' is to make something milder or less intense or severe, and as such may allow high trip generating activities to be established where the effects have been mitigated to an extent, but not to the furthest extent possible. I therefore do not consider the term 'minimised' should be replaced with 'mitigated'.
55. The matters of discretion for a restricted discretionary resource consent under TR-R5 are set out in TR-P1. TR-P1 provides direction to and certainty for consent applicants. In relation to the submission from Kāinga Ora [81.376], no specific reasons are given for the deletion sought of sub-clauses five, seven and 11. These clauses relate to, respectively; effects on the character and amenity values of the surrounding area; availability of alternative site access and / or routes; and cumulative adverse effects.
56. The RMA specifically includes cumulative effects in the meaning of effect. The effects of high trip generating activities on the transport network must be considered in relation to the other trip generating activities occurring in the surrounding environment, and therefore cumulative effects are a legitimate matter to be considered in relation to high trip generating activities.
57. I consider that the potential effect on the character and amenity values of the surrounding area, and the availability of alternative site access and / or routes are also legitimate matters to be considered in relation to high trip generating activities. Effects on the character and amenity values of the surrounding area link directly with the policies for each zone describing those values. High trip generating activities may adversely affect these values, for example the safety and convenience of access within the GRZ - General Residential Zone. There may be alternative site access and / or routes that are available that could be used to minimise the effects of the proposed activity. Therefore, I do not agree with the deletion of these clauses as sought by Kāinga Ora [81.376].



### 3.4.1.3 Summary of recommendations

58. I recommend for the reasons given in the assessment that the submissions from Waka Kotahi [82.95] and Kāinga Ora [81.376] be **rejected**.
59. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### 3.4.2 Rule TR-R5

#### 3.4.2.1 Matters raised by submitters

60. Woolworths [120.4] seeks the inclusion a non-notification clause and removal of TR-P1-5 as a matter of discretion, for the reasons that the rule should be limited to traffic related matters, being effects on the transport network, and TR-P1-5 is not relevant.
61. Kāinga Ora [81.383] seeks deletion of TR-R5 for the reasons of opposing residential activities being included in TR-Table 7.

#### 3.4.2.2 Assessment

62. I disagree with Woolworths [120.4] in relation to the inclusion of a notification preclusion clause. High trip generating activities may have significant adverse effects on the wider environment including the wider transport network, for example intersections with State Highways. As such, a notification preclusion clause would not be appropriate.
63. I also disagree with the decision sought by Woolworths [120.4] to remove TR-P1-5 as a matter of discretion, for the reasons stated in 3.4.1 above.
64. In relation to the submission from Kāinga Ora [81.383], this issue is addressed in 3.4.3 below. For the reasons stated in that section, and because the rule is required to implement TR-S10, I do not consider that the deletion of TR-R5 is appropriate.

### 3.4.2.3 Summary of recommendations

65. I recommend for the reasons given in the assessment that the submission from Kāinga Ora [81.383] and Woolworths [120.4] be **rejected**.
66. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### 3.4.3 TR-Table 7

#### 3.4.3.1 Matters raised by submitters

67. Eight submission points from three submitters raised matters relating to TR-Table 7, including the following:
  - That the thresholds for activities on National or Regional roads are too high;
  - That residential activities should not be considered high trip generating activities; and
  - Inclusion of intermediate schools as an activity in table TR-Table 7.

68. Waka Kotahi [82.93, 82.94, 82.95, 82.100 and 82.107] seeks that TR-Table 7 be amended to include 'Any development, land use or subdivision located on a national high-volume road or a regional road' as an activity, with the corresponding threshold of 100 equivalent car movements per day. The reasons given for this are that this reflects Waka Kotahi's general requirements for vehicle access to state highways.
69. Kāinga Ora [81.908] seeks deletion of 'Residential Activity' and the corresponding threshold of '60 residential units enabled by any residential development or subdivision' from TR-Table 7, for the reasons that high trip generating activities should not include residential activities as this would be consistent with the strategic objectives for residential intensification.
70. Ministry of Education [134.13] seeks amendments to TR-Table 7 to include intermediate schools, and the prefix 'More than' for the thresholds for educational activities.

#### 3.4.3.2 Assessment

71. I agree with the submission from the Ministry of Education [134.13] in relation to the inclusion of intermediate schools. This inclusion will aid interpretation and implementation of the Plan. However, I do not agree with the inclusion of the prefix 'more than' for the related thresholds for educational activities. The thresholds in TR-Table 7 set a defined point, with the associated TR-S10 stating that '[a]n activity must not exceed the trip generation thresholds set out in TR-Table 7'. As such, any activity which exceeds the set thresholds is captured, and the requested prefix would be redundant.
72. In relation to the submission from Kāinga Ora [81.908], I disagree that residential activities should not be considered high trip generating activities. Residential developments can result in significant vehicle trip generation, particularly where there is a lack of accessible public or active transport options. In addition, where subdivision is carried out for residential activities which creates, or is undertaken in areas where there is existing, low levels of connectivity in the roading network, these trips, and therefore associated effects on the transport network, can be concentrated along certain routes or intersections.
73. In relation to being consistent with the residential intensification strategic objectives, these must be read alongside the strategic directions relating to the transport network including UFD-O5 which relates to the integration of subdivision, use and development with the transport network. I consider that removing the residential activities from TR-Table 7 would not assist in achieving these objectives. Additionally, the threshold for residential activities is set at 60 residential units. This provides significant opportunity for residential intensification within the existing urban environment to occur without triggering the high trip generating activity rule, and therefore I consider that this appropriately gives effect to the strategic objectives for housing density.
74. I also note that both the Auckland Unitary Plan and Christchurch District Plan both include thresholds for residential activities as high trip generating activities, and therefore I consider that removal of residential activities from TR-Table 7 would not be consistent with planning best practice. Additionally, there is nothing in the NPS-UD that precludes the use of provisions managing high trip generating activities. TR-P1 is to 'provide for' these activities where the adverse effects on the transport network will be minimised, with an associated restricted discretionary rule, which is considered to be enabling under the NPS-UD. Moreover, I consider that the matters of discretion support the desired outcome of well-functioning urban environments of the NPS-UD.

75. I note that Ms Fraser also sets out in her evidence that residential developments will still generate vehicle movements, and in her view will still warrant assessment through resource consent processes, with the threshold of 60 residential units being well aligned with the general threshold in the table of 500 vehicle movements.
76. In relation to the submissions from Waka Kotahi [82.93, 82.94, 82.95, 82.100 and 82.107], I agree that management of activities accessing the State Highway network requires separate thresholds, due to the strategic nature and importance of these roads, and their higher traffic volume. The threshold sought of 100 equivalent car movements per day is consistent with the Waka Kotahi document 'Planning Policy Manual', as these will be considered as medium to high volume accessways and generally be treated as intersections.<sup>2</sup> I note that Ms Fraser also agrees with this threshold in her evidence.
77. Additionally, I note that the rule for connections to roads in the Plan as proposed (INF-R23) requires consent for any activities connecting to Regional or National roads. The requirement for consent due to exceedance of the additional threshold as sought by the submitter would therefore integrate with the requirement in relation to connections to roads. The requirement would provide additional relevant matters of discretion, where those activities exceed that threshold, without elevating the overall activity status of a proposal.
78. I therefore consider that the amendments as sought by Waka Kotahi [82.93, 82.94, 82.95, 82.100 and 82.107] in relation to TR-Table 7 are appropriate.

#### 3.4.3.3 Summary of recommendations

79. I recommend for the reasons given in the assessment, that the Hearings Panel:
- a. **Amend** table TR-Table 7 as set out below and in section Appendix A;

<b>TR-Table 79 Trip generation thresholds</b>	
<b>Activity</b>	<b>Threshold</b>
[...]	
<b><u>Any activity accessing a national high-volume road or a regional road</u></b>	<b><u>100 vehicle trips per day</u></b>
[...]	
Primary, <b><u>Intermediate</u></b> and secondary schools	150 students

80. I recommend that the submissions from Waka Kotahi [82.93, 82.94, 82.100 and 82.107] be **accepted**.

<sup>2</sup> Waka Kotahi NZ Transport Agency, 2007, Planning policy manual – for integrated planning & development of state highways, Appendix 5B Accessway standards and guidelines

81. I recommend that the submissions from Ministry of Education [134.13] and Waka Kotahi [82.95] be **accepted in part**.
82. I recommend that the submissions from Kāinga Ora [81.908] be **rejected**.
83. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### 3.5 Definitions

#### 3.5.1 *Access allotment and Access area*

##### 3.5.1.1 *Matters raised by submitters*

84. Survey+Spatial [72.4 and 72.7] seeks that the definitions of both 'access allotment' and 'access area' be amended so that the threshold to exclude land so that it is no longer an 'access allotment' or an 'access area' should be five metres, stating that the threshold of six metres is too high.

##### 3.5.1.2 *Assessment*

85. The definitions in the Plan for both 'access allotment' and 'access area' exclude any area of land that is wider than six metres and not legally encumbered to prevent the construction of buildings. While wider access allotments and access areas can be provided, these exclusions in the definitions are to ensure that they are not built upon, therefore impeding their intended use.
86. The result of the submitter's amendments sought would be that any area of land wider than five metres and intended to be used as an access allotment or area, would need to be encumbered to prevent the construction of buildings. This would therefore be more restrictive than the current threshold of six metres.
87. From the wording of the submission, I assume that the submitter is concerned that all allotments or areas of land less than six metres wide would be considered to be an 'access allotment' or 'access area'. This is not the case, as the definitions of both terms include reference to the land being used (or intended to be used) for access purposes.
88. I therefore consider that there is no reason to amend the definition.

##### 3.5.1.3 *Summary of recommendations*

89. I recommend for the reasons stated in the assessment, that the submissions from Survey+Spatial [72.4 and 72.7] be **rejected**.

#### 3.5.2 *Integrated transport assessment*

##### 3.5.2.1 *Matters raised by submitters*

90. Waka Kotahi [82.13] seeks amendments to broaden the definition to include all potential impacts, including on connectivity.

### 3.5.2.2 Assessment

91. I consider that the amendments sought are appropriate in relation to broadening the effects to be addressed, and specifically including connectivity of the transport network as a listed matter to be addressed. Connectivity is an important aspect that needs to be addressed in such an assessment.
92. However, I consider that the other amendments sought to the wording are superfluous; for example, whether an assessment is a 'comprehensive review' is subjective. I therefore consider that retaining the current wording is more appropriate.

### 3.5.2.3 Summary of recommendations

93. I recommend for the reasons given in the assessment, that the Hearings Panel:
- a. **Amend** the definition of 'Integrated transport assessment' as set out below and in section Appendix A;

<b>Integrated transport assessment</b>	means an analysis to determine the impacts of a development on the transport network for all modes of travel, <del>and</del> <u>including</u> effects on safety, parking, efficiency, access, <u>connectivity</u> and the capacity of the transport network.
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94. I recommend that the submissions from Waka Kotahi [81.146] be **accepted in part**.

### 3.5.3 Right-of-way

#### 3.5.3.1 Matters raised by submitters

95. Kāinga Ora [81.146] seeks that the definition of right-of-way include entrance strips, and a qualification of common areas including a vehicle access, for the reasons that a common area can be used for a number of reasons.

#### 3.5.3.2 Assessment

96. I agree with the inclusion of a reference to 'vehicle access' within clause (c) of the definition. While this does not result in any material change to the meaning or interpretation of the definition, it provides additional emphasis on the use of rights-of-way in relation to vehicle access, particularly for areas where intensification is taking place.
97. However, the submitter has not provided an associated definition for 'entrance strip'. This term is used in other district plans to refer to the narrow part of a rear allotment that provides access to the road corridor.<sup>3</sup>
98. While in some cases a right-of-way may be placed over an entrance strip, or multiple entrance strips, to provide access to rear allotments, an underlying entrance strip does not necessarily form a right-of-way.

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<sup>3</sup> See for example the definitions for 'entrance strip' in the Operative Hamilton City District Plan 2017 and the Auckland Unitary Plan (Operative in Part).

99. Therefore, taking the common meaning of entrance strip as used in other plans, I consider that its inclusion in the definition would cause confusion for plan users and would not be appropriate.

### 3.5.3.3 Summary of recommendations

100. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** the definition of right-of-way as set out below and in Appendix A;

<b>Right-of-way</b>	means an easement granting rights to pass over another person's land, and for the purposes of this plan, shall include: <ol style="list-style-type: none"> <li>a. an access allotment; and</li> <li>b. a common area <u>(including a vehicle access)</u> as identified on a cross-lease or unit title plan.</li> </ol>
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101. I recommend that the submissions from Kāinga Ora [81.146] be **accepted in part**.

## 3.6 Introduction

### 3.6.1 Matters raised by submitters

102. Kāinga Ora [81.373] seeks that the introduction is amended to delete the statement that the provisions for the transport network and connections to it are located in the INF – Infrastructure chapter. The reasons for this are that so the transport chapter operates as a standalone chapter for transport related provisions.

### 3.6.2 Assessment

103. Section 4.6 of the Section 32 Evaluation Report Part 2: Transport notes the matters addressed in the TR-Transport and INF-Infrastructure chapter of the Plan.

104. The submitter has made similar submissions in relation to the INF-Infrastructure chapter.<sup>4</sup> Consistent with the analysis in the Officer's Report Part B – INF-Infrastructure, I do not consider the provisions relating to the transport network which are defined as 'infrastructure' under the RMA should be contained within the TR-Transport chapter, and that these should remain the INF-Infrastructure chapter.

105. However, the Officer's Report Part B – INF-Infrastructure recommends that the provisions relating to connections to roads should be shifted to the TR-Transport chapter. There is a consequential amendment required to the introductory text of the TR-Transport chapter to reflect this shift.

### 3.6.3 Summary of recommendations

106. I recommend for the reasons given in the assessment, that the Hearings Panel:

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<sup>4</sup> See section 3.5 of the Officer's Report Part B – INF-Infrastructure

- a. **Amend** the introductory text to the TR-Transport chapter as set out below and in Appendix A;

The Transport chapter contains provisions that deal with on-site transport facilities and access and the effects of high trip generating use and development. The transport network itself is defined as infrastructure under the RMA. The rules for the operation, maintenance and repair, and upgrading and development of ~~and connections to~~ the transport network are located in the Infrastructure chapter.

107. I recommend that the submissions from Kāinga Ora [81.373] be **accepted in part**.

## 3.7 Objectives

### 3.7.1 TR-O1

#### 3.7.1.1 Matters raised by submitters

108. GWRC [137.30] seeks that the objective be amended to include explicit recognition of public transport and active modes. No specific amendment is provided and no reasons are given.

#### 3.7.1.2 Assessment

109. There are two sub-clauses in the objective. Sub-clause one refers to the transport network, which is defined in the Plan to include all public rail, pedestrian and cycling facilities, public transport and associated public infrastructure. Sub-clause two of the objective refers to a 'range of transport modes'.
110. I consider that sub-clause one does not require explicit recognition of public transport and active modes, due to the definition of transport network already including these modes.
111. Similarly, I do not consider that sub-clause two requires explicit recognition of public transport and active modes, as logically this would then require the policies and methods to require high trip generating use and development to only be located where access to public transport and active modes is available. This may not be appropriate in all circumstances, such as public transport access to service stations.

#### 3.7.1.3 Summary of recommendations

112. I recommend that the submissions from GWRC [137.30], be **rejected**.

### 3.7.2 TR-O2

#### 3.7.2.1 Matters raised by submitters

113. As noted in section 3.2 above, Kāinga Ora [81.930] seeks that the full package of transport provisions is reviewed.

#### 3.7.2.2 Assessment

114. In her evidence, Ms Fraser suggests that the objective be amended to refer to 'all users', to ensure that the safety of vulnerable road users is considered. I agree with this recommendation.

I note that I am relying on the scope provided by the submission from Kāinga Ora [81.930] in making this recommendation.

### 3.7.2.3 Summary of recommendations

115. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** TR-O2 as set out below and in Appendix A;

TR-O2	On-site transport facilities and access
Use and development has safe and effective on-site transport facilities and site access <u>for all users</u> which do not compromise the safety and efficiency of the transport network.	

116. I recommend that the submissions from Kāinga Ora [81.930] be **accepted in part**.

## 3.8 Policies

### 3.8.1 TR-P3

#### 3.8.1.1 Matters raised by submitters

117. Waka Kotahi [82.97] seeks an additional clause be added relating to benefits from the activity on the surrounding environment, for the reasons that activities that do not meet the standards may still improve the safety and efficiency of the transport network.

118. Kāinga Ora [81.378] seeks that the word 'wellbeing' be replaced with 'safety'. No reasons are given.

#### 3.8.1.2 Assessment

119. I agree with the reasons for the submission from Waka Kotahi [82.97] that activities may have benefits on the transport network, even where the relevant standards are not met, and resource consent is required. These benefits should be taken into consideration through resource consent processes as section 3(a) of the RMA defines effects as including positive effects. However, I consider that the wording of the additional clause sought can be simplified to 'any positive effects'. While giving effect to the outcome sought through the submission, this wording is broader and is consistent with clause TR-P1-12 under that policy, and the meaning of effect in section 3 of the RMA.

120. In relation to the submission from Kāinga Ora [81.378], I do not consider that the word 'wellbeing' should be deleted from the policy, as this directly links with the purpose of the RMA. However, the inclusion of the word 'safety' would be appropriate to add to the policy, as while the policy already includes reference to safety this is in relation to the transport network. There may be additional safety aspects to consider in relation to on-site facilities provided. Additionally, I note that Ms Fraser suggests in her evidence that the policy refer to people within the site and the road reserve, to provide clarity that this relates to both groups. I agree with this recommendation, and note that I am relying on the scope provided by Kāinga Ora [81.930] in recommending the amendment to include this wording.



### 3.8.1.3 Summary of recommendations

121. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** TR-P3 as set out below and in Appendix A;

<b>TR-P3</b>	<b>Potentially appropriate on-site transport facilities and site access</b>
	<p>Provide for on-site transport facilities and site access that do not meet standards where it can be demonstrated that the safety and efficiency of the transport network and the health, <u>safety</u> and wellbeing of people <u>within the site and the road reserve</u> is not compromised, having regard to:</p> <p>[...]</p> <p>6. Whether there are site and topographical constraints that make compliance unreasonable; <del>and</del></p> <p>7. The extent to which public health and safety, including the safety of pedestrians walking through any parking areas, will not be compromised; <u>and</u></p> <p><u>8. Any positive effects.</u></p>

122. I recommend that the submissions from Waka Kotahi [82.97] and Kāinga Ora [81.930 and 81.378] be **accepted in part**.

## 3.9 Rules

### 3.9.1 TR-R1

#### 3.9.1.1 Matters raised by submitters

123. Waka Kotahi [82.98] seeks clarification whether site access includes access for vehicles.

124. Kāinga Ora [81.379] seeks that a notification preclusion clause be included for public and limited notification, excepting road controlling authorities. The submitter also seeks amendments to TR-S1 and TR-S4, without giving specific amendments sought. The reasons given for the notification preclusion clause are that the breaches of the standards are technical in nature and notification would not add to the consideration of the breaches. The issue in relation to the relationship between the standards in TR-S1 and TR-S4 is stated by the submitter as being that they are not aligned, as a proposal cannot comply with TR-S1 where compliance is not achieved with TR-S4, and this will lead to confusion, poor implementation, and difficulties in compliance monitoring.

#### 3.9.1.2 Assessment

125. I note that, as set out in Table B 1, I agree with the amendment sought by Porirua City Council [11.27]. The amended wording provides greater clarity in relation the activities being regulated by the rule.

126. In relation to the submission from Waka Kotahi [82.98], the amendments sought by Porirua City Council [11.27] to remove '[s]ite access for' from the rule heading also addresses the issue raised by this submitter. However, for completeness, I also note that the definition of 'access' included in the Plan means 'an area of land over which vehicle and/or pedestrian and cycling access is

obtained to legal road'. As such, an access may provide vehicle access, pedestrian and cycling access, or a combination of these.

127. I agree with Kāinga Ora [81.379] in relation to the integration of TR-S1 and TR-S2. While I consider that the standards work on a technical level, the drafting could be improved to achieve the outcomes sought while also providing simpler provisions and greater flexibility.
128. As currently drafted, under TR-S4 where a pedestrian and cycling access is proposed that does not have access to a reticulated water network with hydrants, or is longer than 75 metres in length, the standards for Vehicle Access Level 1 must be met (TR-S4 clause (a)) along with the additional standards in TR-S4 clauses (b), (c) and (d). As a vehicle access would need to be provided, technically the proposal would then be considered under TR-R2. I agree with Kāinga Ora [81.379] that this may be confusing for Plan users.
129. I consider that the drafting can be improved by incorporating the need to have access to a reticulated water network with hydrants, and for the access to be no longer than 75 metres in length, into TR-S1 with an associated matter of discretion for firefighting access. With these amendments, the requirement to comply with TR-S4 is no longer required and can be deleted from TR-R1. This provides a simpler standard, and also greater flexibility, and therefore addresses the issue raised by Kāinga Ora [81.379]. I also note that Ms Fraser in her evidence agrees with this approach.
130. In relation to the notification preclusion sought by Kāinga Ora [81.379] for both public and limited notification, due to the amendments recommended to the relevant standards, I consider that New Zealand Fire and Emergency (FENZ) may also be required to be notified where a proposal fails to comply with the requirements for appropriate firefighting access. Additionally, there may be situations where a development relies on existing pedestrian and cycling access which does not meet the relevant standards, and therefore notification to other users of that access may be appropriate. Therefore, while I agree with Kāinga Ora [81.379] in that public notification would not add value to the consideration of the effects of the breaches of the relevant standards and therefore should be precluded, I consider that limited notification should not be precluded.

### 3.9.1.3 Summary of recommendations

131. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** TR-R1 and TR-S1 as set out below and in Appendix A;

TR-R1	<b>Site access for All activities with no on-site vehicle parking or loading spaces</b>
All zones	1. Activity status: <b>Permitted</b> Where: a. Compliance is achieved with: i. <del>TR-S1</del> ; <del>and</del> ii. <del>TR-S4</del> .
All zones	2. Activity status: <b>Restricted discretionary</b> Where: a. Compliance is not achieved with <del>TR-S1</del> <del>or</del> <del>TR-S4</del> .

Matters of discretion are restricted to:

1. The matters of discretion of any infringed standard.

**Notification:**

- An application under this rule is precluded from being publicly notified in accordance with sections 95A of the RMA.
- When deciding whether any person is affected in relation to this rule for the purposes of section 95E of the RMA, the Council will give specific consideration to any adverse effects on any road controlling authority and Fire and Emergency New Zealand.

TR-S1	Pedestrian and cycling access	
<b>All zones</b>	<ol style="list-style-type: none"> <li>1. Access to a single site must have a direct legal road frontage width of at least 1.8m.</li> <li>2. Access to two or more sites must have pedestrian and cycling access provided from legal road with a:               <ol style="list-style-type: none"> <li>i. Minimum legal width of 1.8m;</li> <li>ii. Minimum formed width of 1.5m;</li> <li>iii. Maximum average gradient of 1:20; and</li> <li>iv. Maximum gradient of 1:13 for any length as long as it does not exceed 9m.</li> </ol> </li> <li><u>3. A fully reticulated water supply system including hydrants must be available within the road corridor to which the access connects.</u></li> <li><u>4. The pedestrian and cycling access must be no more than 75m in length measured from the road boundary to any existing building or proposed building platform on the site.</u></li> </ol>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> <li>1. The safe, efficient and effective functioning of the access, including the safety of pedestrians and cyclists <u>and people with disabilities;</u></li> <li><u>2. The safe, efficient and effective access to the site for firefighting purposes;</u></li> <li><del>23.</del> Site and topographical constraints; and</li> <li><del>34.</del> The suitability of any alternative design options.</li> </ol>

132. I recommend that the submissions from Porirua City Council [11.27] be **accepted**.

133. I recommend that the submissions from Waka Kotahi [82.98] and Kāinga Ora [81.379] be **accepted in part**.

### 3.9.2 TR-R2

#### 3.9.2.1 Matters raised by submitters

134. Waka Kotahi [82.99] seeks clarification of how TR-R2 works with INF-R23 and amendments to the rule to avoid confusion, for the reasons that the intent of the rule is not clear.
135. Kāinga Ora [81.380] seeks that a notification preclusion clause be included in TR-R2-2 for public and limited notification, excepting road controlling authorities. The reasons given for the notification preclusion clause are that the breaches of the standards are technical in nature and notification would not add to the consideration of the breaches
136. Kāinga Ora [81.380] also seeks that TR-R2-3, clause TR-R2-1.b, the note to TR-R1-1, and the section 88 requirements under TR-R2-2, be deleted. The submitter notes that they oppose; the Section 88 information requirement; the accessway widths and gradients as specified in TR-S3 and TR-Table 2 as these will result in poor urban outcomes and are over engineered; and the discretionary status of TR-R2-3 as it is unclear what policy is it is implementing.

#### 3.9.2.2 Assessment

137. In relation to the notification preclusion statement sought by Kāinga Ora [81.380], I agree in part with the submitter, for the same reasons as stated in section 3.9.3 below. I therefore consider that a notification preclusion statement should be included for rule TR-R2-2 relating to public notification under 95A.
138. Consistent with the evidence provided by Ms Fraser, I agree with the submission from Kāinga Ora [81.380] in relation to the deletion of the section 88 requirements under TR-R2-2; however, I consider that the requirement for a road safety audit should not be removed from applications under TR-R2-3.
139. Clause TR-R2-1.b and the associated discretionary rule TR-R2-3 relate to instances where the vehicle access is not, or potentially cannot be, classified in accordance with the criteria in TR-S2. I note that this relates to INF-P14-1 (which is recommended to be relocated to the TR – Transport Chapter as new policy TR-P4) which addresses connections to roads, specifically, the 'number and types of vehicles accessing the site'. Where a vehicle access is not classified, no design standards under TR-S3-1 and the associated TR-Table 2 would be able to be applied. As such, the level of non-compliance with relevant standards cannot be assessed. Because of this I consider that requirement for a resource consent is appropriate, and the provisions should not be deleted.
140. Where a vehicle access is proposed, the use of which would exceed 500 annual average daily traffic movements, this would fall outside of the criteria for a vehicle access under TR-Table 1, and therefore would fall under TR-R2-3. I consider that where an activity generating more than 500 vehicle movements connects to a road, significant adverse effects on the safety and efficiency of the transport network may result. An appropriate assessment showing that the connection will not result in adverse safety effects is therefore appropriate, and a road safety audit should be required as part of the application. However, to provide greater clarity I consider that this should specify a 'detailed design' road safety audit.
141. I note that the upper limit of Vehicle Access Level 4 of 500 annual average daily traffic movements is the same as the general threshold for high trip generating activities. Under TR-R5-

- 2, activities which exceed that threshold (which are not otherwise listed in the relevant table) are restricted discretionary activities. Given this, my recommendation to retain the requirement for a road safety audit as a section 88 requirement, and the scope of matters provided under TR-P4, I consider that it is appropriate that the activity status of TR-R2-3 be amended to restricted discretionary with the matters of discretion being the matters in TR-P4. This will enable appropriate consideration of these proposals, while better also integrating with the high trip generating activity provisions.
142. In relation to the submissions from Waka Kotahi [82.99], and Kāinga Ora [81.380], relating to the note to TR-R1-1, I agree that the integration of the TR-Transport chapter provisions for vehicle access can be improved in relation to INF-R23. The officer's report for the INF-Infrastructure chapter addresses the submissions on INF-R23. I note in relation to that rule, that Kāinga Ora [81.295] opposes the rule sitting in the INF-Infrastructure chapter and requests that it, along with the associated objective, policy and standards be relocated to TR-Transport chapter. The s42A for the INF-Infrastructure chapter recommends that INF-P14, INF-R23 and the relevant standards are incorporated into the TR-Transport chapter. As such, the requirements of INF-R23 are to be incorporated into TR-R2 and the associated standards (INF-S25, INF-Figure 4, INF-Table 5, INF-S26, INF-Figure 5, INF-Table 6, and INF-Figure 6) are to be included within the standards of TR-Transport chapter. Subsequently, the note relating to INF-R23 can be deleted, as no cross reference is required with incorporation of the relevant provisions in the TR-Transport chapter.
143. I agree that the provisions for connections to roads for vehicle access to a site should be contained within the TR-Transport chapter. While roads are considered to be infrastructure and therefore the relevant provisions are contained in the INF-Infrastructure chapter, any access for a site will require a connection to the road network and therefore including the relevant provisions within the TR-Transport chapter along with the other access standards provides greater ease-of-use for Plan users.
144. In relation to the submission from Kāinga Ora [81.380] that the access widths and gradients specified in TR-S3 and TR-Table 2 will result in poor urban outcomes and are over engineered, I agree that the specified widths are excessive in some cases. The recommended amendments to TR-S3 and TR-Table 2 are addressed in 3.10.2 below.

### 3.9.2.3 Summary of recommendations

145. I recommend for the reasons given in the assessment, that the Hearings Panel:

a. **Amend** TR-R2 as set out in Appendix A;

Note: The amendments are not reproduced here due to length.

146. I recommend that the submissions from Waka Kotahi [82.99] be **accepted**.
147. I recommend that the submissions from Kāinga Ora [81.380] be **accepted in part**.
148. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### 3.9.3 TR-R3 and TR-R4

#### 3.9.3.1 Matters raised by submitters

149. Kāinga Ora [81.381 and 81.382] seeks that a notification preclusion clause be included for TR-R3 and TR-R4 for public and limited notification, excepting road controlling authorities. The reasons given for the notification preclusion clause are that the breaches of the standards are technical in nature and notification would not add to the consideration of the breaches.

#### 3.9.3.2 Assessment

150. I agree with the submitter that any breaches of the relevant standards for TR-R3 and TR-R4 are technical in nature, and public notification of any resource consent applications would not add any value to the process. As such, I consider that preclusion of public notification is appropriate. This has benefits in providing greater certainty to consent applicants.

151. However, I do not agree with the notification preclusion clause sought by the submitter as written, particularly precluding notification under section 95B while excepting (and therefore allowing limited notification to) the road controlling authority. I do not consider that this represents good drafting of the notification preclusion, as this may cause confusion when applying section 95B(5) and (6), and there may be instances where non-compliance with the standards may have effects on surrounding land uses.

152. I prefer instead the notification preclusion statement included in the Plan for INF-R24 which precludes public notification under section 95A of the RMA, and identifies the road controlling authorities as being given specific consideration under section 95B. This more clearly identifies the road controlling authorities as being potentially affected by non-compliance with the relevant standards.

#### 3.9.3.3 Summary of recommendations

153. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** TR-R3 and TR-R4 as set out in Appendix A;

Note: The amendments are not reproduced here due to length.

154. I recommend that the submission from Kāinga Ora [81.381 and 81.382] be **accepted in part**.

## 3.10 Standards

### 3.10.1 TR-S1

#### 3.10.1.1 Matters raised by submitters

155. Survey+Spatial [72.12] seeks that the requirement for cycling access on shared accesses be deleted, for the reasons that it may be more difficult to achieve than providing a driveway due to gradient requirements. The submitter also seeks the provision allow for steps, and reduction of the formed and physical width requirements to 1.2 metres and 1.5 metres respectively, for the reason that the widths are wider than practically required.

156. Kāinga Ora [81.384] seeks that the maximum gradients are deleted. No reasons are provided.

### 3.10.1.2 Assessment

157. I disagree with the submission from Survey+Spatial [72.12] stating that the widths are wider than practically required.
158. The Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths notes that for local access paths, the desirable minimum width is 2.5 metres, with lesser widths only to be used where cyclist volumes and operational speeds remain low. The desirable minimum width of a two-way footpath is two metres, with a minimum of 1.5 metres. As TR-S1-2 relates to access to two or more sites, the desirable minimum width, and absolute minimum width, of a one-way footpath (1.5 and 1.2 metres, respectively) are not considered to be appropriate. This is supported by Waka Kotahi's 'Pedestrian Planning and Design Guide' which sets an absolute minimum footpath width of 1.5 metres. The minimum legal width included in the Plan allows for 'shy space' of 0.15 metres on either side of the path, which may be located next to structures such as fences along site boundaries.
159. Therefore, I consider that the minimum widths included in the Plan are required and appropriate and should not be reduced as sought by the submitter.
160. In relation to the maximum gradients, the gradients set out in TR-S1 align with those in section 14.4 of Waka Kotahi's 'Pedestrian Planning and Design Guide'.<sup>5</sup> That document notes that gradients greater than eight percent (approximately 1:13) are not suitable for wheelchair users. I note that the requirements under the Building Act 2004 and associated Building Code, for access for persons with disabilities to buildings only relates to buildings to which members of the public are to be admitted, and do not apply to housing.<sup>6</sup> However, for comparison, the maximum slope for an accessible ramp in Acceptable Solution D1/AS1 is 1:12.
161. Additionally, the Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths notes that in terms of uphill gradients, three percent is the desirable maximum gradient for a cyclist, and where this cannot be achieved consideration of a maximum of five percent while providing shorter flatter sections. For downhill the guide states that gradients of more than five percent should not be provided unless unavoidable.<sup>7</sup> That document includes a figure (Figure 7.1) showing that at a five percent gradient, the acceptable length of an uphill gradient for cyclists is approximately 110 metres, while the desirable length is approximately 80 metres.
162. The maximum gradients included in the Plan are therefore consistent with relevant New Zealand standards. Without the maximum gradient standards, there is a risk that pedestrian and cycling accesses will be provided that do not ensure the safety or comfort of all users, and therefore would not give effect to TR-P2. Therefore, I consider that the maximum gradients should be retained. This recommendation is consistent with the recommendation of Ms Fraser in her review of the transport standards.
163. I also note that an amendment is recommended to matter of discretion one, to specifically include consideration of people with disabilities. This is due to the potential effects of pedestrian and cycling accesses that do not meet the width or gradient requirements set in the standard. I

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<sup>5</sup> New Zealand Transport Agency, 2009, Pedestrian Planning and Design Guide, page 14-5

<sup>6</sup> See section 118 of the Building Act 2004.

<sup>7</sup> See section 7.4 of the Austroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths

note that the scope for this recommendation is provided by the submission from Kāinga Ora [81.930], which sought a full review of the transport provisions.

### 3.10.1.3 Summary of recommendations

164. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** TR-S1 as set out in Appendix A;

Note: The amendments also set out in section 3.9.1 above.

165. I recommend that the submission from Kāinga Ora [81.930] be **accepted in part**;

166. I recommend that the submissions from Survey+Spatial [72.12] and Kāinga Ora [81.384] be **rejected**.

167. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

## 3.10.2 TR-S2 and TR-S3

### 3.10.2.1 Matters raised by submitters

168. Kāinga Ora [81.385] seeks deletion of TR-S2 for the reasons that there is no clear policy that it is giving effect to.

169. Kāinga Ora s [81.386] seeks deletion of TR-Table 1 for the reasons that the residential thresholds and associated required legal widths are excessive. Full review of the table is sought so that the classifications are set to manage the safety and efficiency of the transport network, while recognising and providing for residential intensification.

170. Kāinga Ora [81.387, 81.388 and 81.389] seeks deletion and full review of TR-S3, TR-Table 2 and TR-Table 3, for the reasons that the standards are overengineered for residential scale development, with the minimum widths resulting in excessive landform modification and stormwater and creation of high-speed vehicle environments, which is not consistent with the strategic direction of the Plan. The submitter seeks review and amendment of the provisions so that the safety and efficiency of the transport network is appropriately managed while recognising and providing for residential intensification.

171. KLP [59.20] seeks replacement of references to Tables 2 and 3 with reference to amended tables in the INF – Infrastructure Chapter. No specific reasons are given.

172. KLP [59.21] seeks use of NZS 4404:2010 as the basis for roads, accesses or lanes; removal of the distinction between private and public roads for design purposes; and inclusion of all roads in one design standard and reference to that table from both INF – Infrastructure and TR - Transport chapters of the Plan. The reasons include detailed comments on access widths and gradients, and that the Plan does not take account of shared space, and that excessive widths contradict the purpose of increased density.

173. KLP [59.22] seeks amendments to the K values included in TR-Table 3, for the reasons that they are too conservative.



### 3.10.2.2 Assessment

174. The submissions on TR-S2 and TR-S3, and TR-Table 1, Table 2 and Table 3 are assessed together due to the integrated nature of these provisions.
175. I disagree with Kāinga Ora [81.385, 81.386, 81.387, 81.388 and 81.389] that standards and associated tables must be deleted in their entirety as sought. I also disagree that TR-S2 does not give effect to any policy, as this standard gives effect to TR-P2, through TR-R2. However, I do agree that, as noted in 3.9.2 above, taken as a package the standards may result in some vehicle accesses that are over-engineered for their intended use.
176. Specifically, in order to enable appropriately sized vehicle access for residential purposes, and as requested by Kāinga Ora [81.930], a full review of the vehicle access standards has been undertaken by Ms Harriet Fraser. Ms Fraser's recommendations are set out in her evidence. I accept and agree with those recommendations relating to the access design standards, which have been incorporated into the recommended amendments set out in Appendix A.
177. In relation to the submission from KLP [59.21], with the amendments to the design standards as recommended by Ms Fraser, the standards would be more consistent with those set out in NZS 4404. However, I note that there appears to be a contradiction in the outcomes sought by the submitter. Specifically, in relation to the reduction in the minimum widths of Vehicle Access Level 2 to 4.5 metres, Level 3 to six metres, and Level 4 to nine metres, as these are not consistent with the widths set out in NZS 4404. This may be due to the submitter misinterpreting the residential vehicle access classification thresholds as these refer to residential sites.
178. To avoid this confusion, and to ensure greater consistency with NZS 4404, and consistent with the evidence provided by Ms Fraser, I recommend the vehicle access classification criteria are amended to refer to 'residential units'. This term has an existing National Planning Standards definition and therefore is clearly defined in the Plan. This amendment will also ensure any future changes to national direction relating to the number of residential units provided for on a site that may come from central government do not inadvertently result in adverse effects on the transport network.
179. Additionally, I consider that TR-Table 2 can be improved by separating and including more detail for the requirements for passing bays and turning areas within common areas, consistent with the recommendations of Ms Fraser in her evidence. This can be achieved by having a new row setting out the passing bay requirement, and a new standard within TR-S3 and an associated figure showing the turning area requirements. This would provide greater clarity for plan users.
180. Changes to the footpath requirements, and additional requirements for infrastructure berms and minimum berms have also been recommended by Ms Fraser. These have also been incorporated into the recommended amendments set out in Appendix A
181. With the amendments recommended above, I consider that the design standards for vehicle accesses will provide for appropriate access to sites which will provide for the health and safety of people and communities, while also recognising the need to ensure efficient use of natural and physical resources, including land, as well as promoting the use of active and public transport modes.
182. In relation to the submissions from KLP [59.22] and Kāinga Ora [81.389] on TR-Table 3, Ms Fraser considers that the K and R values for vertical and horizontal curves, respectively, are better to be located within a code of engineering standards or similar document, as these are generally

determined at detailed design stage. As such, this level of detail is not generally incorporated into consent-level design. Consequently, I agree with this recommendation and note that the Council's Code of Land Development and Subdivision Engineering is currently under review, and so the requirements for vertical and horizontal curves can be incorporated into that document.

183. In relation to the submission from KLP [59.20], I agree that the duplication of the design standards for a Vehicle Access Level 4 under the TR-Transport Chapter and an Access Road under the INF-Infrastructure Chapter is unnecessary. The amendments to the vehicle access design standard recommended by Ms Fraser remove this duplication. The specific design standards for these roads are addressed in the INF-Infrastructure section 42A report.
184. While Ms Fraser recommends that TR-S3-4 can also be deleted due to the guidance provided by TR-Table 2, I consider that retention of this standard is beneficial, to ensure that the design of the pathways meets an acceptable standard.
185. I note that, in recommending the amendments to TR-Table 1, TR-S3 and TR-Table 2, I am also relying on the scope provided in the general submission from Kāinga Ora [81.930] for the full review of amendment of the transport provisions.

### 3.10.2.3 Summary of recommendations

186. I recommend for the reasons given in the assessment, that the Hearings Panel:
- a. **Amend** TR-S3 and TR-Table 1 and TR-Table 2 as set out in Appendix A;  
Note: The amendments are not reproduced here due to length.
  - b. **Delete** TR-Table 3 as set out in section Appendix A;
187. I recommend that the submissions from Kāinga Ora [81.930] be **accepted in part**.
188. I recommend that the submission from Kāinga Ora [81.385] be **rejected**.
189. I recommend that the submissions from Kāinga Ora [81.386, 81.387, 81.388 and 81.389] and KLP [59.20, 59.21 and 59.22] be **accepted in part**.
190. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

## 3.10.3 TR-S4

### 3.10.3.1 Matters raised by submitters

191. Survey+Spatial [72.14] seeks that the standard is deleted, for the reasons that fire related matters should be left to the Building Code.
192. Kāinga Ora [81.384 and 81.390] seeks amendments to align TR-S4 with TR-S1 for the reasons that the requirements in TR-S1 do not align with the legal and formed widths required in TR-S4.
193. FENZ [119.26] seeks that the formed width is increased to four metres, and inclusion of the word 'minimum' in TR-S4-1.c

### 3.10.3.2 Assessment

194. In relation to the submission from Survey+Spatial [72.14], requirements in district plans relating to access for firefighting purposes are relatively common. This responds to an identified resource management issue, particularly relating to the health, safety and wellbeing of people and communities.
195. I note that, as identified by the submitter, the Building Code Acceptable Solution C/AS1 addresses fire service vehicular access for risk group 'SH Buildings with sleeping (residential) and outbuildings' in Part 6: Firefighting. However, this only places requirements on multi-unit dwellings with more than two units. Non-residential activities are addressed in Acceptable Solution C/AS2.
196. As such, there is a regulatory gap for residential activities which are not a multi-unit dwelling with more than two units. This would include, for example, residential or rural sites where a single residential unit is constructed greater than 75 metres from the road boundary. With the introduction of the Rural Lifestyle Zone and Medium Density Residential Zone in the Plan, this is potentially a significant issue for Porirua over the life of the Plan.
197. The requirements in TR-S4 integrate with those in Sub-S4-1.b to comply with the water supply requirements in the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008, which provides commentary on the access requirements for a firefighting water supply.
198. In relation to the submission from FENZ [119.26], I agree that clause TR-S4-1.c should include the word 'minimum', as this clarifies the intention of that clause. I note the evidence provided by Ms Fraser also agrees with this amendment.
199. However, I do not entirely agree with the amendment sought to have a minimum formed width of four metres under clause TR-S4-1.b. While SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice states that the minimum roading width should be no less than four metres, under the relevant clauses in Acceptable Solutions C/AS1 and C/AS2 the wording is for a minimum width of four metres, and a 'clear passageway' of no less than 3.5 metres in width. As such, I consider that requiring a minimum formed width of 3.5 metres and a minimum unobstructed width of four metres will achieve the practical requirements for firefighting access. The evidence provided by Ms Fraser also agrees with this amendment.
200. In relation to the submissions from Kāinga Ora [81.384 and 81.390], as noted in section 3.9.1 above, I disagree that the standards require alignment as the standards state a minimum, and therefore where the wider standard is met, so too will the narrower standard; however, the standards could be simplified to assist Plan users. As recommended above, TR-S1 would include additional matters to ensure that firefighting access is sufficiently provided for, or would otherwise require consent. Subsequently, clause TR-S4-1.a is no longer necessary and can be deleted. Additionally, I recommend a note be included in the standard to clarify that where the circumstances in TR-S4 are triggered, the minimum widths set out in the standard override those in TR-Table 2 for accesses which would otherwise not meet those minimum widths. This would further clarify the relationship between the two standards. I note that Ms Fraser agrees with this approach in her evidence.

### 3.10.3.3 Summary of recommendations

201. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. Amend TR-S4 as set out below and in Appendix A;

TR-S4	Firefighting access	
<p><b>All zones</b></p>	<p><u>1.</u> Any <u>vehicle</u> access to a site located in an area where no fully reticulated water supply system is available, or having a length greater than 75m when connected to a road that has a fully reticulated water supply system including hydrants, must:</p> <p>a. <del>Be designed to achieve the vehicle access design standards in TR-Table 2 for:</del></p> <p style="padding-left: 20px;"><del>i. The relevant vehicle access classification level in accordance with TR-S2 for activities with vehicle parking or loading spaces provided on-site; or</del></p> <p style="padding-left: 20px;"><del>ii. Vehicle Access Level 1 for any other activities; and</del></p> <p><u>Have a minimum unobstructed width of 4m;</u></p> <p>b. Have a minimum formed width of 3.5m;</p> <p>c. Have a <u>minimum</u> height clearance of 4m; and</p> <p>d. Be designed to be free of obstacles that could hinder access for emergency service vehicles.</p> <p><u>Note: When the circumstances set out in this standard are triggered, the width requirements in this standard override those for Vehicle Access Levels 1 and 2 set out in TR-Table 2.</u></p>	<p>Matters of discretion are restricted to:</p> <p><u>1. The safe, resilient, efficient and effective functioning of the transport network;</u></p> <p><del>12.</del> The safe, efficient and effective functioning of the vehicle access including firefighting access; and</p> <p><u>23.</u> Site and topographical constraints.</p>

202. I recommend that the submissions from Survey+Spatial [72.14] be **rejected**.
203. I recommend that the submissions from Kāinga Ora [81.384 and 81.390] and FENZ [119.26] be **accepted in part**.
204. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### **3.10.4 TR-S5 and TR-Table 4**

#### *3.10.4.1 Matters raised by submitters*

205. KLP [59.23] seeks that TR-S5 is amended. No specific amendments are sought. The reasons stated are that a gradient requirement of 1:16 is too flat, and while desirable, gradients of 1:10 are normal for cars to park on driveways.
206. Kāinga Ora [81.392] seeks that TR-Table 4 be retained as notified.

#### *3.10.4.2 Assessment*

207. I agree with the submitter that, for residential activities, a requirement to achieve maximum gradients of 1:16, or 6.25 percent, is overly conservative. Residential car parking spaces are generally relatively infrequently accessed. Given that the maximum gradient for Access Roads under INF-S23 is 1:10, or 10 percent (or 12.5 percent for a maximum of 85 metres, however I recommend to delete this part of the standard), I consider that a maximum gradient of 1:10 or 10 percent for car parking associated with residential activities is appropriate. This will more appropriately provide for residential development, including intensification, and recognise the topography of Porirua.
208. However, I note that the standards in AS/NZS 2890.1:2004 set maximum gradients for parking modules, defined as a parking aisle together with a single row of parking spaces on one or both sides, of five percent parallel to the angle of parking, and 6.25 percent measured in any other direction.<sup>8</sup> Therefore, I consider that the Plan should be consistent with these maximum gradients when the car parking is associated with any non-residential activities. The evidence of Ms Fraser agrees with these recommendations.
209. In relation to the submission from Kāinga Ora [81.392], I note that the review undertaken by Ms Fraser and detailed in her evidence identifies that some amendments to TR-Table 4 are required in order to align the standard with AS/NZS 2890.1:2004. I agree with these amendments, as they will bring the Plan more into agreement with the nationally recognised standards. Ms Fraser states that she would prefer that the Plan reference AS/NZS 2890.1:2004 directly; however, I consider it more useful for Plan users to have the relevant parts of that document contained within the Plan where this can reasonably be achieved, to avoid Plan users needing to purchase the external standards to determine compliance.
210. Additionally, Ms Fraser also recommends that TR-S5-1 be deleted as it is redundant, and clause TR-S5-1.d be amended to 2.3 metres to provide for access to mobility spaces. I agree with these amendments, and also recommend them in Appendix A. However, I do not agree with Ms Fraser's recommendation to consider an additional clause to require residential on-site parking spaces to be electric vehicle charging ready, as I consider that this is going beyond the appropriate scope of a district plan.
211. I note that, in recommending the amendments to TR-S5 and TR-Table 4 recommended by Ms Fraser noted above, I am also relying on the scope provided by the general submission from Kāinga Ora [81.930] for the full review of amendment of the transport provisions.

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<sup>8</sup> See section 2.4.6.1 of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking

## 3.10.4.3 Summary of recommendations

212. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** TR-S5 and TR-Table 4 as set out below and in Appendix A;

TR-S <del>5</del> <b>6</b>	Design of on-site car parking spaces	
<p><b>All zones</b></p>	<p>1. Where provided on a site, car parking spaces must:</p> <p><del>a. Be designed to accommodate a 4.91m x 1.87m vehicle (85th percentile vehicle) as the minimum design vehicle;</del></p> <p><del>ba.</del> Comply with the minimum dimensions of TR-Table <del>4</del><b>5</b>;</p> <p><del>cb.</del> Have a maximum gradient of:</p> <p style="padding-left: 20px;"><del>i.</del> <u>5% (1 vertical to 20 horizontal) for surfaces parallel to the angle of parking for non-residential activities;</u></p> <p style="padding-left: 20px;"><del>ii.</del> <u>10% (1 vertical to 10 horizontal) for surfaces parallel to the angle of parking for residential activities; and</u></p> <p style="padding-left: 20px;"><del>iii.</del> <u>6.25% (1 vertical to 16 horizontal) for surfaces at any other direction to the angle of parking;</u> and</p> <p><del>dc.</del> Have a minimum height clearance of 2.<del>2</del><b>3</b>m.</p> <p>Note: Where parking is provided, the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001) sets out requirements for parking spaces for people with disabilities and accessible routes from the parking spaces to the associated activity or road.</p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> <li>1. The safe, resilient, efficient and effective functioning of the transport network; and</li> <li>2. The safety and movement of pedestrians, cyclists, public transport and general traffic.</li> <li>3. Accessibility of the site by active transport and public transport;</li> <li>4. Public health and safety;</li> <li>5. The safety and usability of the parking spaces; and</li> <li>6. Site limitations, configuration of buildings and activities.</li> </ol>

The amendments to TR-Table 4 are not reproduced here due to length.

213. I recommend that the submissions from Kāinga Ora [81.930] be **accepted in part**.

214. I recommend that the submissions from KLP [59.23] be **accepted in part**.
215. I recommend that the submissions from Kāinga Ora [81.392] be **rejected**.
216. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### **3.10.5 TR-S6 and TR-Figure 4**

#### *3.10.5.1 Matters raised by submitters*

217. Porirua City Council [11.32 and 11.33] seeks that the clearance width in TR-S6-1 and the associated figure TR-Figure 4 be increased from 150 millimetres, to 300 millimetres. The reasons given are that the 300 millimetre clearance is consistent with other New Zealand standards. Further submissions from Kenepuru Limited Partnership [FS20.40], Paremata Business Park [FS64.18] and Carrus Corporation Limited [FS62.24] opposed the submission [11.32].
218. Kāinga Ora [81.396] seeks that TR-S6-1 is deleted and replaced with two clauses to only require a vehicle to exit in a forward direction when accessing a site from a National or Regional Road, or the vehicle access is servicing six or more car parking spaces. The reasons stated are that there is no documented issue in Porirua, compliance would be difficult due to Porirua's topography, and the standard would result in poor urban design outcomes, visual effects, stormwater run-off, and disproportionate development costs. Deletion of TR-S6-3 is also sought, for the reason that it is unduly restrictive, and the function of the road reserve is to provide for vehicle manoeuvring.
219. Kāinga Ora [81.397] seeks that TR-Figure 4 is deleted, with review and amendment to appropriately manage the safety and efficiency of the transport network, while recognising and providing for residential intensification.

#### *3.10.5.2 Assessment*

220. I agree with the submissions from Porirua City Council [11.32 and 11.33], and consequently disagree with the further submissions from Kenepuru Limited Partnership [FS20.40], Paremata Business Park [FS64.18] and Carrus Corporation Limited [FS62.24] that opposed the submission [11.32]. The requirement for the additional clearance is only where manoeuvring areas are bordered by walls, fences or other obstructions. The 300 millimetre clearance sought is consistent with AS/NZS 2890.1:2004 Off-street Parking for swept path clearances for 85th percentile vehicles.<sup>9</sup> While the width of an 85th percentile vehicle is given as 1.87 metres, this excludes wing mirrors which typically extend 150-210 millimetres. This can result in additional difficulty in manoeuvring in tight spaces.<sup>10</sup> With wing mirrors, the width of an 85th percentile vehicle is therefore approximately 2.2 metres. As such, the current 150 millimetre clearance on either side would not actually allow for the passage of an 85th percentile vehicle, or provide for sufficient buffer for human error in manoeuvring. Ms Fraser agrees with the amendment sought in her evidence.

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<sup>9</sup> See Appendix B to AS/NZS 2890.1:2004, section B3.2(a)

<sup>10</sup> See for instance the discussion in MBIE, 2019, Determination 2019/044

221. I do not agree with the amendments sought in the submission from Kāinga Ora [81.396], as these ignore the potential adverse effects on the safety and efficiency of the transport network from vehicles reversing onto roads and the need to ensure the safety and efficiency of lower order roads as well as regional and national roads. I note that AS/NZS 2890.1:2004 states that reversing movements to public roads are to be prohibited wherever possible.
222. However, Ms Fraser's evidence is that the standard, which allows for reverse manoeuvres onto a road from a site where that site contains one residential unit and the road is an Access Road, can be amended to also provide for these manoeuvres onto Collector roads. This would still require on-site turning facilities where the site connects to an Arterial, Regional or National road. Ms Fraser also recommends that the allowable reversing distance be limited to 30 metres.
223. I therefore consider that the standard should be amended to allow for vehicles to exit sites by a reverse manoeuvre onto Access and Collector roads, and limit the distance of this reversing manoeuvre to 30 metres, consistent with the recommendation from Ms Fraser.
224. I consider that the request from Kāinga Ora [81.396] to delete TR-S6-3 is not appropriate. The standard relates to on-site manoeuvring areas. Reliance on the public road reserve to achieve the required manoeuvring space, outside of an approved vehicle crossing, is not appropriate as this space may be reallocated in the future, such as to parking, pedestrian or cycling facilities, which would therefore affect the continuing ability of the site to operate safely and efficiently. Similarly, areas provided on the site for parking, servicing, loading or storage purposes should be free to be used for their designated purpose, and should not be obstructed by manoeuvring vehicles. Ms Fraser in her evidence also recommends that this clause be retained.
225. Kāinga Ora [81.397] also seeks review of TR-Figure 4. This figure is based on Figure B8 in AS/NZS 2890.1:2004. I agree that this may not be the correct figure to use in all situations, as this figure relates specifically to reverse-in manoeuvres. The standard states that this is intended 'for use only at residential or domestic car parks to cater for unusually shaped manoeuvre areas in front of parking spaces'.<sup>11</sup> The figure should instead be Figure B5 in AS/NZS 2890.1:2004 which shows tracking curves for an 85<sup>th</sup> percentile car with a 5.8 metre radius turn. I have recommended an appropriate figure to replace the current figure, which also includes the dimensions of the B85 motor vehicle, as recommended by Ms Fraser in her evidence.
226. Additionally, Ms Fraser also recommends that on-site manoeuvring areas not be permitted to include ramps, turntables, car lifts, or stackers, as these require specific design. I also agree with this recommended addition.
227. I note that, in recommending the incorporation of the amended standards for reverse manoeuvring off a site and additional standards relating to the manoeuvring areas for heavy vehicles, and excluding the use of ramps, turntables, car lifts, or stackers, I am relying on the scope provided by the general submission from Kāinga Ora [81.930] for the full review of amendment of the transport provisions.

### 3.10.5.3 Summary of recommendations

228. I recommend for the reasons given in the assessment, that the Hearings Panel:

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<sup>11</sup> AS/NZS 2890.1:2004 Off-street Parking, section B4.3, page 59



- a. Amend TR-S6 and TR-Figure 4 as set out below and in Appendix A;

<b>TR-S67</b>	<b>On-site vehicle manoeuvring areas for sites with vehicle access</b>	
<b>All zones</b>	<p>1. Where a site has vehicle access provided, on-site manoeuvring areas must be provided so that vehicles <del>to</del> can enter and exit the site in a forward direction, except where:</p> <ol style="list-style-type: none"> <li>The site serves a single residential unit; <del>and</del></li> <li>The road is an Access Road- <del>or Collector Road</del><sup>12</sup>; <del>and</del></li> <li><u>The distance to or from the road frontage where a vehicle is required to reverse is no more than 30m.</u></li> </ol> <p>2. On-site vehicle manoeuvring areas must provide for a 4.91m x 1.87m vehicle (85<sup>th</sup> percentile vehicle) as shown in TR-Figure <del>49</del> Manoeuvring, including additional width of <del>4530</del>0mm per affected side <del>to allow for wing mirrors when manoeuvring areas are bordered by walls, fences or obstructions</del><sup>13</sup>.</p> <p>3. On-site manoeuvring areas must not be located on:</p> <ol style="list-style-type: none"> <li>The public road reserve; or</li> <li>Areas provided for parking, servicing, loading or storage purposes.</li> </ol> <p><u>5. On-site manoeuvring areas must not include ramps, turntables, car lifts, or stackers.</u></p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> <li>The number of vehicle trips generated by the activity on site;</li> <li>Site and topographical constraints;</li> <li>The classification and characteristics of the road in the vicinity of the site;</li> <li>The safe, resilient, efficient and effective functioning of the transport network; and</li> <li>The safety and movement of pedestrians, cyclists, public transport and general traffic.</li> </ol>

The amendment to TR-Figure 4 is not shown here due to size.

229. I recommend that the submissions from Porirua City Council [11.32 and 11.33] be **accepted**.
230. I recommend that the submissions from Kāinga Ora [81.930, 81.397 and 81.396] be **accepted in part**.

<sup>12</sup> Kāinga Ora [81.396]

<sup>13</sup> Clause 16(2) minor amendment

231. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### 3.10.6 TR-S7 and TR-Table 5

#### 3.10.6.1 Matters raised by submitters

232. GWRC [137.38] seeks that TR-S7 be retained, as it supports the public transport access standards in this section.

233. Kāinga Ora [81.398 and 81.399] seeks that TR-S7 and TR-Table 5 are retained, as the submitter supports the standards.

#### 3.10.6.2 Assessment

234. I note that in reviewing the transport provisions Ms Fraser has identified additional requirements relating to loading spaces. These requirements can be summarised as:

- The requirement for spaces to be provided, relative to the size of the non-residential activity, the size of trucks required to be provided for and the associated required loading space dimensions;
- Loading and unloading be required to occur within the site and not impeding other activities;
- Restrictions on reversing to and from the road;
- The maximum gradient of loading spaces;
- Requirements for additional space where loading spaces are within gated areas; and
- Requirements for loading spaces where multiple tenants occupy a site.

235. Ms Fraser states that these additional requirements are necessary as the notified provision may result in inadequate provision of loading facilities, with associated adverse effects on the safe and efficient operation of roads.

236. I agree with the need to include additional standards in TR-S7 and TR-Table 5, and inclusion of a new table addressing on-site loading space dimensions, as recommended by Ms Fraser, with some re-wording of the recommended standards.

237. I note that, in recommending the incorporation of the amended standards, I am relying on the scope provided the general submission from Kāinga Ora [81.930] for the full review of amendment of the transport provisions.

#### 3.10.6.3 Summary of recommendations

238. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend** TR-S7 and TR-Table 5, and include a new table for on-site loading space dimensions, as set out in Appendix A;

**TR-S78**

**On-site loading spaces for non-residential or mixed-use buildings**

<p><b>All zones</b></p>	<p><u>1. Loading spaces for non-residential or mixed-use buildings must be provided on-site and comply with TR-Table 56 and TR-Table 7.</u></p> <p><u>2. Loading spaces must include sufficient additional width where the service vehicle is loaded or unloaded from the ground, including by forklift, to provide for the anticipated loading and unloading requirements of the activity.</u></p> <p><u>3. Loading spaces must provide for loading and unloading to occur within the site and in a manner that does not impede access to parking spaces or areas within the site required for vehicle manoeuvring and circulation.</u></p> <p><u>4. On-site manoeuvring areas must be provided so that vehicles can enter and exit the site in a forward direction to and from National, Regional, Arterial and Collector Roads.</u></p> <p><u>5. Loading spaces must have a maximum gradient of 1:25.</u></p> <p><u>6. Where a loading area is gated, sufficient space must be provided to:</u></p> <ul style="list-style-type: none"> <li><u>i. Accommodate the largest truck visiting the site within the site; and</u></li> <li><u>ii. Allow for queuing between the site's vehicle crossing and the gate.</u></li> </ul> <p><u>7. Where there are multiple tenants on a site, each tenant must provide the number of loading spaces required by their activities, except where:</u></p> <ul style="list-style-type: none"> <li><u>i. The site is under single ownership or management; and</u></li> <li><u>ii. Shared facilities or equivalent capacity is provided.</u></li> </ul>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> <li>1. The loading and vehicle space needs of the activity;</li> <li>2. Opportunities to share loading spaces;</li> <li>3. The safe, resilient, efficient and effective functioning of the transport network; and</li> <li>4. The safety and movement of pedestrians, cyclists, public transport and general traffic.</li> </ol>
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The amendments to TR-Table 5 and the additional table for on-site loading space dimensions are not shown here due to length.

239. I recommend that the submissions from Kāinga Ora [81.930] be **accepted in part**.
240. I recommend that the submissions from Kāinga Ora [81.398 and 81.399] and GWRC [137.38] be **rejected**.

### **3.10.7 TR-S8**

#### *3.10.7.1 Matters raised by submitters*

241. Kāinga Ora [81.904] seeks that the threshold for the provision of on-site waste storage and loading facilities in TR-S8-1 be increased from seven to eleven residential units. The reason given is that the standard as proposed will compromise yield opportunity in residential developments.

#### *3.10.7.2 Assessment*

242. TR-S8 requires that residential apartment buildings with seven or more residential units provide an on-site waste storage and loading facility for rubbish collection vehicles. Apartments are defined as, “multi-unit housing development that includes upper level units, which do not have a floor at ground level and are typically served by shared vertical access”.
243. I note that any multi-unit housing activity is a restricted discretionary activity under the residential zone chapters. The associated multi-unit housing design guide addresses the management of rubbish and recycling storage in section B6 servicing, and this would be considered as a matter of discretion for those activities.
244. The purpose of TR-S8 is therefore focussed on the management of refuse storage for residential developments where the residential units would not necessarily have appropriate space to deal with this on an individual basis, particularly within commercial and mixed use zones.
245. In terms of impacts on the transport network, if residential units were to manage refuse on an individual basis approximately 1.5 metres of road frontage would be required for each unit. With the current threshold of seven units, this would equate to approximately 10.5 metres of frontage. If this threshold were to be increased to eleven, this would rise to approximately 16.5 metres. At this level, and factoring in the other uses of road frontage for vehicle crossings, parking, street trees and street furniture, there is a potential for refuse collection activities to be compromised resulting in potential adverse safety and efficiency effects on the transport network. The submitter has not provided any evidence that the higher threshold would not result in adverse effects on the safety and efficiency of the transport network.
246. In relation to the potential effects on the yield of residential developments, while this is a consideration in relation to giving effect to the NPS-UD, consideration must also be given to ensuring well-functioning urban environments. In my view, enabling developments which may compromise the safety and efficiency of the transport network, and therefore the health, safety and wellbeing of people and communities, would not achieve well-functioning urban environments.
247. I note that in reviewing the transport provisions, Ms Fraser has identified amendments she recommends to TR-S8. These relate to the size of the truck required to be provided for,

increasing this from a small rigid truck to a medium rigid truck, and allowing for trucks to reverse onto and from a site from Access roads.

248. I agree with the recommendations of Ms Fraser, as the larger truck standard will ensure that the on-site facilities provide for appropriately sized trucks and will not inhibit the collection of refuse, while the allowance for trucks to reverse onto and from sites from Access roads will ensure that sites are used efficiently in terms of land area while not unreasonably impacting the safety and efficiency of the road network. I consider that this is a balanced approach, will better give effect to TR-O2 and TR-P2, and will provide greater benefits than costs.
249. However, in relation to Ms Fraser's evidence regarding the comments of Mr David Down, I consider that a threshold of four residential units would have costs in relation to additional land requirements for development that would likely not be balanced by the benefits of such a requirement.
250. Overall, therefore, I recommend maintaining the threshold set in the notified Plan of seven residential apartments.
251. I note that in recommending the amendments to TR-S8, I am relying on the scope provided by Kāinga Ora [81.930] which sought a full review of the transport provisions.

### 3.10.7.3 Summary of recommendations

252. I recommend for the reasons given in the assessment, that the Hearings Panel:

- a. **Amend TR-S8** as set out below and in Appendix A;

TR-S8	<b>On-site waste storage and loading facilities for rubbish collection from residential apartments of seven or more residential units</b>	
<b>All zones</b>	<p>1. Residential apartment buildings with seven or more residential units must provide an on-site waste storage and loading facility for rubbish collection vehicles.</p> <p>2. The on-site waste storage and loading facility must accommodate a minimum design vehicle of <u>a Medium Rigid Truck in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities 6.4m x 2.3m rigid truck with a clearance height of 3.5m and a design turning radius of 7.1m</u>; and</p> <p>3. Sufficient area must be provided on-site to allow the minimum design vehicle to enter and exit the site in a forward direction <u>to and from</u></p>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> <li>1. The safe, resilient, efficient and effective functioning of the transport network;</li> <li>2. The safety and movement of pedestrians, cyclists, public transport and general traffic.</li> <li>3. The loading and vehicle space needs of the activity; and</li> <li>4. Alternative methods of</li> </ol>

<u>National, Regional, Arterial and Collector Roads</u> <sup>14</sup> .	waste storage and collection.
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253. I recommend that the submissions from Kāinga Ora [81.930] be **accepted in part**.

254. I recommend that the submissions from Kāinga Ora [81.904] be **rejected**.

### 3.10.8 TR-S9

#### 3.10.8.1 Matters raised by submitters

255. Waka Kotahi [82.105 and 82.106] seeks, respectively, that the standard and associated TR-Table 6 be amended; to include a requirement for bicycle parking to be as close as possible and no more than 25 metres from a pedestrian building entrance; the wording of matter of discretion four to be amended to refer more broadly to 'people', and to include reference to cycleways and shared paths; and for TR-Table 6 to be amended so that industrial activities must have at least one short stay bicycle park. The reasons given for these amendments are that they provide consistency with Waka Kotahi Cycle Parking Planning and Design Guidance, and the wording of the matter of discretion better encompasses the relevant users and transport facilities.

#### 3.10.8.2 Assessment

256. I generally agree with the submitter in relation to the amendments sought. These amendments would assist in giving effect to TR-O2 and TR-P2.

257. Specifically in relation to the amendment sought to TR-S9-2.e [82.105], this is consistent with the Waka Kotahi guidance.<sup>15</sup> However, I have recommended slightly amended wording in Appendix A, in order to avoid ambiguity in the standard that I consider is present in the wording sought by the submitter.

258. I agree with the submitter in relation to the requirement for a requirement for short stay bicycle parking at industrial activities [82.106]. A requirement for a minimum of one short stay bicycle park, and one per 2,000 square metres of gross floor area, would be consistent with the Waka Kotahi guidance in relation to warehousing and distribution industrial activities for a medium sized city.<sup>16</sup>

259. In relation to the amended wording sought to the matter of discretion, I consider that amendments improve the wording and will assist plan users, and are therefore appropriate.

260. I consider that these amendments will better give effect to TR-O2 and TR-P2. I also note that Ms Fraser agrees with this assessment in her evidence.

#### 3.10.8.3 Summary of recommendations

261. I recommend for the reasons given in the assessment, that the Hearings Panel:

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<sup>14</sup> Ibid

<sup>15</sup> New Zealand Transport Agency, 2019, Cycle Parking Planning and Design, page 12

<sup>16</sup> Ibid, Appendix 1

- a. Amend TR-S9 and TR-Table 6 as set out below and in Appendix A;

TR-S <del>9</del> 10	On-site bicycle parking spaces	
<p><b>All zones</b></p>	<p>1. New buildings and activities must provide bicycle parking in accordance with TR-Table <del>68</del> below.</p> <p>2. Bicycle parking spaces must meet the following minimum specifications:</p> <p>[...]</p> <p>e. Bicycle parking facilities must be located:</p> <ul style="list-style-type: none"> <li>i. To be easily accessible for users;</li> <li>ii. To not impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted; and</li> <li>iii. To be clear of vehicle parking or manoeuvring areas; <u>and</u></li> <li>iv. <u>No more than 25m from the main public entrance to the main building on the site, when the facilities are for public use.</u></li> </ul> <p>[...]</p>	<p>Matters of discretion are restricted to: [...]</p> <p>4. The safety of <del>pedestrians and cyclists</del> <u>people</u> using the road, pedestrian accessways, <u>and</u> walkways, <u>and</u> <u>cycleways and shared paths.</u></p>

262. I recommend that the submissions from Waka Kotahi NZ Transport Agency [82.105] be **accepted in part**.
263. I recommend that the submissions from Waka Kotahi NZ Transport Agency [82.106] be **accepted**.
264. My recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.

### 3.11 Minor Errors

265. I recommend that amendments be made to the TR-Transport chapter to fix the tense in TR-O1-1, the use of full stops and semi-colons in provisions TR-R3-1.a.ii and TR-S4, the numbering in TR-R5 and TR-S4, and deletion of the word 'to' in TR-S6-1. These amendments could have been made after PDP was notified through the RMA process to correct minor errors<sup>17</sup>, but I

<sup>17</sup> Clause 16 of RMA Schedule 1

recommend the amendments are made as part of the Hearing Panel's recommendations for completeness and clarity. The amendment is set out below.



## 4 Conclusions


266. Submissions have been received in support of, and in opposition to the PDP. While most of these submissions relate to the chapter as notified, some submissions seek that the full suite of the transport provisions in the Plan are reviewed and amended.
267. Having considered all the submissions and reviewed all relevant statutory and non-statutory documents, I recommend that the PDP should be amended as set out in Appendix A of this report.
268. For the reasons set out in the Section 32AA evaluation attached at Appendix C, I consider that the proposed objectives and provisions, with the recommended amendments, will be the most appropriate means to:
- achieve the purpose of the Resource Management Act 1991 (RMA) where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives; and
  - achieve the relevant objectives of the PDP, in respect to the proposed provisions.

### Recommendations:

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 PDP is amended in accordance with the changes recommended in Appendix A of this report.

### Signed:

Name and Title		Signature
Report Author	Rory Smeaton Senior Policy Planner	

## Appendix A. Recommended Amendments to the TR-Transport and Definitions Chapters

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

- Text recommended to be added to the PDP is in red and underlined.
- Text recommended to be deleted from the PDP is in red and ~~struckthrough~~.

### Other notes

- Consequential changes have been made in this chapter in response to submissions assessed in the section 42A report for the INF – Infrastructure chapter.

# TR - Transport

The Transport chapter contains provisions that deal with on-site transport facilities and access and the effects of high trip generating use and development. The transport network itself is defined as infrastructure under the RMA. The rules for the operation, maintenance and repair, and upgrading and development of ~~and connections to~~<sup>18</sup> the transport network are located in the Infrastructure chapter.

Activities that generate high volumes of traffic may have significant adverse effects on the transport network and adversely affect the amenity of adjacent land use activities. As such, high trip generating activities warrant case-by-case assessment.

Land use and development can adversely affect the safety and efficiency of the transport network and people's health and wellbeing if on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities) or access ways are inappropriately designed or linked to the transport network.

All new roads and vehicle access points that intersect a state highway require the approval of Waka Kotahi NZ Transport Agency under the Government Rounding Powers Act 1989.

## Objectives

### TR-O1 High trip generating use and development

Use and development that generates high numbers of vehicle trips:

1. Does<sup>19</sup> not compromise the safety and efficiency of the transport network; and
2. Is located where it is accessible by a range of transport modes.

### TR-O2 On-site transport facilities and access

Use and development has safe and effective on-site transport facilities and site access for all users<sup>20</sup> which do not compromise the safety and efficiency of the transport network.

## Policies

### TR-P1 High trip generating use and development

Provide for high vehicle trip generating activities where it can be demonstrated that any adverse effects on the transport network will be minimised, having regard to:

1. The extent to which it integrates and co-ordinates with the transport network, including proposed or planned network upgrades and service improvements;
2. The location of the proposed activity and the purpose of the zone it is located in;
3. The transport network's capacity, level of service, form and function;
4. The effect of the proposed activity on the transport network and its users;
5. The effect of the proposed activity on the character and amenity values of the surrounding area;

<sup>18</sup> Kāinga Ora [81.373]

<sup>19</sup> Clause 16(2) minor amendment

<sup>20</sup> Kāinga Ora [81.930]

6. The provision for pedestrians, cyclists, public transport users, freight and motorists, as appropriate;
7. Any alternative site access and / or routes available;
8. Any traffic management and travel planning mechanisms;
9. The staging of the activity;
10. Any improvements to the transport network proposed as part of a high trip generating activity development;
11. Any cumulative adverse effects; and
12. Any positive effects.

#### **TR-P2 Appropriate on-site transport facilities and site access**

Enable on-site transport facilities and site access that:

1. Provide for the safe and efficient use of the site and functioning of the transport network;
2. Meet the reasonable demands of site users; and
3. Promote the uptake and use of public and active transport modes.

#### **TR-P3 Potentially appropriate on-site transport facilities and site access**

Provide for on-site transport facilities and site access that do not meet standards where it can be demonstrated that the safety and efficiency of the transport network and the health, safety<sup>21</sup> and wellbeing of people within the site and the road reserve<sup>22</sup> is not compromised, having regard to:

1. Whether the projected demand for loading spaces or cycle spaces will be lower than that required in the standards or can be accommodated by shared or reciprocal arrangements;
2. Whether the site is adequately serviced by public and active transport networks;
3. Whether the proposed activities are conducive with, and the facilities support and promote the uptake and use of, public and active transport modes;
4. Whether the facilities are effective in meeting the operational needs and functional needs of the activity on the site;
5. Whether activities have safe and effective access for firefighting purposes;
6. Whether there are site and topographical constraints that make compliance unreasonable; ~~and~~
7. The extent to which public health and safety, including the safety of pedestrians walking through any parking areas, will not be compromised; ~~and~~
8. Any positive effects.<sup>23</sup>

#### **TR-P4 Connections to Roads**<sup>24</sup>

Provide for safe and efficient connections between the transport network and on-site transport facilities by requiring connections to roads to address:

1. The classification, characteristics and operating speed of the road and the number and types of vehicles accessing the site;
2. Opportunities to share and minimise the number of connections;
3. Public health and safety including the safe functioning of the transport network and the safety of pedestrians and cyclists;
4. Site or topography constraints including reduced visibility.

<sup>21</sup> Kāinga Ora [81.378]

<sup>22</sup> Kāinga Ora [81.930]

<sup>23</sup> Waka Kotahi [82.97]

<sup>24</sup> Kāinga Ora [81.260]

Rules	
<p>Note: There may be a number of provisions that apply to an activity, building, structure or site. Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.</p> <p>Rules relating to subdivision, including minimum allotment sizes for each zone, are found in the Subdivision chapter.</p>	
<b>TR-R1</b>	<b>Site access for All<sup>25</sup> activities with no on-site vehicle parking or loading spaces</b>
<b>All zones</b>	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with:</p> <p style="margin-left: 40px;"><del>i. TR-S1; and</del></p> <p style="margin-left: 40px;"><del>ii. TR-S4.</del><sup>26</sup></p>
<b>All zones</b>	<p>2. Activity status: <b>Restricted discretionary</b></p> <p>Where:</p> <p>a. Compliance is not achieved with TR-S1 <del>or TR-S4.</del><sup>27</sup></p> <p>Matters of discretion are restricted to:</p> <p>1. The matters of discretion of any infringed standard.</p> <p><b><u>Notification:</u></b></p> <ul style="list-style-type: none"> <li>• <u>An application under this rule is precluded from being publicly notified in accordance with sections 95A of the RMA.</u></li> <li>• <u>When deciding whether any person is affected in relation to this rule for the purposes of section 95E of the RMA, the Council will give specific consideration to any adverse effects on any road controlling authority and Fire and Emergency New Zealand.</u><sup>28</sup></li> </ul>
<b>TR-R2</b>	<b>Vehicle access for All<sup>29</sup> activities with on-site vehicle parking or loading spaces or where a vehicle access is otherwise provided</b>
<b>All zones</b>	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p>

<sup>25</sup> Porirua City Council [11.27]

<sup>26</sup> Kāinga Ora [81.379]

<sup>27</sup> Ibid

<sup>28</sup> Ibid

<sup>29</sup> Porirua City Council [11.28]

- a. Vehicle access is provided to and within the site for movement of vehicles from the legal road, including to any vehicle parking and loading spaces on the site;
- b. The vehicle access is classified as a Vehicle Access Level 1, 2, ~~or 3 or 4~~ in accordance with TR-S2; and connects to a road that is classified as an Access Road, Collector Road or Arterial Road as identified in SCHED1 - Roads Classified According to One Network Road Classification;  
or<sup>30</sup>
- c. The vehicle access is classified as a Vehicle Access Level 4 in accordance with TR-S2 and connects to a road that is classified as an Access Road or Collector Road as identified in SCHED1 - Roads Classified According to One Network Road Classification; and
- ~~ed.~~ Compliance is achieved with:
- i. TR-S3; and
  - ii. TR-S4; and
  - iii. TR-S5.<sup>31</sup>

~~Note: Connections to roads for vehicle access to sites are addressed by rule INF-R23 in the Infrastructure chapter.~~

Note: All new vehicle access points that intersect a state highway require the approval of Waka Kotahi NZ Transport Agency under the Government Roading Powers Act 1989. Waka Kotahi NZ Transport Agency may require a different vehicle access construction standard from TR-S3.<sup>32</sup>

## All zones

### 2. Activity status: **Restricted discretionary**

Where:

- a. Compliance is not achieved with TR-S3, ~~or~~ TR-S4 or TR-S5.<sup>33</sup>

Matters of discretion are restricted to:

1. The matters of discretion of any infringed standard; and
2. The matters in TR-P4.<sup>34</sup>

~~Section 88 information requirements for applications:~~

1. ~~Applications under this rule for a Vehicle Access Level 4 must provide, in addition to the standard information requirements:~~
  - a. ~~A road safety audit in accordance with the NZTA Road Safety Audit Procedures for Project Guidelines.~~<sup>35</sup>

**Notification:**

<sup>30</sup> Porirua City Council [11.6]

<sup>31</sup> Kāinga Ora [81.295]

<sup>32</sup> Waka Kotahi [82.66]

<sup>33</sup> Kāinga Ora [81.295]

<sup>34</sup> Ibid

<sup>35</sup> Kāinga Ora [81.930]

	<p>An application under this rule is precluded from being publicly notified in accordance with section 95A of the RMA.</p>
<b>All zones</b>	<p><b>3. Activity status: <u>Restricted discretionary</u></b><sup>36</sup></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <li>a. <u>The connection is to a Regional or National road as identified in SCHED1 – Roads Classified According to One Network Road Classification; or</u></li> <li>b. <u>For a Vehicle Access Level 4, the connection is to an Arterial road as identified in SCHED1 – Roads Classified According to One Network Road Classification.</u></li> </ol> <p><u>Matters of discretion are restricted to:</u></p> <ol style="list-style-type: none"> <li>1. <u>The matters in TR-P4.</u></li> </ol> <p><u>Section 88 information requirements for applications:</u></p> <ol style="list-style-type: none"> <li>1. <u>Applications under this rule for a Vehicle Access Level 5 must provide, in addition to the standard information requirements:</u> <ol style="list-style-type: none"> <li>a. <u>A road safety audit in accordance with the NZTA Road Safety Audit Procedures for Project Guidelines.</u></li> </ol> </li> </ol>
<b>All zones</b>	<p><b>34. Activity status: <u>Restricted Discretionary</u></b><sup>37</sup></p> <p><u>Where:</u></p> <ol style="list-style-type: none"> <li>a. Compliance not achieved with TR-S2.</li> </ol> <p><u>Matters of discretion are restricted to:</u></p> <ol style="list-style-type: none"> <li>1. <u>The matters in TR-P4.</u></li> </ol> <p>Section 88 information requirements for applications:</p> <ol style="list-style-type: none"> <li>1. Applications under this rule must provide, in addition to the standard information requirements: <ol style="list-style-type: none"> <li>a. A <u>detailed design</u><sup>38</sup> road safety audit in accordance with the NZTA Road Safety Audit Procedures for Project Guidelines.</li> </ol> </li> </ol> <p><b>Notification:</b></p> <p>An application under this rule is precluded from being publicly notified in accordance with section 95A of the RMA.</p>
<b>TR-R3</b>	<p><b><u>Parking space dimensions and manoeuvring for All activities with on-site parking or loading spaces – dimensions and manoeuvring</u></b><sup>39</sup></p>
<b>All zones</b>	<p>1. Activity status: <b>Permitted</b></p>

<sup>36</sup> Porirua City Council [11.6]

<sup>37</sup> Kāinga Ora [81.380]

<sup>38</sup> Ibid

<sup>39</sup> Porirua City Council [11.29]

	<p>Where:</p> <p>a. Compliance is achieved with:</p> <p>i. TR-S<del>56</del>; and</p> <p>ii. TR-S<del>67</del>; <sup>40</sup></p>
<b>All zones</b>	<p>2. Activity status: <b>Restricted discretionary</b></p> <p>Where:</p> <p>a. Compliance is not achieved with TR-S<del>56</del> or TR-S<del>67</del>.</p> <p>Matters of discretion are restricted to:</p> <p>1. The matters of discretion of any infringed standard.</p> <p><b><u>Notification:</u></b></p> <ul style="list-style-type: none"> <li>• <u>An application under this rule is precluded from being publicly notified in accordance with sections 95A of the RMA.</u></li> <li>• <u>When deciding whether any person is affected in relation to this rule for the purposes of section 95E of the RMA, the Council will give specific consideration to any adverse effects on any road controlling authority.</u><sup>41</sup></li> </ul>
<b>TR-R4</b>	<b><u>On-site loading, waste and bicycle facilities for a</u>All activities - <u>On-site loading, waste and bicycle facilities</u></b> <sup>42</sup>
<b>All zones</b>	<p>1. Activity status: <b>Permitted</b></p> <p>Where:</p> <p>a. Compliance is achieved with:</p> <p>i. TR-S<del>78</del>;</p> <p>ii. TR-S<del>89</del>; and</p> <p>iii. TR-S<del>910</del>.</p>
<b>All zones</b>	<p><del>23</del><sup>43</sup>. Activity status: <b>Restricted discretionary</b></p> <p>Where:</p> <p>a. Compliance is not achieved with TR-S<del>78</del>, TR-S<del>89</del> or TR-S<del>910</del>.</p> <p>Matters of discretion are restricted to:</p> <p>1. The matters of discretion of any infringed standard.</p> <p><b><u>Notification:</u></b></p> <ul style="list-style-type: none"> <li>• <u>An application under this rule is precluded from being publicly notified in accordance with sections 95A of the RMA.</u></li> <li>• <u>When deciding whether any person is affected in relation to this rule for the purposes of section 95E of the RMA,</u></li> </ul>

<sup>40</sup> Clause 16(2) minor amendment

<sup>41</sup> Kāinga Ora [81.379 and 81.381]

<sup>42</sup> Porirua City Council [11.30]

<sup>43</sup> Clause 16(2) minor amendment



		<u>the Council will give specific consideration to any adverse effects on any road controlling authority.</u> <sup>44</sup>
<b>TR-R5</b>		<b><u>All activities</u> -<sup>45</sup> Trip generation</b>
<b>All zones</b>	1. Activity status: <b>Permitted</b>	
	Where:	a. Compliance is achieved with TR-S1 <del>10</del> .
<b>All zones</b>	<del>32</del> <sup>46</sup> . Activity status: <b>Restricted discretionary</b>	
	Where:	a. Compliance is not achieved with TR-S1 <del>10</del> .
	Matters of discretion are restricted to:	1. The matters in TR-P1.
	Section 88 information requirements for applications:	1. Applications under this rule must provide, in addition to the standard information requirements:
		a. An Integrated Transport Assessment by a suitably qualified transport engineer or transport planner. The Waka Kotahi NZ Transport Agency guidelines "Research Report 422: Integrated Transport Assessment Guidelines, November 2010" should be used to inform any Integrated Transport Assessment.
<b>TR-R6</b>		<b><u>All Activities – Sight distances at railway level crossings</u></b> <sup>47</sup>
<b>All zones</b>	1. Activity status: <b>Permitted</b>	
	Where:	a. <u>Compliance is achieved with TR-S12.</u>

<sup>44</sup> Kāinga Ora [81.382]

<sup>45</sup> Porirua City Council [11.31]

<sup>46</sup> Clause 16 minor amendment

<sup>47</sup> KiwiRail [86.45]

	<p><b><u>All zones</u></b>      <b><u>2. Activity status: Restricted discretionary</u></b></p> <p><b><u>Where:</u></b></p> <p style="padding-left: 20px;">a. <u>Compliance is not achieved with TR-S12.</u></p> <p><b><u>Matters of discretion are restricted to:</u></b></p> <p style="padding-left: 20px;">1. <u>The matters of discretion of any infringed standard.</u></p> <p><b><u>Notification:</u></b></p> <ul style="list-style-type: none"> <li>• <u>An application under this rule is precluded from being publicly notified in accordance with sections 95A of the RMA.</u></li> <li>• <u>When deciding whether any person is affected in relation to this rule for the purposes of section 95E of the RMA, the Council will give specific consideration to any adverse effects on KiwiRail Holdings Limited.</u></li> </ul>
Standards	
TR-S1	Pedestrian and cycling access
<p><b>All zones</b></p>	<p>1. Access to a single site must have a direct legal road frontage width of at least 1.8m.</p> <p>2. Access to two or more sites must have pedestrian and cycling access provided from legal road with a:</p> <ul style="list-style-type: none"> <li>v. Minimum legal width of 1.8m;</li> <li>vi. Minimum formed width of 1.5m;</li> <li>vii. Maximum average gradient of 1:20; and</li> <li>viii. Maximum gradient of 1:13 for any length as long as it does not exceed 9m.</li> </ul> <p><u>3. A fully reticulated water supply system including hydrants must be available within the road corridor to which the access connects.</u><sup>48</sup></p>
	<p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> <li>1. The safe, efficient and effective functioning of the access, including the safety of pedestrians and cyclists <u>and people with disabilities</u><sup>50</sup>;</li> <li><u>2. The safe, efficient and effective access to the site for firefighting purposes;</u><sup>51</sup></li> <li><u>23. Site and topographical constraints; and</u></li> <li><u>34. The suitability of any alternative design options.</u></li> </ul>

<sup>48</sup> Ibid

<sup>50</sup> Kāinga Ora [81.930]

<sup>51</sup> Ibid

		<u>4. The pedestrian and cycling access must be no more than 75m in length measured from the road boundary to any existing building or proposed building platform on the site.</u> <sup>49</sup>			
<b>TR-S2</b>		<b>Classification of vehicle access</b>			
<b>All zones</b>	Vehicle access must be classified according to TR-Table 1.	There are no matters of discretion for this standard.			
<b>TR-Table 1</b>		<b>Vehicle access classification</b> <sup>52</sup>			
<b>Classification</b>		<b>Vehicle Access Level 1</b>	<b>Vehicle Access Level 2</b>	<b>Vehicle Access Level 3</b>	<b>Vehicle Access Level 4</b>
<b>Classification criteria — Non-residential</b> (must meet all criteria)	<b>Typical daily traffic</b> (annual average daily traffic movements)	1- <del>6</del> 30	<del>6</del> 31- <del>12</del> 60	<del>12</del> 61-200	201- <del>5</del> 00
	<b>Heavy commercial vehicles</b> (annual average daily traffic movements)	<del>4</del> 2	<del>4</del> 3-4	<del>2</del> -10 <del>5</del> -8	<del>11</del> 9 or more
	<b>Classification criteria — Residential</b>	1-3 residential sites units	4-6 residential sites units	<del>7</del> -10 up to <del>20</del> residential sites units	<del>11</del> or more up to <del>100</del> residential sites units
<b>TR-S3</b>		<b>Design of vehicle access</b>			
<b>All zones</b>	1. The vehicle access must be designed to achieve the design speeds, minimum widths, maximum gradients	Matters of discretion are restricted to: 1. <u>The safe, resilient, efficient and effective</u>			

<sup>49</sup> Kāinga Ora [81.379]

<sup>52</sup> Kāinga Ora [81.930]

and seal requirements in TR-Table 2.

2. Provision for turning in a common area must be designed in accordance with TR-Figure 1.

~~2. The vehicle access must be designed to comply with the minimum K-Values for crest vertical curves and sag vertical curves, and R-Value for horizontal curves, in TR-Table 3.~~

3. A Vehicle Access Level 4 must include streetlighting provided in accordance with the following:

- a. Streetlighting must be designed in accordance with NZ Transport Agency document M30 Specification and Guidelines for Road Lighting Design (2014);
- b. Streetlighting bulbs must be on the Waka Kotahi NZ Transport Agency List of M30 Approved Luminaires.
- c. Streetlighting columns must comply with the Waka Kotahi NZ Transport Agency M26:2012 and M26A:2017 Specification for Lighting Columns.
- d. Streetlighting columns in Private Ways Level 4 must be a minimum of 8m in height.

4. Pedestrian walkways, cycleways and shared paths in vehicle access areas must comply with the

-

functioning of the transport network.<sup>54</sup>

- ~~12.~~ The safe, efficient and effective functioning of the vehicle access, including the safety of pedestrians and cyclists;
- ~~23.~~ Site and topographical constraints; and
- ~~34.~~ The suitability of any alternative design options.

<sup>54</sup> Kāinga Ora [81.930]

Austrroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2017).

Note: All new roads and vehicle access points that intersect a Limited Access Road requires the approval of Waka Kotahi-NZ Transport Agency under Section 91 of the Government Rounding Powers Act 1989. Waka Kotahi NZ Transport Agency may require a different vehicle access construction standard from TR-S3.<sup>53</sup>

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<sup>53</sup> Waka Kotahi [82.102]

TR-Table 2 Vehicle access design standards <sup>55</sup>					
Classification	Vehicle Access Level 1	Vehicle Access Level 2	Vehicle Access Level 3	Vehicle Access Level 4	
<b>Zones</b>	All-zones	All-zones	All-zones	Urban-Zones	Rural-Zone, Rural-Lifestyle Zone, Settlement Zone, Open-Space Zone, Māori-Purpose Zone (Hongoeka), Special Purpose-Zone (BRANZ)
<b>Design Target operating speed (km/h)</b>	210	210	20	430	40
<b>Maximum gradient</b>	20% <sup>2,3</sup> 2m-transition-area for-changes-in grade->12.5%	20% <sup>2,3</sup> 2m-transition area-for-changes in-grade->12.5%	16% <sup>2,3</sup> 2m-transition area-for-changes in-grade->12.5%	10%-or 12.5% <sup>3</sup> -for maximum-85m in-any-one length	10%-or-12.5% for-maximum 85m-in-any-one length

<sup>55</sup> Kāinga Ora [81.930]

<b>Minimum width (m)</b>	<b><u>Parking, passing, loading and shoulder</u></b>	- <u>Passing bays at least every 50m (100m in Rural Zones)</u>	- <u>Passing bays at least every 50m (100m in Rural Zones)</u>	<u>4 x 2.5 Shared in movement lane</u>	<u>1 x 2.5 Shared in movement lane</u>	-
	<b>Traffic (must provide unhindered vehicle access)</b> <b><u>Movement Lane</u></b>	<u>1 x 2.75-3.0</u> <u>Passing bays at 50m maximum spacing</u> - <u>Clear line of sight between passing bays</u>	<u>5.5m for first 6m from road boundary</u> <u>1 x 2.75-3.0</u> <u>Passing bays at 50m maximum spacing</u> - <u>Clear line of sight between passing bays</u>	<u>2 x 3.0 5.5-5.7<sup>1</sup></u>	<u>2 x 3.0 5.5-5.7<sup>1</sup></u>	<u>2 x 3.0</u>
	<b><u>Provision for turning in common area</u></b>	<u>Required when access to 3 residential units</u>	<u>Required</u>	<u>Required</u>	<u>Required</u>	
	<b>Cycles</b>	- <u>Shared in movement lane</u>	- <u>Shared in movement lane</u>	- <u>Shared in movement lane</u>	<u>2 x 1.5 Shared in movement lane</u>	<u>2 x 1.5</u>
	<b>Footpath</b>	<u>Shared in movement lane</u>	- <u>1 x 1.2</u>	<u>1 x 1.5<sup>2</sup></u>	<u>2 x 1.5</u>	<u>2 x 1.5</u>

<b>Infrastructure berm</b>	- <u>Shared in movement lane</u>	- <u>Shared in movement lane</u>	- <u>1 x 1.0</u>	1 x 1.0	<del>4.0</del>
<b><u>Minimum berm width (can include footpath and infrastructure berm)</u></b>	=	=	<u>2 x 2.5</u>	<u>2 x 2.5</u>	
<b>Legal width</b>	<del>4.0</del> <u>3.6 + allowance for passing bays</u>	<del>6.0</del> <u>4.5 + allowance for passing bays</u>	<u>11.0</u>	<u>21.0</u>	<u>21.0</u>
<b>Seal</b>	Where the gradient exceeds 1 in 10 (10%) the vehicle access must be sealed				
<b><u>Passing bays</u></b>	<u>Must have a minimum formed width of 5.5m for a minimum of 7m with 45 degree tapers</u> <u>Must have clear line of sight between passing bays</u> <u>The first passing bay for a Vehicle Access Level 2 must be at the site road boundary with a minimum length of 6m and 45 degree tapers<sup>56</sup></u>				
<b>Note:</b> <sup>1</sup> <u>The movement lane width must be a minimum of 6.7 metres wide on bends with an outside radius of 50 metres or less.</u> <sup>2</sup> <u>2m transition length for changes in grade &gt;12.5%</u> <sup>3</sup> <u>Where an access rises to road, the maximum gradient must be 5% within 6m of road boundary</u>					

<sup>56</sup> Kāinga Ora [81.930]



<b>TR-Table 3 Vehicle access vertical curves and horizontal curves<sup>57</sup></b>			
<b>Operating speed (km/h)</b>	<b>Minimum K value for crest vertical curves</b>	<b>Minimum K value for sag vertical curves</b>	<b>Minimum R value for horizontal curves</b>
≤20	15	3	20
21-30	17	3	30
31-40	20	3	40
41-50	33	4	50

<b>TR-Figure 1 Turning facilities</b>	
[insert figures replicating 3.3 and 3.4 from NZS 4404]	

<b>TR-S4 Firefighting access</b>		
<b>All zones</b>	<p><del>1.</del><sup>58</sup> Any <del>vehicle</del><sup>59</sup> access to a site located in an area where no fully reticulated water supply system is available, or having a length greater than 75m when connected to a road that has a fully reticulated water supply system including hydrants, must:</p> <p>e. <del>Be designed to achieve the vehicle access design standards in TR-Table 2 for:</del></p> <p style="padding-left: 20px;"><del>i. The relevant vehicle access classification level in accordance with TR-S2 for activities with vehicle parking or loading spaces provided on-site; or</del></p> <p style="padding-left: 20px;"><del>ii. Vehicle Access Level 1 for any</del></p>	<p>Matters of discretion are restricted to:</p> <p><del>1. The safe, resilient, efficient and effective functioning of the transport network;</del><sup>64</sup></p> <p><del>2.</del>The safe, efficient and effective functioning of the vehicle access including firefighting access; and</p> <p><del>3.</del> Site and topographical constraints.</p>

<sup>57</sup> Kāinga Ora [81.930]

<sup>58</sup> Clause 16(2) minor amendment

<sup>59</sup> Kāinga Ora [81.379]

<sup>64</sup> Kāinga Ora [81.930]

	<p><del>other activities; and</del><sup>60</sup></p> <p><u>Have a minimum unobstructed width of 4m.</u><sup>61</sup></p> <p>f. Have a minimum formed width of 3.5m;</p> <p>g. Have a <u>minimum</u><sup>62</sup> height clearance of 4m; and</p> <p>h. Be designed to be free of obstacles that could hinder access for emergency service vehicles.</p> <p><u>Note: When the circumstances set out in this standard are triggered, the width requirements in this standard override those for Vehicle Access Levels 1 and 2 set out in TR-Table 2.</u><sup>63</sup></p>	
<p><b>TR-S5</b>                      <b>Vehicle Crossings</b><sup>65</sup></p>		
<p><u>All zones</u></p>	<p><u>1. There must be no more than one vehicle crossing per site.</u></p> <p><u>2. The length of a vehicle crossing parallel to the road must be no more than:</u></p> <p><u>i. 3m for Vehicle Access Level 1;</u></p> <p><u>ii. 6m for a Vehicle Access Level 2, 3 or 4; or</u></p> <p><u>iii. 9m if heavy vehicles are to be accommodated on the site.</u></p> <p><u>3. A vehicle crossing for a site with frontage to two or more roads must connect to the road with the lower road classification.</u></p>	<p><u>There are no matters of discretion for this standard.</u></p>

<sup>60</sup> Kāinga Ora [81.390]

<sup>61</sup> Fire and Emergency New Zealand [119.26]

<sup>62</sup> Ibid

<sup>63</sup> Kāinga Ora [81.390]

<sup>65</sup> Kāinga Ora [81.352 and 81.930]

4. The minimum design vehicle used for a vehicle crossing must be a 5.2m x 1.94m vehicle (99th percentile vehicle).

5. A vehicle crossing must not be located within 6m of an intersection tangent point as shown in INF-Figure 3. A Vehicle Access Level 1 is exempt from the exclusion in respect of the kerb section marked XY.

6. A vehicle crossing must provide a clear visibility splay for pedestrian safety from 1.0m above ground level as shown in TR-Figure 2. Where two-way access is provided at the vehicle crossing, the visibility splay is only required on the side adjacent to the exiting vehicle.

7. The minimum sight distances at a vehicle crossing must be in accordance with TR-Table 4 and measured in accordance with TR-Figure 4.

8. A vehicle crossing must not be located within 30m of a railway crossing, measured from the nearest edge of the vehicle crossing to the nearest railway track.

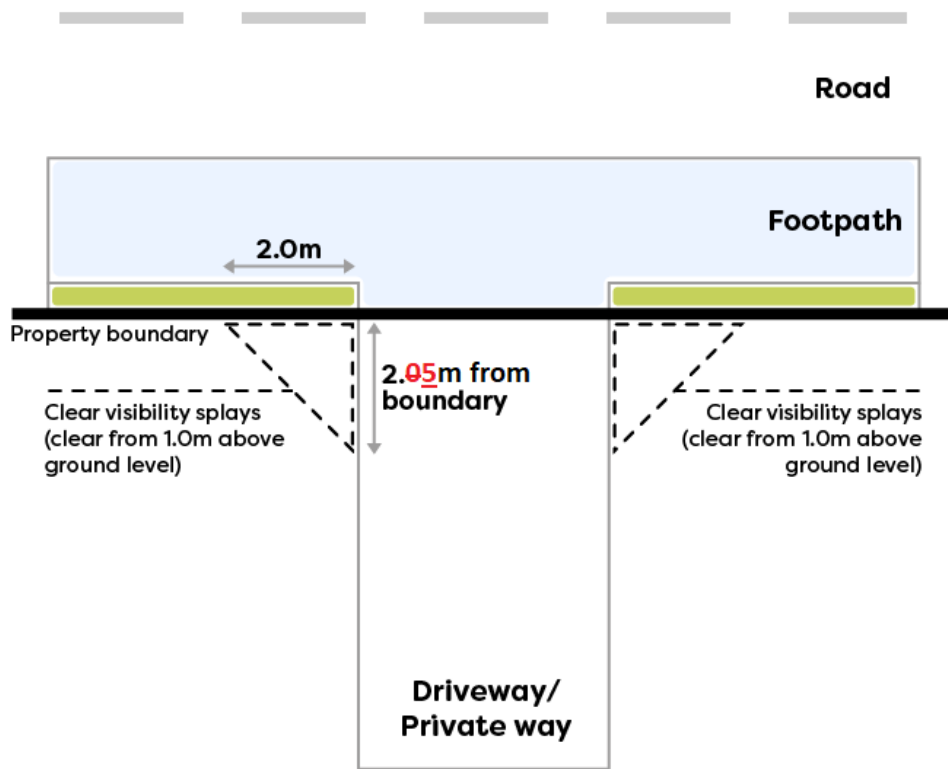
9. A vehicle crossing located within a Rural Zone must be formed in accordance with TR-Figure 5.

10. A vehicle crossing that crosses a footpath, cycleway or shared path must not exceed a crossfall gradient of 2.5%.

Note: State Highways may have additional or different

requirements under the Government Roding Powers Act 1989.

**TR-Figure 2 Clear visibility splays for pedestrian safety<sup>66</sup>**



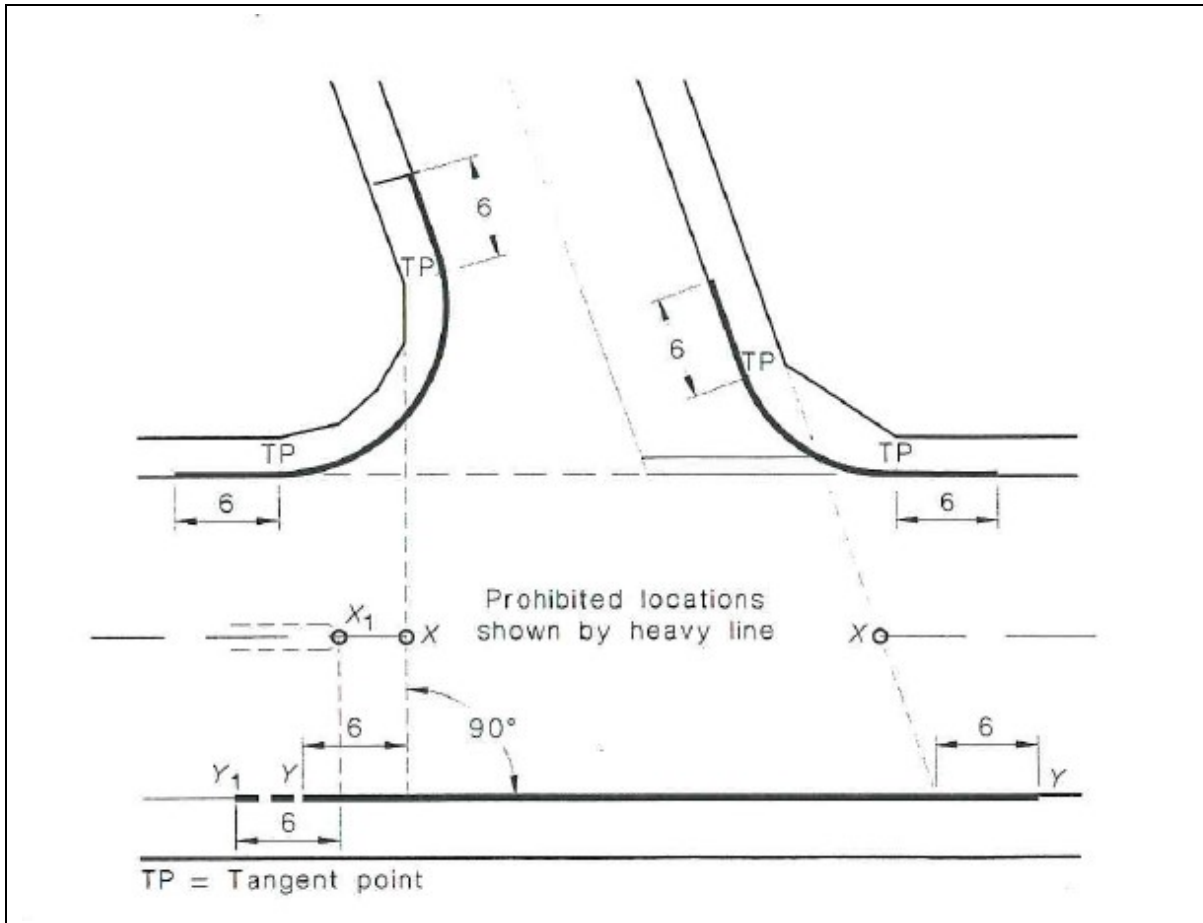
67

**TR-Figure 3 Vehicle crossing distances from intersections<sup>68</sup>**

<sup>66</sup> Kāinga Ora [81.353]

<sup>67</sup> Kāinga Ora [81.930]

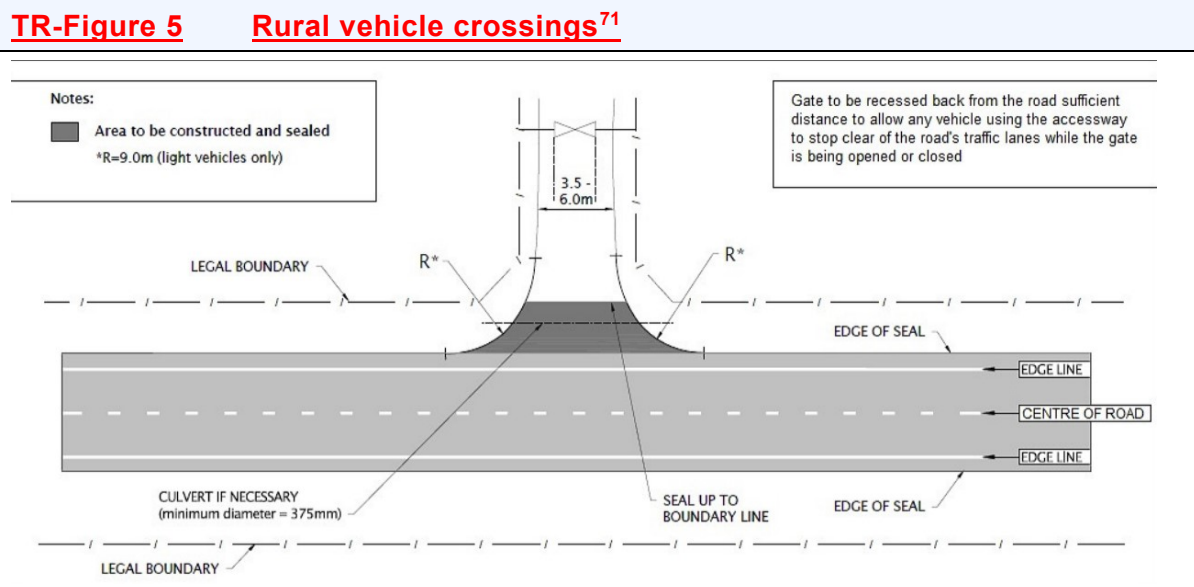
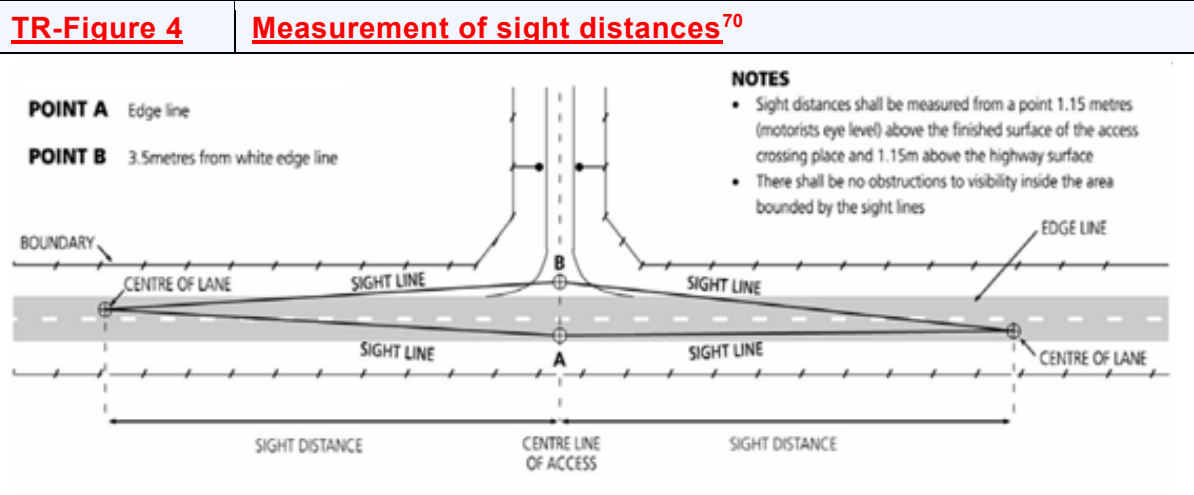
<sup>68</sup> Ibid



**TR-Table 4**      **Vehicle crossing sight distances<sup>69</sup>**

<b>Speed limit of road (km/h)</b>	<b>Minimum sight distances from vehicle crossing (m)</b>		
	<b>Vehicle Access level 1</b>	<b>Vehicle Access Level 2</b>	<b>Vehicle Access Level 3 or 4</b>
<u>30</u>	<u>25</u>	<u>25</u>	<u>25</u>
<u>40</u>	<u>30</u>	<u>35</u>	<u>55</u>
<u>50</u>	<u>40</u>	<u>45</u>	<u>70</u>
<u>60</u>	<u>55</u>	<u>65</u>	<u>85</u>
<u>70</u>	<u>70</u>	<u>85</u>	<u>100</u>
<u>80</u>	<u>95</u>	<u>105</u>	<u>115</u>
<u>90</u>	=	<u>130</u>	<u>125</u>
<u>100</u>	=	<u>160</u>	<u>140</u>
<u>110</u>	=	<u>190</u>	<u>155</u>

<sup>69</sup> Kāinga Ora [81.354, 81.930]



**TR-S56 Design of on-site car parking spaces**

<p><b>All zones</b></p>	<p>1. Where provided on a site, car parking spaces must:</p> <ul style="list-style-type: none"> <li>a. <del>Be designed to accommodate a 4.91m x 1.87m vehicle (85th percentile vehicle) as the minimum design vehicle;</del></li> <li>ba. Comply with the minimum dimensions of TR-Table 45;</li> <li>eb. Have a maximum gradient of:                             <ul style="list-style-type: none"> <li>i. <u>5% (1 vertical to 20 horizontal) for surfaces</u></li> </ul> </li> </ul>	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> <li>1. The safe, resilient, efficient and effective functioning of the transport network; and</li> <li>2. The safety and movement of pedestrians, cyclists, public transport and general traffic.</li> <li>3. Accessibility of the site by active transport and public transport;</li> <li>4. Public health and safety;</li> </ol>
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<sup>70</sup> Porirua City Council [11.15]

<sup>71</sup> Kāinga Ora [81.930]

<p><u>parallel to the angle of parking for non-residential activities;</u></p> <p><u>ii. 10% (1 vertical to 10 horizontal) for surfaces parallel to the angle of parking for residential activities; and</u><sup>72</sup></p> <p><u>iii. 6.25% (1 vertical to 16 horizontal) for surfaces at any other direction to the angle of parking</u><sup>73</sup>; and</p> <p><u>etc. Have a minimum height clearance of 2.23m.</u><sup>74</sup></p> <p><u>2. For any blind aisle, the aisle must extend 1m beyond the last parking space the aisle provides access to.</u><sup>75</sup></p> <p>Note: Where parking is provided, the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001) sets out requirements for parking spaces for people with disabilities and accessible routes from the parking spaces to the associated activity or road.</p>	<p>5. The safety and usability of the parking spaces; and</p> <p>6. Site limitations, configuration of buildings and activities.</p>
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<b>TR-Table 45 Parking space dimensions</b>				
Parking space type	Dimension a* (m)	Dimension b* (m)	Dimension c* (m)	<u>Min Aisle Width (m)</u>

<sup>72</sup> Kāinga Ora [81.930]

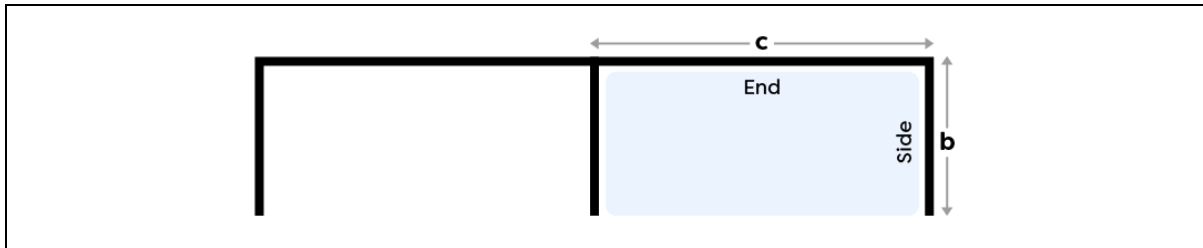
<sup>73</sup> Kāinga Ora [81.930]

<sup>74</sup> Kāinga Ora [81.930]

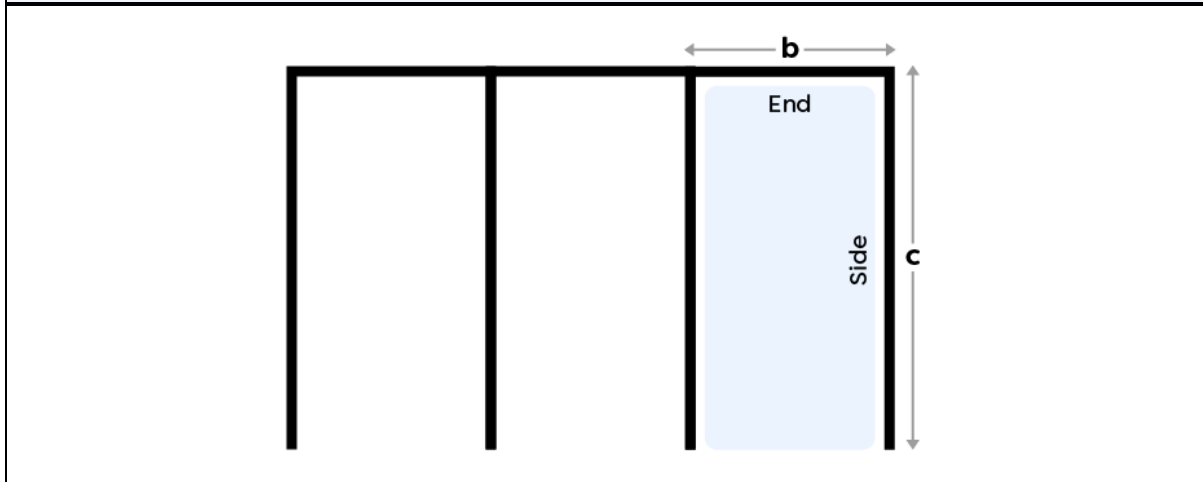
<sup>75</sup> Kāinga Ora [81.930]

<b>Parallel</b> (permanently unobstructed sides and ends)	-	<u>2.21</u>	<del>6.0</del> <u>5.4</u>	
Additional clearance requirement for each obstructed side or end (e.g. fence, wall, column)	-	+0.3	+0. <del>39</del> <u>(between spaces)</u>  +1.2 <u>(obstructed end space)</u>	<u>3.0</u>
<b>Perpendicular</b> (permanently unobstructed sides and ends)	-	<u>2.54</u> <u>(residential)</u>  <u>2.6</u> <u>(other)</u>	<del>5.0</del> <u>4.8</u>	
Additional clearance requirement for each obstructed side or end (e.g. fence, wall, column or inside garage)	-	+0.3	+0. <del>36</del>	<u>5.8</u>
Additional clearance requirement both ends obstructed (e.g. inside garage)	-	- <u>+0.6</u>	+0.6	<u>7.0 (2.4 wide garage door)</u>  <u>6.3 (2.7 wide garage door)</u>
<b>Angle – 60°</b> (permanently unobstructed sides)	<u>2.4</u> <u>(residential)</u>  2.6 <u>(other)</u>	<del>3.0</del> <u>2.8</u> <u>(residential)</u>  <u>3.0</u> <u>(other)</u>	5. <u>61</u>	<u>4.9</u> <u>(residential)</u> <u>4.3</u> <u>(other)</u>
Additional clearance requirement for each obstructed side (e.g. fence, wall, column)	+0.3	+0.33	- <u>+0.6</u>	
* Dimensions a, b and c are shown in TR-Figure <u>46</u> , TR-Figure <u>27</u> and TR-Figure <u>38</u>				
<b>TR-Figure <u>46</u></b>	<b>Parallel parking</b>			

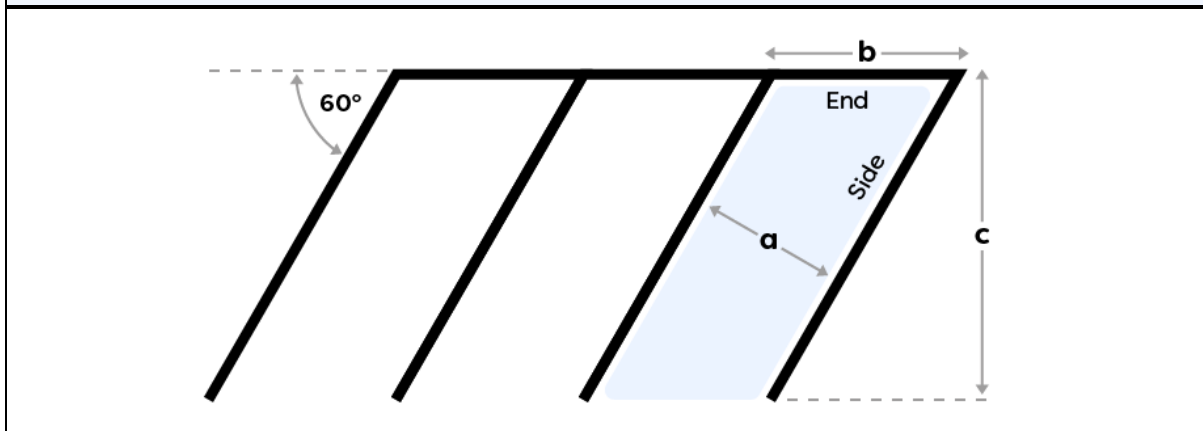




TR-Figure 27 Perpendicular parking



TR-Figure 38 Angle parking



TR-S67 On-site vehicle manoeuvring areas for sites with vehicle access

**All zones**

1. Where a site has vehicle access provided, on-site manoeuvring areas must be provided so that vehicles ~~to~~<sup>te</sup><sup>76</sup> can enter and exit the site in a forward direction, except where:

Matters of discretion are restricted to:

1. The number of vehicle trips generated by the activity on site;
2. Site and topographical constraints;

<sup>76</sup> Clause 16(2) minor amendment

	<p>a. The <u>site access</u><sup>77</sup> serves a single residential unit; <del>and</del></p> <p>b. The road is an Access Road <del>or Collector Road</del><sup>78</sup>; <del>and</del></p> <p><u>c. The distance to or from the road frontage where a vehicle is required to reverse is no more than 30m.</u><sup>79</sup></p> <p>2. On-site vehicle manoeuvring areas must provide for a 4.91m x 1.87m vehicle (85<sup>th</sup> percentile vehicle) as shown in TR-Figure <u>49</u> Manoeuvring, including additional width of <del>4530</del>0mm<sup>80</sup> per affected side <del>to allow for wing mirrors when manoeuvring areas are bordered by walls, fences or obstructions</del><sup>81</sup>.</p> <p>3. On-site manoeuvring areas must not be located on:</p> <p>c. The public road reserve; or</p> <p>d. Areas provided for parking, servicing, loading or storage purposes.</p> <p><u>5. On-site manoeuvring areas must not include ramps, turntables, car lifts, or stackers.</u><sup>82</sup></p>	<p>3. The classification and characteristics of the road in the vicinity of the site;</p> <p>4. The safe, resilient, efficient and effective functioning of the transport network; and</p> <p>5. The safety and movement of pedestrians, cyclists, public transport and general traffic.</p>
<p><b>TR-Figure</b> <b><u>49</u></b></p>	<p><b>Manoeuvring</b><sup>83</sup></p>	

<sup>77</sup> Kāinga Ora [81.930]

<sup>78</sup> Kāinga Ora [81.396]

<sup>79</sup> Kāinga Ora [81.930]

<sup>80</sup> Porirua City Council [11.32]

<sup>81</sup> Clause 16(2) minor amendment

<sup>82</sup> Kāinga Ora [81.930]

<sup>83</sup> Kāinga Ora [81.930]

Insert:

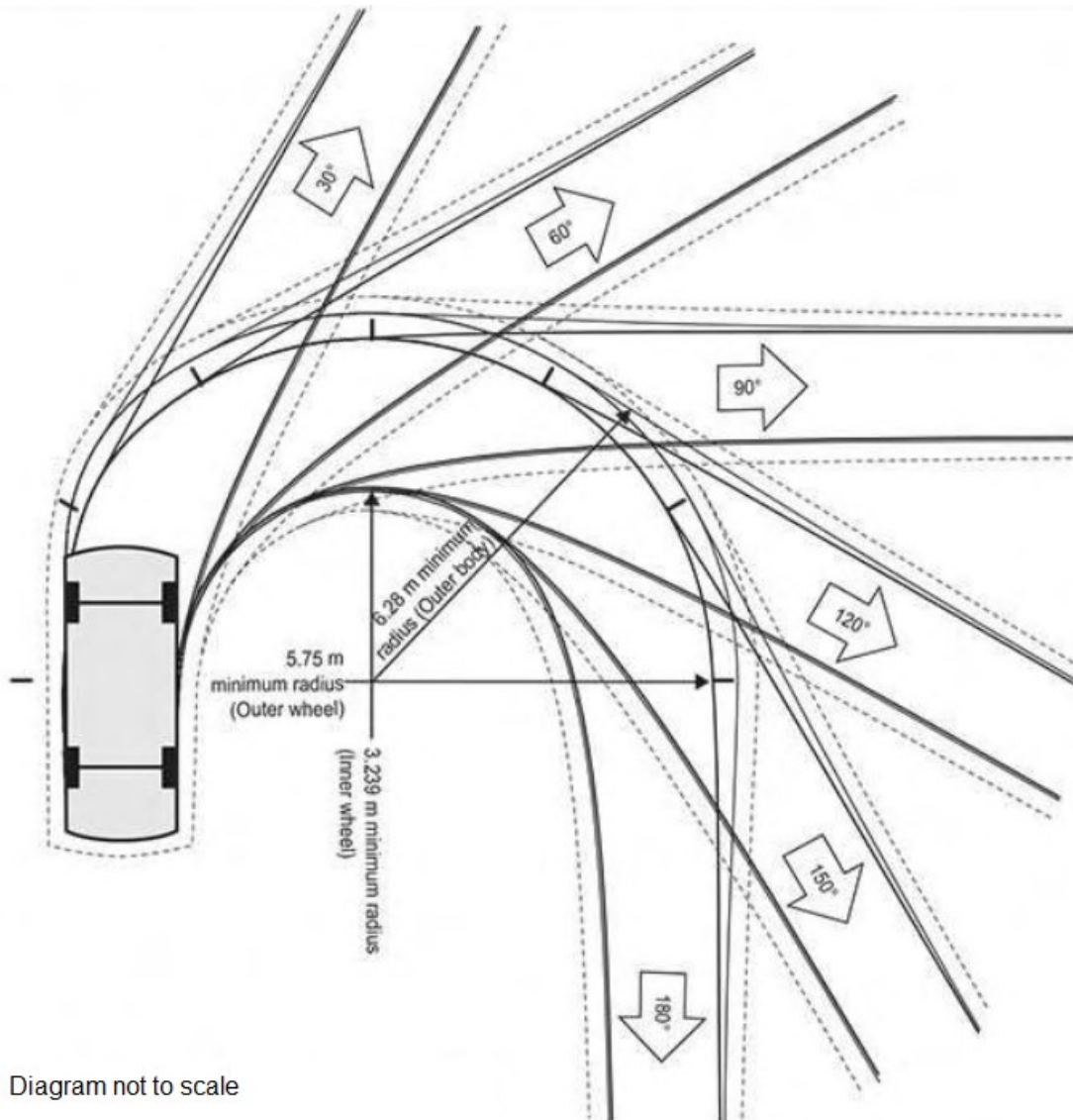
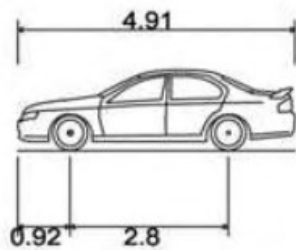


Diagram not to scale

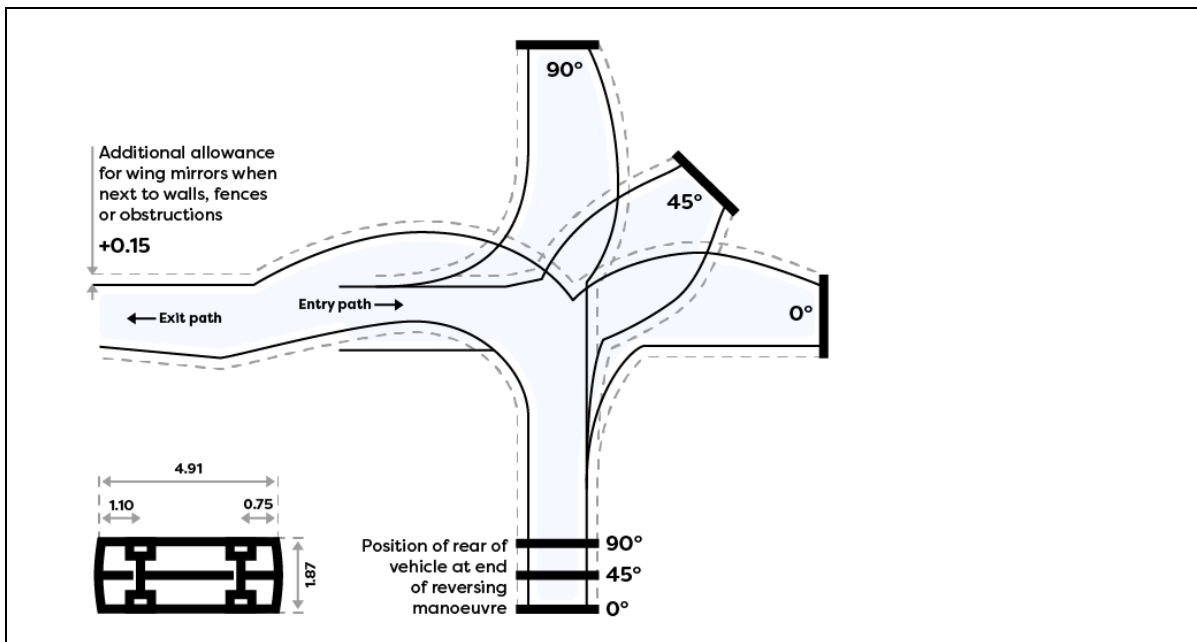
Note The dotted line about the vehicle depicts a 300mm clearance about the vehicle.



**B85 Vehicle (Realistic min radius) (2004)**

Overall length	4.910m
Overall width	1.870m
Overall body height	1.421m
Min body ground clearance	0.159m
Track width	1.770m
Lock to lock time	4.00sec
Curb to curb turning radius	5.750m

Delete:



**TR-S78 On-site loading spaces for non-residential or mixed-use buildings<sup>84</sup>**

**All zones**

1. Loading spaces for non-residential or mixed-use buildings must be provided on-site and comply with TR-Table 56 and TR-Table 7.
2. Loading spaces must include sufficient additional width where the service vehicle is loaded or unloaded from the ground, including by forklift, to provide for the anticipated loading and unloading requirements of the activity.
3. Loading spaces must provide for loading and unloading to occur within the site and in a manner that does not impede access to parking spaces or areas within the site required for vehicle manoeuvring and circulation.
4. On-site manoeuvring areas must be provided so that vehicles can enter and exit the site in a forward direction to

Matters of discretion are restricted to:

5. The loading and vehicle space needs of the activity;
6. Opportunities to share loading spaces;
7. The safe, resilient, efficient and effective functioning of the transport network; and
8. The safety and movement of pedestrians, cyclists, public transport and general traffic.

<sup>84</sup> Kāinga Ora [81.930]

<p><u>and from National, Regional, Arterial and Collector Roads.</u></p> <p><u>5. Loading spaces must have a maximum gradient of 1:25.</u></p> <p><u>6. Where access to a loading area is restricted by a gate, sufficient space must be provided to:</u></p> <p style="padding-left: 40px;"><u>i. Accommodate the largest truck visiting the site within the site; and</u></p> <p style="padding-left: 40px;"><u>ii. Allow for queuing between the site's vehicle crossing and the gate.</u></p> <p><u>7. Where there are multiple tenants on a site, each tenant must provide the number of loading spaces required by their activities, except where:</u></p> <p style="padding-left: 40px;"><u>i. The site is under single ownership or management; and</u></p> <p style="padding-left: 40px;"><u>ii. Shared facilities or equivalent capacity is provided.</u></p>	
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**TR-Table 56** On-site loading spaces for non-residential activities or buildings that accommodate both residential and non-residential activities<sup>85</sup>

Area of non-residential activity or <del>footprint</del> <b>GFA</b> of building that accommodates both residential and non-residential activities	Minimum number of loading spaces	Minimum design vehicle
Up to 450m <sup>2</sup>	0	n/a
<del>Greater than 450</del> <b>1m<sup>2</sup> - 1000 m<sup>2</sup></b>	1	<del>12.5m x 2.5m</del> <b>Small Rigid Truck</b> <del>Clearance height 4.5m</del> <del>Design turning radius 12.5m</del>
<b>1001 m<sup>2</sup> – 3000 m<sup>2</sup></b>	1	<b>Medium Rigid Truck</b>

<sup>85</sup> Kāinga Ora [81.930]

<u>Greater than 3000 m<sup>2</sup></u>	1	<u>Heavy Rigid Truck</u>	
<b>TR-Table 7      <u>On-site Loading Space Dimensions</u><sup>86</sup></b>			
<b><u>Vehicle type</u></b>	<b><u>Min Width</u></b>	<b><u>Min Length</u></b>	<b><u>Min Vertical Clearance</u></b>
<u>Small Rigid Truck</u>	<u>3.5</u>	<u>6</u>	<u>3.5</u>
<u>Medium Rigid Truck</u>	<u>3.5</u>	<u>8</u>	<u>4.5</u>
<u>Heavy Rigid Truck</u>	<u>3.5</u>	<u>11.5</u>	<u>4.5</u>
<b>TR-S8      On-site waste storage and loading facilities for rubbish collection from residential apartments of seven or more residential units</b>			
<b>All zones</b>	<p>1. Residential apartment buildings with seven or more residential units must provide an on-site waste storage and loading facility for rubbish collection vehicles.</p> <p>2. The on-site waste storage and loading facility must accommodate a minimum design vehicle of <u>a Medium Rigid Truck in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities 6.4m x 2.3m rigid truck with a clearance height of 3.5m and a design turning radius of 7.1m;</u><sup>87</sup> and</p> <p>3. Sufficient area must be provided on-site to allow the minimum design vehicle to enter and exit the site in a forward direction <u>to and from National, Regional, Arterial and Collector Roads</u><sup>88</sup>.</p>	<p>Matters of discretion are restricted to:</p> <p>5. The safe, resilient, efficient and effective functioning of the transport network;</p> <p>6. The safety and movement of pedestrians, cyclists, public transport and general traffic.</p> <p>7. The loading and vehicle space needs of the activity; and</p> <p>8. Alternative methods of waste storage and collection.</p>	
<b>TR-S910      On-site bicycle parking spaces</b>			
<b>All zones</b>	<p>1. New buildings and activities must provide bicycle parking in accordance with TR-Table <u>68</u> below.</p>	<p>Matters of discretion are restricted to:</p> <p>1. The availability of alternative, safe and</p>	

<sup>86</sup> Kāinga Ora [81.930]

<sup>87</sup> Ibid

<sup>88</sup> Ibid

2. Bicycle parking spaces must meet the following minimum specifications:
- a. Bicycle stands must be sized and spaced to accommodate bicycle dimensions of 1200mm high, 1800mm long and 600mm wide.
  - b. Stands must be securely anchored to an immovable object.
  - c. Stands must allow the bicycle frame and at least one wheel to be secured.
  - d. Bicycle parking facilities must be available during the activity's hours of operation and must not be impeded by any structure, storage of goods, landscape planting or other use.
  - e. Bicycle parking facilities must be located:
    - i. To be easily accessible for users;
    - ii. To not impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted; and
    - iii. To be clear of vehicle parking or manoeuvring areas;<sup>89</sup> and
    - iv. No more than 25m from the main public entrance to the main building on the site, when the facilities are for public use.<sup>89</sup>
  - f. Bicycle parking facilities for staff must be located:
    - i. In a covered area; and

- secure bicycle parking that meet the needs of the intended users, in a nearby accessible location;
2. Whether bicycle parking can be provided and maintained in a shared bicycle parking area;
  3. Site limitations, configuration of buildings and activities, demonstrated user requirements and operational requirements; and
  4. The safety of pedestrians and cyclists people using the road, pedestrian accessways, and walkways, cycleways and shared paths<sup>90</sup>.

<sup>89</sup> Waka Kotahi [82.105]

<sup>90</sup> Ibid

	ii. In an area where public access is excluded.	
<b>TR-Table 68 Minimum number of on-site bicycle parking spaces</b>		
Activity	Minimum number of on-site bicycle parking spaces (both short stay and long stay must be provided)	
	Short stay (visitors)	Long stay (staff*)
<b>Any activity in City Centre Zone or Local Centre Zone</b>	0	In accordance with the rest of this table
<b>Commercial activity</b>	Minimum 1, 0.05 per 100m <sup>2</sup> GFA, unless otherwise specified below	Minimum 1, 0.1 per 100m <sup>2</sup> GFA unless otherwise specified below
Entertainment and hospitality activity	0.1 per person that the site is designed to accommodate, unless otherwise specified below	Minimum 1, 0.1 per staff member* unless otherwise specified below
Visitor accommodation	Minimum 1	Minimum 1, 0.1 per staff member*
Retail Activity and Large Format Retail Activity	Minimum 1, 0.1 per 100m <sup>2</sup> GFA	Minimum 1, 0.1 per 100m <sup>2</sup> GFA
<b>Community facility</b>	0.1 per person that the site is designed to accommodate	Minimum 1, 0.1 per staff member*
<b>Educational facility</b>	As per specific activities below	As per specific activities below
Childcare services	Minimum 1	Minimum 1, 0.1 per staff member*
Primary and intermediate school Secondary school; and Tertiary education facility	Minimum 1	Minimum 1, 0.1 per student and 0.1 per staff member*
<b>Emergency service facilities</b>	Minimum 1	Minimum 1, 0.1 per staff member*
<b>Healthcare activity</b>	Minimum 1, 1 per 100m <sup>2</sup> GFA	Minimum 1, 0.1 per staff member*



<b>Industrial activity</b>	$\theta$ <u>Minimum 1, 1 per 2000m<sup>2</sup> GFA<sup>91</sup></u>	Minimum 1, 0.1 per 100m <sup>2</sup> GFA
<b>Sport and recreation facility and major sports facility</b>	0.1 per person that the site is designed to accommodate	Minimum 1, 0.1 per staff member*
* The number of staff members is the maximum number of full-time or part-time staff members on the site at any one time		
<b>TR-S1<sup>10</sup> Trip generation</b>		
<b>All zones</b>	An activity must not exceed the trip generation thresholds set out in TR-Table <u>79</u> .	There are no matters of discretion for this standard.
<b>TR-Table <u>79</u> Trip generation thresholds</b>		
<b>Activity</b>	<b>Threshold</b>	
<b>Any activity not listed below</b>	500 vehicle trips per day	
<b><u>Any activity accessing a national high-volume road or a regional road</u></b>	<u>100 vehicle trips per day<sup>92</sup></u>	
<b>Any combination of healthcare activity and commercial activity</b>	1,000m <sup>2</sup> GFA	
<b>Commercial activity</b>	1,000m <sup>2</sup> GFA, unless otherwise specified below	
Motor vehicle sales	2,000m <sup>2</sup> site area	
Drive-through activities including service stations	0	
Commercial service activity	2,000m <sup>2</sup> GFA, unless otherwise specified below	
Motor vehicle repair and servicing	350m <sup>2</sup> GFA	
Veterinary clinics	500m <sup>2</sup> GFA	
Entertainment and hospitality activity	500m <sup>2</sup> GFA, unless otherwise specified below	
Visitor accommodation	50 beds	

<sup>91</sup> Waka Kotahi [82.106]

<sup>92</sup> Waka Kotahi [82.107]

<b>Community facility</b>	A design occupancy of 200 persons on the site at any one time	
<b>Educational facilities</b>	As per specific activities below	
Childcare services	30 children (in addition to any children who are normally resident at the site or who are otherwise guests of the occupants of the site)	
Primary, <u>Intermediate</u> <sup>93</sup> and secondary schools	150 students	
Tertiary education services	250 full-time equivalent students	
<b>Emergency service facilities</b>	1,000m <sup>2</sup> GFA	
<b>Hospital and healthcare activity</b>	500m <sup>2</sup> GFA	
<b>Industrial activities</b>	5,000m <sup>2</sup> GFA unless otherwise specified below	
Storage and lock-up facility and warehouses	10,000m <sup>2</sup> GFA	
<b>Residential activity</b>	60 residential units enabled by any residential development or subdivision	
<b>Sport and recreation activity and major sports facility</b>	A design occupancy of 200 persons on the site at any one time	
<b>TR-S12</b>	<b><u>Railway level crossing sight lines</u></b> <sup>94</sup>	
<b><u>All zones</u></b>	<p><u>1. Buildings, structures and planting must not be located within the sight distance areas defined in TR-Table 10 and shown in TR-Figure 10 and TR-Figure 11.</u></p>	<p><u>Matters of discretion are restricted to:</u></p> <ol style="list-style-type: none"> <li><u>1. The safe and efficient functioning of the transport network;</u></li> <li><u>2. The safety of people using the road and railway crossing; and</u></li> <li><u>3. Site limitations, configuration of buildings and activities, demonstrated user requirements and operational requirements.</u></li> </ol>
<b>TR-Table 10</b>	<b><u>Approach and Restart Sight Distances at Railway Level Crossings</u></b> <sup>95</sup>	
	<b><u>Distance (m)</u></b>	

<sup>93</sup> Ministry of Education [134.13]

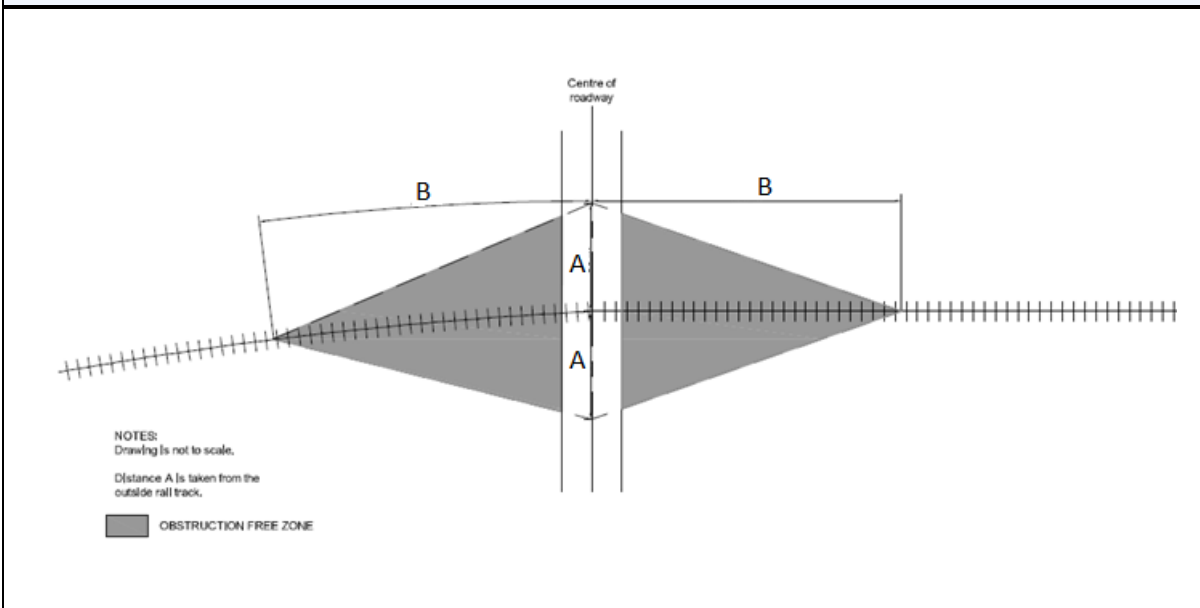
<sup>94</sup> KiwiRail [86.45]

<sup>95</sup> KiwiRail [86.45]

		<u>A*</u>	<u>B* (single track)</u>	<u>B* (multiple tracks)</u>
<b><u>Approach sight distances</u></b>				
<u>Crossings with “stop” or “Give Way” signs</u>		<u>30</u>	<u>320</u>	<u>+25 for each additional track set</u>
<b><u>Restart sight distances</u></b>				
<u>Crossing control type</u>	<u>Signs only</u>	<u>5</u>	<u>677</u>	<u>+50 for each additional track set</u>
	<u>Alarms only</u>	<u>5</u>	<u>677</u>	
	<u>Alarms and barriers</u>	<u>5</u>	<u>60</u>	

\* Distances A and B are shown in TR-Figure 7 and TR-Figure 8  
Distance A is measured from the outside track  
Distance B is measured from the centre of the road

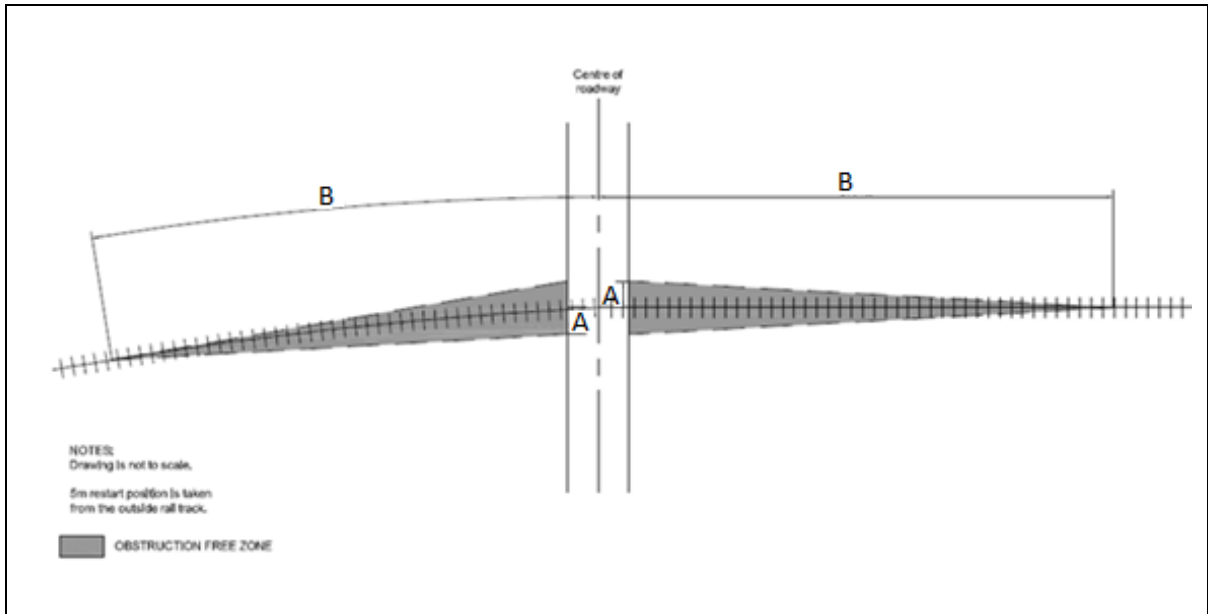
**TR-Figure 10**      **Approach Sight Triangles for Level Crossings with “Stop” or “Give Way” Signs**<sup>96</sup>



**TR-Figure 11**      **Restart Sight Triangles for all Level Crossings**<sup>97</sup>

<sup>96</sup> KiwiRail [86.45]

<sup>97</sup> KiwiRail [86.45]



# Definitions

[...]

<b>Healthcare activity</b>	means the use of land and/or buildings for providing physical or mental health or welfare services, including: <ul style="list-style-type: none"> <li>a. medical practitioners;</li> <li>b. dentists and dental technicians;</li> <li>c. opticians;</li> <li>d. physiotherapists;</li> <li>e. medical social workers and counsellors;</li> <li>f. midwives;</li> <li>g. paramedical practitioners;</li> <li>h. alternative therapists;</li> <li>i. providers of health and wellbeing services;</li> <li>j. diagnostic laboratories; and</li> <li>k. accessory offices;</li> </ul> but excluding hospitals.
<b>Heavy Commercial Vehicles</b>	<u>A motor vehicle (other than a motorcar that is not used, kept, or available for the carriage of passengers for hire or reward) having a gross laden weight exceeding 3500 kg<sup>98</sup></u>
<b>Height</b>	means the vertical distance between a specified reference point and the highest part of any feature, structure or building above that point. <span style="float: right;">NPS definition</span>

[...]

<b>Integrated transport assessment</b>	means an analysis to determine the impacts of a development on the transport network for all modes of travel, <u>and including</u> effects on safety, parking, efficiency, access, <u>connectivity</u> <sup>99</sup> and the capacity of the transport network.
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[...]

<b>Right-of-way</b>	means an easement granting rights to pass over another person's land, and for the purposes of this plan, shall include: <ul style="list-style-type: none"> <li>c. an access allotment; and</li> <li>d. a common area <u>(including a vehicle access)</u><sup>100</sup> as identified on a cross-lease or unit title plan.</li> </ul>
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<sup>98</sup> Waka Kotahi [82.9]<sup>99</sup> Waka Kotahi [82.13]<sup>100</sup> Kāinga Ora [81.146]

## **Appendix B. Recommended Responses to Submissions and Further Submissions**

The recommended responses to the submissions made on this topic are presented in Table B 1 below.

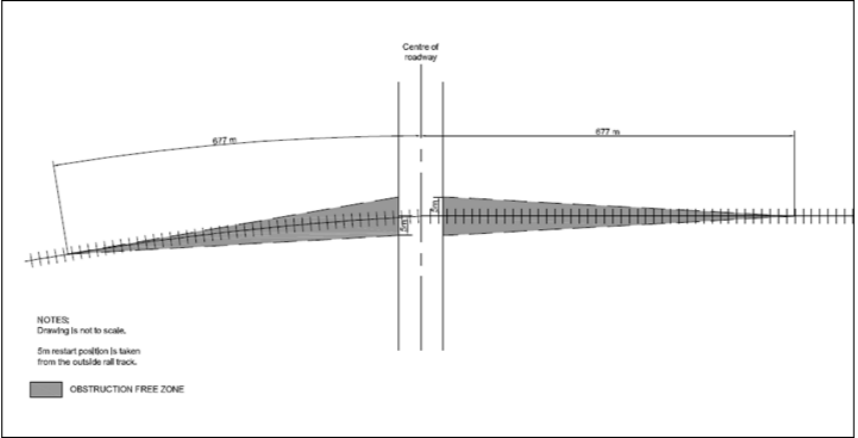
Table B 1: Recommended responses to submissions and further submissions

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?				
<b>General</b>											
81.930	Kāinga Ora – Homes and Communities	General	Opposes the transport provisions in the current proposed state and seeks the full package of provisions (objectives, policies, rules and standards) are reviewed and amended so that they appropriately manage the safety and efficiency of the transport network, while recognising and providing for residential intensification.	3.2	Accept in part	See body of the report	Yes				
82.298	Waka Kotahi NZ Transport Agency	General	Amendments to the transport chapter to ensure the ongoing operation and functional needs of regionally significant infrastructure are not compromised.	3.2	Accept in part	See body of the report	Yes				
82.92	Waka Kotahi NZ Transport Agency	General	[Not specified. Refer to original submission].  While no specific decision sought, the submitter raised the following matter(s): <i>Recognises that there are no provisions for minimum car park spaces within the Transport Chapter as a result of the National Policy Statement-Urban Development (NPS-UD). Acknowledge that the NPS-UD is going to be addressed by a subsequent review of the proposed district plan. Has not specifically commented on the NPS-UD requirements.</i>	n/a	Accept	No amendments are sought to the Plan.	No				
59.19	Kenepuru Limited Partnership (KLP)	General	Refer to original submission for full decision requested.  While no specific decision sought, the submitter raised the following matter(s): <i>There is a hard line distinction between Vehicle Access and Legal Roads. Assumes Vehicle Access includes Private Roads (ROW, Access Lots) as well as accesses that only serve on lot. There should be single classification for both legal and private roads. The form of legal ownership is not relevant. Questions why NZS 4404:2010 is not used. That was well researched a reputable and broad range of experts. Consider developing one Standards for all roads and Lanes that are referred to by both INF and TR sections of the plan</i>	3.2	Accept in part	See body of the report	No				
<b>Rail level crossings</b>											
86.45 <sup>101</sup>	KiwiRail Holdings Limited (KiwiRail)		Include new rule and standards as follows:  <b>TR-R6: Sight lines at railway level crossings</b>  <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"><u>All zones</u></td> <td><u>1. Activity status: Permitted</u>  <u>Where:</u>  <u>a. Compliance is achieved with TR-S11.</u></td> </tr> <tr> <td><u>All zones</u></td> <td><u>2. Activity status: Restricted discretionary</u>  <u>Where:</u>  <u>a. Compliance is not achieved with TR-S11.</u></td> </tr> </table>	<u>All zones</u>	<u>1. Activity status: Permitted</u>  <u>Where:</u>  <u>a. Compliance is achieved with TR-S11.</u>	<u>All zones</u>	<u>2. Activity status: Restricted discretionary</u>  <u>Where:</u>  <u>a. Compliance is not achieved with TR-S11.</u>	3.3	Accept in part	See body of the report	Yes
<u>All zones</u>	<u>1. Activity status: Permitted</u>  <u>Where:</u>  <u>a. Compliance is achieved with TR-S11.</u>										
<u>All zones</u>	<u>2. Activity status: Restricted discretionary</u>  <u>Where:</u>  <u>a. Compliance is not achieved with TR-S11.</u>										

<sup>101</sup> Supported by Waka Kotahi NZ Transport Agency [FS36.10]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> <li>1. The matters in TR-P2.</li> </ol> <p>Section 88 information requirements for applications:</p> <ol style="list-style-type: none"> <li>1. Applications under this rule must provide, in addition to the standard information requirements, evidence of engagement with KiwiRail</li> </ol> <p><b>TR-S11: Level Crossing Sight Triangles</b></p> <p><b>Approach sight triangles at level crossings with Stop or Give Way signs</b></p> <p>On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building, structure or planting shall be located within the shaded areas shown in Figure 1. These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.</p> <p><b>Figure 1: Approach Sight Triangles for Level Crossings with "Stop" or "Give Way" Signs</b></p> <p>Advice Note:</p> <p>The approach sight triangles ensure that clear visibility is achieved around rail level crossings with Stop or Give Way signs so that a driver approaching a rail level can either:</p> <ul style="list-style-type: none"> <li>• See a train and stop before the crossing; or</li> <li>• Continue at the approach speed and cross the level crossing safely.</li> </ul>				



Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?									
			<p><u>Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.</u></p> <p><u>No approach sight triangles apply for level crossings fitted with alarms and/or barrier arms. However, care should be taken to avoid developments that have the potential to obscure visibility of these alarm masts. This is particularly important where there is a curve in the road on the approach to the level crossing, or where the property boundary is close to the edge of the road surface and there is the potential for vegetation growth.</u></p> <p><u>Restart sight triangles at level crossings</u></p> <p><u>On sites adjacent to all rail level crossings, no building, structure or planting shall be located within the shaded areas shown in Figure 2. These are defined by a sight triangle taken 5 metres from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 1).</u></p>  <p><b>Figure 2: Restart Sight Triangles for all Level Crossings</b></p> <p><b>Table 1: Required Restart Sight Distances For Figure 2</b></p> <table border="1" data-bbox="786 1501 1320 1722"> <thead> <tr> <th colspan="3">Required approach visibility along tracks A (m)</th> </tr> <tr> <th>Signs only</th> <th>Alarms only</th> <th>Alarms and barriers</th> </tr> </thead> <tbody> <tr> <td>677 m</td> <td>677 m</td> <td>60 m</td> </tr> </tbody> </table> <p><u>Advice Note:</u></p>	Required approach visibility along tracks A (m)			Signs only	Alarms only	Alarms and barriers	677 m	677 m	60 m				
Required approach visibility along tracks A (m)																
Signs only	Alarms only	Alarms and barriers														
677 m	677 m	60 m														

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p>The restart sight line triangles ensure that a road vehicle driver stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.</p> <p>Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.</p> <p><b>Notes:</b></p> <p>1. Figures 1 and 2 show a single set of rail tracks only. For each additional set of tracks add 25 m to the along-track distance in Figure 1, and 50 m to the along-track distance in Figure 2.</p> <p>2. All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings. The formulae in this document are performance based; however the rule contains fixed parameters to enable easy application of the standard. Approach and restart distances are derived from a:</p> <ul style="list-style-type: none"> <li>• <u>train speed of 110 km/h</u> <ul style="list-style-type: none"> <li>○ <u>vehicle approach speed of 20 km/h</u></li> <li>○ <u>fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing</u></li> <li>○ <u>25 m design truck length</u></li> <li>○ <u>90° angle between road and rail</u></li> </ul> </li> </ul>				
<b>High Trip Generating Activities</b>							
82.93 <sup>102</sup>	Waka Kotahi NZ Transport Agency	TR-O1	Adopt Waka Kotahi submission point on TR- Table 7. [Refer to original submission for full decision requested, including attachments]	3.4	Accept	See body of the report	Yes
82.94 <sup>103</sup>	Waka Kotahi NZ Transport Agency	TR-O2	Adopt Waka Kotahi submission point on TR- Table 7. [Refer to original submission for full decision requested, including attachments]	3.4	Accept	See body of the report	Yes
82.95 <sup>104</sup>	Waka Kotahi NZ Transport Agency	TR-P1	Amend provision:  Provide for high vehicle trip generating activities where it can be demonstrated that any adverse effects on the transport network will be <del>minimised</del> mitigated, having regard to:	3.4	Accept in part	See body of the report	Yes

<sup>102</sup> Opposed in part by Kāinga Ora – Homes and Communities [FS65.186]

<sup>103</sup> Opposed in part by Kāinga Ora – Homes and Communities [FS65.186]

<sup>104</sup> Opposed in part by Kāinga Ora – Homes and Communities [FS65.187]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?										
			[...] Adopt Waka Kotahi submission point on TR- Table 7.  [Refer to original submission for full decision requested, including attachments]														
81.383	Kāinga Ora – Homes and Communities	TR-R5	Delete <del>1. Activity status: Permitted</del> <del>Where:</del> <del>a. Compliance is achieved with TR-S10.</del> <del>2. Activity status: Restricted discretionary</del> <del>Where:</del> <del>a. Compliance is not achieved with TR-S10.</del> <del>Matters of discretion are restricted to:</del> <del>1. The matters in TR P1.</del> <del>Section 88 information requirements for applications:</del> <del>1. Applications under this rule must provide, in addition to the standard information requirements:</del> <del>a. An Integrated Transport Assessment by a suitably qualified transport engineer or transport planner. The Waka Kotahi NZ Transport Agency guidelines "Research Report 422: Integrated Transport Assessment Guidelines, November 2010" should be used to inform any Integrated Transport Assessment.</del>	3.4	Reject	See body of the report	No										
82.100 <sup>105</sup>	Waka Kotahi NZ Transport Agency	TR-R5	Adopt Waka Kotahi submission point on TR-Table 7.  [Refer to original submission for full decision requested, including attachments]	3.4	Accept	See body of the report	Yes										
134.13	Ministry of Education	TR-Table 7	Amend the table as follows:  TR-Table 7 Trip generation thresholds <table border="1" data-bbox="786 1228 1691 1722"> <thead> <tr> <th>Activity</th> <th>Threshold</th> </tr> </thead> <tbody> <tr> <td>Educational Activities</td> <td>As per specific activities below</td> </tr> <tr> <td>Childcare services</td> <td><u>More than</u> 30 children (in addition to any children who are normally resident at the site or who are otherwise guests of the occupants of the site)</td> </tr> <tr> <td>Primary, Intermediate and Secondary Schools</td> <td><u>More than</u> 150 students</td> </tr> <tr> <td>Tertiary education services</td> <td><u>More than</u> 250 full-time equivalent students</td> </tr> </tbody> </table>	Activity	Threshold	Educational Activities	As per specific activities below	Childcare services	<u>More than</u> 30 children (in addition to any children who are normally resident at the site or who are otherwise guests of the occupants of the site)	Primary, Intermediate and Secondary Schools	<u>More than</u> 150 students	Tertiary education services	<u>More than</u> 250 full-time equivalent students	3.4	Accept in part	See body of the report	Yes
Activity	Threshold																
Educational Activities	As per specific activities below																
Childcare services	<u>More than</u> 30 children (in addition to any children who are normally resident at the site or who are otherwise guests of the occupants of the site)																
Primary, Intermediate and Secondary Schools	<u>More than</u> 150 students																
Tertiary education services	<u>More than</u> 250 full-time equivalent students																

<sup>105</sup> Opposed in part by Kāinga Ora – Homes and Communities [FS65.189]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
81.908	Kāinga Ora – Homes and Communities	TR-Table 7	Deletion of “Residential Activity” and corresponding threshold of “60 residential units enabled by any residential development or subdivision” from TR-Table 7	3.4	Reject	See body of the report	No
82.107 <sup>106</sup>	Waka Kotahi NZ Transport Agency	TR-Table 7	Amend provision:  <b>Activity</b>  <u>Any development, land use or subdivision located on a national high-volume road or a regional road.</u>  <b>Threshold</b>  <u>100 equivalent car movements per day.</u>	3.4	Accept	See body of the report	Yes
<b>Introduction</b>							
81.373 <sup>107</sup>	Kāinga Ora – Homes and Communities	Introduction	Amend Introduction text:  <u>The transport chapter contains city-wide objectives, policies and rules relevant to the transport network. The Transport chapter also contains provisions that deal with on-site transport facilities and access and the effects of high trip generating use and development. The transport network itself is defined as infrastructure under the RMA. The rules for the operation, maintenance and repair, upgrading and development of and connections to the transport network are located in the Infrastructure chapter.</u>  Activities that generate high volumes of traffic may have significant adverse effects on the transport network and adversely affect the amenity of adjacent land use activities. As such, high trip generating activities warrant case-by-case assessment.  Land use and development can adversely affect the safety and efficiency of the transport network and people's health and wellbeing if on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities) or access ways are inappropriately designed or linked to the transport network.  <u>To achieve sustainable development, the transport network must be integrated with land use, so that people can easily move around the City, and businesses can move goods efficiently. Appropriate integration also manages effects on and from the operation of the transport network.</u>  <del>All new roads and vehicle access points that intersect a state highway require the approval of Waka Kotahi NZ Transport Agency under the Government Roading Powers Act 1989.</del>	3.6	Reject	See body of the report	No
<b>Objectives</b>							

<sup>106</sup> Opposed in part by Kāinga Ora – Homes and Communities [FS65.197]

<sup>107</sup> Opposed by Waka Kotahi NZ Transport Agency [FS36.5]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
137.30	Greater Wellington Regional Council	TR-O1	Amend to include explicit recognition of public transport and active modes.	3.7.1	Reject	See body of the report	No
144.18	Harvey Norman Properties (N.Z.) Limited	TR-O1	Retain as notified.	n/a	Accept	There are no recommended amendments to this objective.	No
81.374	Kāinga Ora – Homes and Communities	TR-O1	Retain as notified, with consequential change to amend numbering, consistent with the overall submission.	n/a	Accept	There are no recommended amendments to this objective.	No
86.44	KiwiRail Holdings Limited (KiwiRail)	TR-O2	Retain as proposed.	n/a	Accept	There are no recommended amendments to this objective.	No
81.375	Kāinga Ora – Homes and Communities	TR-O2	Retain as notified, with consequential change to amend numbering, consistent with the overall submission.	n/a	Accept	There are no recommended amendments to this objective.	No
137.31	Greater Wellington Regional Council	TR-O2	Retain.	n/a	Accept	There are no recommended amendments to this objective.	No
<b>Policies</b>							
82.95 <sup>108</sup>	Waka Kotahi NZ Transport Agency	TR-P1	Amend provision:  Provide for high vehicle trip generating activities where it can be demonstrated that any adverse effects on the transport network will be <del>minimised</del> mitigated, having regard to:  [...]	3.4.1	Reject	See body of the report	No
137.33	Greater Wellington Regional Council	TR-P1	Retain.	n/a	Accept	Agree with the submitter	No
134.11	Ministry of Education	TR-P1	Retain as proposed.	n/a	Accept	Agree with the submitter	No
119.23	Fire and Emergency New Zealand	TR-P1	Retain as proposed.	n/a	Accept	Agree with the submitter	No
144.19	Harvey Norman Properties (N.Z.) Limited	TR-P1	Retain as notified.	n/a	Accept	Agree with the submitter	No
81.376 <sup>109</sup>	Kāinga Ora – Homes and Communities	TR-P1	Amend:  Provide for high vehicle trip generating activities where it can be demonstrated that any adverse effects on the transport network will be minimised, having regard to:  1. The extent to which it integrates and co-ordinates with the transport network, including proposed or planned network upgrades and service improvements; 2. The location of the proposed activity and the purpose of the zone it is located in; 3. The transport network's capacity, level of service, form and function;	3.4.1	Reject	See body of the report	No

<sup>108</sup> Opposed by Kāinga Ora – Homes and Communities [FS65.187]

<sup>109</sup> Opposed by Waka Kotahi NZ Transport Agency [FS36.6]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p>4. The effect of the proposed activity on the transport network and <del>its</del> users;</p> <p>5. <del>The effect of the proposed activity on the character and amenity values of the surrounding area;</del></p> <p>6. The provision for pedestrians, cyclists, public transport users, freight and motorists, as appropriate;</p> <p>7. <del>Any alternative site access and / or routes available;</del></p> <p>8. Any traffic management and travel planning mechanisms;</p> <p>9. The staging of the activity;</p> <p>10. Any improvements to the transport network proposed as part of a high trip generating activity development; <u>and</u></p> <p>11. <del>Any cumulative adverse effects; and</del></p> <p>12. Any positive effects.</p>				
81.377	Kāinga Ora – Homes and Communities	TR-P2	Retain as notified, with consequential change to amend numbering, consistent with the overall submission.	n/a	Accept	Agree with the submitter	No
82.96	Waka Kotahi NZ Transport Agency	TR-P2	Retain as notified	n/a	Accept	Agree with the submitter	No
119.24	Fire and Emergency New Zealand	TR-P2	Retain as proposed.	n/a	Accept	Agree with the submitter	No
137.32	Greater Wellington Regional Council	TR-P2	Retain.	n/a	Accept	Agree with the submitter	No
137.34	Greater Wellington Regional Council	TR-P2	Retain.	n/a	Accept	Agree with the submitter	No
82.97	Waka Kotahi NZ Transport Agency	TR-P3	Amend provision:  "8. Whether there are any benefits from the activity on the surrounding network".	3.8.1	Accept in part	See body of the report	Yes
119.25	Fire and Emergency New Zealand	TR-P3	Retain as proposed.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
137.35	Greater Wellington Regional Council	TR-P3	Retain.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
81.378	Kāinga Ora – Homes and Communities	TR-P3	Amend:  Provide for on-site transport facilities and site access that do not meet standards where it can be demonstrated that the safety and efficiency of the transport network and the health and <u>safety wellbeing</u> of people is not compromised, having regard to:  <ol style="list-style-type: none"> <li>Whether the projected demand for loading spaces or cycle spaces will be lower than that required in the standards or can be accommodated by shared or reciprocal arrangements;</li> <li>Whether the site is adequately serviced by public and active transport networks;</li> <li>Whether the proposed activities are conducive with, and the facilities <del>support</del> and promote the uptake and use of, public and active transport modes;</li> </ol>	3.8.1	Accept in part	See body of the report	Yes

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p>4. Whether the facilities are effective in meeting the operational needs and functional needs of the activity on the site;</p> <p>5. Whether activities have safe and effective access for firefighting purposes;</p> <p>6. Whether there are site and topographical constraints that make compliance unreasonable; and</p> <p>7. The extent to which public health and safety, including the safety of pedestrians walking through any parking areas, will not be compromised.</p>				
<b>Rules</b>							
82.98	Waka Kotahi NZ Transport Agency	TR-R1	Provide clarification on whether site access includes access for vehicles.	3.9.1	Accept in part	See body of the report	Yes
11.27	Porirua City Council	TR-R1	Amend rules as follows:  <u>Site access for</u> All activities with no on-site vehicle parking or loading spaces.	n/a	Accept	Agree with the submitter	Yes
81.379	Kāinga Ora – Homes and Communities	TR-R1	Amend: <b>1. Activity status: Permitted</b> Where: a. Compliance is achieved with: i. TR-S1; and ii. TR-S4. <b>2. Activity status: Restricted discretionary</b> Where: a. Compliance is not achieved with TR-S1 or TR-S4. <b>Matters of discretion are restricted to:</b> 1. The matters of discretion of any infringed standard. <b>Notification:</b> <u>Applications under this rule are precluded from being publicly or limited notified in accordance with section 95A or section 95B of the RMA, except that road controlling authorities may be notified.</u>	3.9.1	Accept in part	See body of the report	Yes
82.99 <sup>110</sup>	Waka Kotahi NZ Transport Agency	TR-R2	Provide clarification on TR-R2 and how it works in relation to INF-R23, and any amendments that may be required for that clarification.	3.9.2	Accept	See body of the report	Yes
81.380	Kāinga Ora – Homes and Communities	TR-R2	Amend: <b>1. Activity status: Permitted</b> Where: a. Vehicle access is provided to and within the site for movement of vehicles from the legal road, including to any vehicle parking and loading spaces on the site; b. <del>The vehicle access is classified as a Vehicle Access Level 1, 2, 3 or 4 in accordance with TR-S2; and</del> c. Compliance is achieved with: i. TR-S3; and ii. TR-S4.  <del>Note: Connections to roads for vehicle access to sites are addressed by rule INF-R23 in the Infrastructure chapter.</del>	3.9.2	Accept in part	See body of the report	Yes

<sup>110</sup> Supported by Kāinga Ora – Homes and Communities [FS65.188]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p><b>2. Activity status: Restricted discretionary</b> Where:</p> <p>a. Compliance is not achieved with TR-S3 or TR-S4.</p> <p><b>Matters of discretion are restricted to:</b></p> <p>1. The matters of discretion of any infringed standard.</p> <p><del>Section 88 information requirements for applications:</del></p> <p><del>1. Applications under this rule for a Vehicle Access Level 4 must provide, in addition to the standard information requirements:</del></p> <p><del>a. A road safety audit in accordance with the NZTA Road Safety Audit Procedures for Project Guidelines.</del></p> <p><del>Notification:</del> An application under this rule is precluded from being publicly notified in accordance with section 95A of the RMA.</p> <p><u>Notification:</u> Applications under this rule are precluded from being publicly or limited notified in accordance with section 95A or section 95B of the RMA, except that road controlling authorities may be notified.</p> <p>-</p> <p><del>3. Activity status: Discretionary</del> <del>Where:</del></p> <p><del>a. Compliance not achieved with TR-S2.</del></p> <p><del>Section 88 information requirements for applications:</del></p> <p><del>1. Applications under this rule must provide, in addition to the standard information requirements:</del></p> <p><del>a. A road safety audit in accordance with the NZTA Road Safety Audit Procedures for Project Guidelines.</del></p> <p><del>Notification:</del> An application under this rule is precluded from being publicly notified in accordance with section 95A of the RMA.</p>				
11.28	Porirua City Council	TR-R2	Amend rule as follows:  <del>Vehicle access for All activities with on-site vehicle parking or loading spaces or where a vehicle access is otherwise provided</del>	n/a	Accept	Agree with the submitter	Yes
11.29	Porirua City Council	TR-R3	Amend rule as follows:  <del>Parking space dimensions and manoeuvring for All activities with on-site parking or loading spaces - dimensions and manoeuvring</del>	n/a	Accept	Agree with the submitter	Yes
81.381	Kāinga Ora – Homes and Communities	TR-R3	Amend: <b>1. Activity status: Permitted</b> Where: a. Compliance is achieved with: i. TR-S5; and ii. TR-S6; <b>2. Activity status: Restricted discretionary</b> Where: a. Compliance is not achieved with TR-S5 or TR-S6.	3.9.3	Accept in part	See body of the report	Yes



Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p><b>Matters of discretion are restricted to:</b></p> <p>1. The matters of discretion of any infringed standard.</p> <p><b>Notification:</b> Applications under this rule are precluded from being publicly or limited notified in accordance with section 95A or section 95B of the RMA, except that road controlling authorities may be notified.</p>				
11.30	Porirua City Council	TR-R4	<p>Amend rule as follows:</p> <p><del>On-site loading, waste and bicycle facilities for a</del> All activities - on-site loading, waste and bicycle facilities</p>	n/a	Accept	Agree with the submitter	Yes
81.382	Kāinga Ora – Homes and Communities	TR-R4	<p>Amend:</p> <p><b>1. Activity status: Permitted</b> Where: a. Compliance is achieved with: i. TR-S7; ii. TR-S8; and iii. TR-S9.</p> <p><b>2. Activity status: Restricted discretionary</b> Where: a. Compliance is not achieved with TR-S7, TR-S8 or TR-S9.</p> <p><b>Matters of discretion are restricted to:</b></p> <p>1. The matters of discretion of any infringed standard.</p> <p><b>Notification:</b> Applications under this rule are precluded from being publicly or limited notified in accordance with section 95A or section 95B of the RMA, except that road controlling authorities may be notified.</p>	n/a	Accept in part	See body of the report	Yes
11.31	Porirua City Council	TR-R5	<p>Amend rule as follows:</p> <p>All activities - Trip generation</p>	n/a	Accept	Agree with the submitter	Yes
120.4 <sup>111</sup>	Woolworths New Zealand Limited	TR-R5	<p>Amend rule as follows:</p> <ul style="list-style-type: none"> <li>• Include a non-notification clause for public and limited notification.</li> <li>• Remove from the matters of discretion the need for consideration of "the effect of the proposed activity on the character and amenity values of the surrounding area" (Policy TR-P1(5)).</li> </ul>	3.4.2	Reject	See body of the report	No
144.20	Harvey Norman Properties (N.Z.) Limited	TR-R5	Retain as notified.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
134.12	Ministry of Education	TR-R5	Retain as proposed.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
82.101	Waka Kotahi NZ Transport Agency	TR-R5	Retain as notified	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No

<sup>111</sup> Supported by Foodstuffs North Island Limited [FS38.3 and FS38.4]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
<b>Standards</b>							
72.12 <sup>112</sup>	Survey + Spatial New Zealand (Wellington Branch)	TR-S1	Delete the requirement for cycling access on shared accesses.  Allow for steps on pedestrian accesses.  Reduce minimum widths to (say) 1.2m formed width and 1.5m legal width.	3.10.1	Reject	See body of the report	No
81.384 <sup>113</sup>	Kāinga Ora – Homes and Communities	TR-S1	Amend:  1. Access to a single site must have a direct legal road frontage width of at least 1.8m.  2. Access to two or more sites must have pedestrian and cycling access provided from legal road with a:  i. Minimum legal width of 1.8m;  ii. Minimum formed width of 1.5m;  iii. <del>Maximum average gradient of 1:20; and</del>  iv. <del>Maximum gradient of 1:13 for any length as long as it does not exceed 9m.</del>  <b>Matters of discretion are restricted to:</b>  1. The safe, efficient and effective functioning of the access, including the safety of pedestrians and cyclists;  2. Site and topographical constraints; and  3. The suitability of any alternative design options.	3.10.1	Reject	See body of the report	No
81.385 <sup>114</sup>	Kāinga Ora – Homes and Communities	TR-S2	Delete:  <del>Vehicle access must be classified according to TR-Table 1.</del>  <del>There are no matters of discretion for this standard.</del>	n/a	Reject	See body of the report	No
81.386 <sup>115</sup>	Kāinga Ora – Homes and Communities	TR-Table 1	Delete Table	n/a	Accept in part	See body of the report	Yes

<sup>112</sup> Supported by Kāinga Ora – Homes and Communities [FS65.190] and Kenepuru Limited Partnership [FS20.35], supported in part by BLAC Property [FS56.7]

<sup>113</sup> Supported by Paremata Business Park [FS64.5], Carrus Corporation Limited [FS62.5], Survey + Spatial New Zealand (Wellington Branch) [FS67.6], BLAC Property [FS56.8] and Kenepuru Limited Partnership [FS20.36]; opposed in part and supported in part by Fire and Emergency New Zealand [FS54.38]

<sup>114</sup> Supported by Carrus Corporation Limited [FS62.6], Paremata Business Park [FS64.6] and Kenepuru Limited Partnership [FS20.36]; opposed by Fire and Emergency New Zealand [FS54.3]

<sup>115</sup> Supported by Carrus Corporation Limited [FS62.7], Paremata Business Park [FS64.7] and Kenepuru Limited Partnership [FS20.36]; opposed by Fire and Emergency New Zealand [FS54.4]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
81.387 <sup>116</sup>	Kāinga Ora – Homes and Communities	TR-S3	<p>Delete:</p> <ol style="list-style-type: none"> <li>1. The vehicle access must be designed to achieve the design speeds, minimum widths, maximum gradients and seal requirements in TR Table 2.</li> <li>2. The vehicle access must be designed to comply with the minimum K Values for crest vertical curves and sag vertical curves, and R Value for horizontal curves, in TR Table 3.</li> <li>3. A Vehicle Access Level 4 must include streetlighting provided in accordance with the following: <ol style="list-style-type: none"> <li>a. Streetlighting must be designed in accordance with NZ Transport Agency document M30 Specification and Guidelines for Road Lighting Design (2014);</li> <li>b. Streetlighting bulbs must be on the Waka Kotahi NZ Transport Agency List of M30 Approved Luminaires.</li> <li>c. Streetlighting columns must comply with the Waka Kotahi NZ Transport Agency M26:2012 and M26A:2017 Specification for Lighting Columns.</li> <li>d. Streetlighting columns in Private Ways Level 4 must be a minimum of 8m in height.</li> </ol> </li> <li>4. Pedestrian walkways, cycleways and shared paths in vehicle access areas must comply with the Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling (2017).</li> </ol> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. The safe, efficient and effective functioning of the vehicle access, including the safety of pedestrians and cyclists;</li> <li>2. Site and topographical constraints; and</li> <li>3. The suitability of any alternative design options.</li> </ol>	3.10.2	Accept in part	See body of the report	Yes
82.102	Waka Kotahi NZ Transport Agency	TR-S3	<p>Amend provision:</p> <p><u>"Note: All new roads and vehicle access points that intersect a Limited Access Road requires the approval of Waka Kotahi-NZ Transport Agency under Section 91 of the Government Roding Powers Act 1989. Waka Kotahi NZ Transport</u></p>	n/a	Accept	Agree with submitter	Yes

<sup>116</sup> Supported by Carrus Corporation Limited [FS62.8], Paremata Business Park [FS64.8], BLAC Property [FS56.9] and Kenepuru Limited Partnership [FS20.36]; opposed by Fire and Emergency New Zealand [FS54.5]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<u>Agency may require a different vehicle access construction standard from TR-S3."</u>				
59.20	Kenepuru Limited Partnership (KLP)	TR-S3	Replace references to Tables 2 and 3 with reference to amended Tables in the INF section.	3.10.2	Accept in part	See body of the report	Yes
59.21 <sup>117</sup>	Kenepuru Limited Partnership (KLP)	TR-Table 2	Use NZS 4404:2010 as the basis for these roads, accesses or lanes.  Remove distinction between private and public roads for design purposes.  Include all roads in one design Standard and refer to that table from both INF and TR sections of the Plan	3.10.2	Accept in part	See body of the report	Yes
81.388 <sup>118</sup>	Kāinga Ora – Homes and Communities	TR-Table 2	Delete Table	3.10.2	Accept in part	See body of the report	Yes
119.28 <sup>119</sup>	Fire and Emergency New Zealand	TR-Table 2	Retain as proposed.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
59.22 <sup>120</sup>	Kenepuru Limited Partnership (KLP)	TR-Table 3	Amend as attached [See summary for INF-Table 3]	3.10.2	Accept in part	See body of the report	Yes
81.389 <sup>121</sup>	Kāinga Ora – Homes and Communities	TR-Table 3	Delete Table	3.10.2	Accept in part	See body of the report	Yes
72.14 <sup>122</sup>	Survey + Spatial New Zealand (Wellington Branch)	TR-S4	Delete standard TR-S4.	3.10.3	Reject	See body of the report	No
81.390 <sup>123</sup>	Kāinga Ora – Homes and Communities	TR-S4	Any access to a site located in an area where no fully reticulated water supply system is available, or having a length greater than 75m when connected to a road that has a fully reticulated water supply system including hydrants, must:  a. Be designed to achieve the vehicle access design standards in TR Table 2 for:  i. The relevant vehicle access classification level in accordance with TR S2 for activities with vehicle parking or loading spaces provided on site; or  ii. Vehicle Access Level 1 for any other activities; and  b. Have a minimum formed width of 3.5m; c. Have a height clearance of 4m; and d. Be designed to be free of obstacles that could hinder access for emergency service vehicles.	3.10.3	Accept in part	See body of the report	Yes

<sup>117</sup> Supported in part by BLAC Property [FS56.10] and Kāinga Ora [FS65.191]; opposed by Fire and Emergency New Zealand [FS54.6]

<sup>118</sup> Supported by Carrus Corporation Limited [FS62.9], Paremata Business Park [FS64.9], BLAC Property [FS56.11] and Kenepuru Limited Partnership [FS20.37]; opposed by Fire and Emergency New Zealand [FS54.7]

<sup>119</sup> Opposed by Survey + Spatial New Zealand (Wellington Branch) [FS67.12] and Kāinga Ora [FS65.192]

<sup>120</sup> Supported in part by Kāinga Ora [FS65.193]

<sup>121</sup> Supported by Carrus Corporation Limited [FS62.10], Paremata Business Park [FS64.10], and Kenepuru Limited Partnership [FS20.38]

<sup>122</sup> Opposed by Fire and Emergency New Zealand [FS54.2]; supported by Kenepuru Limited Partnership [FS20.35]

<sup>123</sup> Opposed by Fire and Emergency New Zealand [FS54.8]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>The safe, efficient and effective functioning of the vehicle access including firefighting access; and</li> <li>Site and topographical constraints.</li> </ol>				
119.26	Fire and Emergency New Zealand	TR-S4	Amend the standard as follows:  ... b. Have a minimum formed width of <del>3.5m</del> <u>4m</u> ; c. Have a <u>minimum</u> height clearance of 4m; and	3.10.3	Accept in part	See body of the report	Yes
81.391	Kāinga Ora – Homes and Communities	TR-S5	Retain as notified	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
82.103	Waka Kotahi NZ Transport Agency	TR-S5	Retain as notified.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
59.23 <sup>124</sup>	Kenepuru Limited Partnership (KLP)	TR-S5	Amend.  1:16 is too flat. Could be that this is a desirable gradient, but it's quite normal for cars to park on driveways that have a gradient of 1:10.	3.10.4	Accept in part	See body of the report	Yes
137.36	Greater Wellington Regional Council	TR-S5	Retain.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
81.392	Kāinga Ora – Homes and Communities	TR-Table 4	Retain as notified	3.10.4	Reject	See body of the report	Yes
81.393	Kāinga Ora – Homes and Communities	TR-Figure 1	Retain as notified	n/a	Accept	There are no recommended amendments to this standard.	No
81.394	Kāinga Ora – Homes and Communities	TR-Figure 2	Retain as notified	n/a	Accept	There are no recommended amendments to this standard.	No
81.395	Kāinga Ora – Homes and Communities	TR-Figure 3	Retain as notified	n/a	Accept	There are no recommended amendments to this standard.	No
11.32 <sup>125</sup>	Porirua City Council	TR-S6	Amend the standards as follows:  2. On-site vehicle manoeuvring areas must provide for a 4.91m x 1.87m vehicle (85th percentile vehicle) as shown in TR-Figure 4 Manoeuvring, including additional width of <del>150</del> <u>300</u> mm per affected side to allow for wing mirrors when manoeuvring areas are bordered by walls, fences or obstructions.	3.10.5	Accept	See body of the report	Yes
81.396 <sup>126</sup>	Kāinga Ora – Homes and Communities	TR-S6	Amend:	3.10.5	Reject	See body of the report	No

<sup>124</sup> Supported by Kāinga Ora – Homes and Communities [FS65.194]

<sup>125</sup> Opposed by Kenepuru Limited Partnership [FS20.40], Paremata Business Park [FS64.18] and Carrus Corporation Limited [FS62.24]

<sup>126</sup> Supported by Kenepuru Limited Partnership [FS20.39] and Carrus Corporation Limited [FS62.11]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
			<p>1. <del>Where a site has vehicle access provided, on-site manoeuvring areas must be provided so that vehicles to can enter and exit the site in a forward direction, except where:</del></p> <p style="padding-left: 40px;">a. <del>The site serves a single residential unit; and</del></p> <p style="padding-left: 40px;">b. <del>The road is an Access Road.</del></p> <p>1. <u>Where vehicle access is from a National or Regional Road as identified in SCHED 1 - Roads Classified According to One Network Road Classification, on-site manoeuvring areas must be provided so that vehicles can enter and exit the site in a forward direction; and</u></p> <p>2. <u>For any vehicle access servicing six or more car parking spaces, on-site manoeuvring areas must be provided so that vehicles can enter and exit the site in a forward direction</u></p> <p>3. <u>On-site vehicle manoeuvring areas must provide for a 4.91m x 1.87m vehicle (85<sup>th</sup> percentile vehicle) as shown in TR-Figure 4 Manoeuvring, including additional width of 150mm per affected side to allow for wing mirrors when manoeuvring areas are bordered by walls, fences or obstructions.</u></p> <p><del>3. On-site manoeuvring areas must not be located on:</del></p> <p style="padding-left: 40px;">a. <del>The public road reserve; or</del></p> <p style="padding-left: 40px;">b. <del>Areas provided for parking, servicing, loading or storage purposes.</del></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. The number of vehicle trips generated by the activity on site;</li> <li>2. Site and topographical constraints;</li> <li>3. The classification and characteristics of the road in the vicinity of the site;</li> <li>4. The safe, resilient, efficient and effective functioning of the transport network; and</li> <li>5. The safety and movement of pedestrians, cyclists, public transport and general traffic.</li> </ol>				
137.37 <sup>127</sup>	Greater Wellington Regional Council	TR-S6	Retain.	n/a.	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
82.104 <sup>128</sup>	Waka Kotahi NZ Transport Agency	TR-S6	Retain as notified.	n/a.	Accept in part	Accept in part, subject to amendments made in response to other submissions	No

<sup>127</sup> Opposed by Kāinga Ora – Homes and Communities [FS65.195]

<sup>128</sup> Opposed by Kāinga Ora – Homes and Communities [FS65.195]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
81.397	Kāinga Ora – Homes and Communities	TR-Figure 4	Delete Figure	3.10.5	Accept in part	See body of the report	Yes
11.33	Porirua City Council	TR-Figure 4	Amend the figure as follows:  <del>+0.150.3</del>	n/a	Accept	The change is consistent with that recommended in section 3.10.5.	Yes
137.38	Greater Wellington Regional Council	TR-S7	Retain.	3.10.6	Reject	See body of the report	Yes
81.398	Kāinga Ora – Homes and Communities	TR-S7	Retain as notified	3.10.6	Reject	See body of the report	Yes
81.399	Kāinga Ora – Homes and Communities	TR-Table 5	Retain as notified	3.10.6	Reject	See body of the report	Yes
137.39	Greater Wellington Regional Council	TR-S8	Retain.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
81.904	Kāinga Ora – Homes and Communities	TR-S8	<p>1. Residential apartment buildings with <del>seven</del> eleven or more residential units must provide an on-site waste storage and loading facility for rubbish collection vehicles.</p> <p>2. The on-site waste storage and loading facility must accommodate a minimum design vehicle of a 6.4m x 2.3m rigid truck with a clearance height of 3.5m and a design turning radius of 7.1m; and</p> <p>3. Sufficient area must be provided on-site to allow the minimum design vehicle to enter and exit the site in a forward direction.</p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. The safe, resilient, efficient and effective functioning of the transport network;</li> <li>2. The safety and movement of pedestrians, cyclists, public transport and general traffic.</li> <li>3. The loading and vehicle space needs of the activity; and</li> <li>4. Alternative methods of waste storage and collection.</li> </ol>	3.10.7	Reject	See body of the report	No
82.105 <sup>129</sup>	Waka Kotahi NZ Transport Agency	TR-S9	<p>Amend provision:</p> <p>2. Bicycle parking spaces must meet the following minimum specifications:</p> <p>[...]</p> <p>e. Bicycle parking facilities must be located:</p> <ol style="list-style-type: none"> <li>i. To be easily accessible for users;</li> <li>ii. To not impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted; <del>and</del></li> </ol>	3.10.8	Accept in part	See body of the report	Yes

<sup>129</sup> Supported by Greater Wellington Regional Council [FS40.95]; opposed by Kāinga Ora [FS65.196]

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?			
			<p>iii. To be clear of vehicle parking or manoeuvring areas; <u>and</u></p> <p>iv. <u>As close as possible to and no more than 25 metres from at least one main pedestrian public entrance to the building.</u></p> <p>"Matters to discretion are restricted to:</p> <p>4. The safety of <u>people pedestrians and cyclists</u> using the road, pedestrian accessways, <u>and</u> walkways, <u>cycleways and shared paths.</u>"</p>							
81.905	Kāinga Ora – Homes and Communities	TR-S9	Retain as notified.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No			
81.906	Kāinga Ora – Homes and Communities	TR-Table 6	Retain as notified.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No			
82.106	Waka Kotahi NZ Transport Agency	TR-Table 6	<p>Amend provision:</p> <p>Minimum number of on-site bicycle parking spaces</p> <table border="1" data-bbox="786 856 1691 1045"> <tr> <td>Industrial Activity</td> <td> <p>⊖ 1</p> <p><u>Or:</u></p> <p>Minimum 1 per 2000m2 GFA</p> </td> <td>Minimum 1, 0.1 per 100m2 GFA</td> </tr> </table>	Industrial Activity	<p>⊖ 1</p> <p><u>Or:</u></p> <p>Minimum 1 per 2000m2 GFA</p>	Minimum 1, 0.1 per 100m2 GFA	3.10.8	Accept	See body of the report	Yes
Industrial Activity	<p>⊖ 1</p> <p><u>Or:</u></p> <p>Minimum 1 per 2000m2 GFA</p>	Minimum 1, 0.1 per 100m2 GFA								
134.14	Ministry of Education	TR-Table 6	Retain as proposed.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No			
81.907	Kāinga Ora – Homes and Communities	TR-S10	Retain as notified	n/a	Accept	Agree with submitter	No			
144.32	Harvey Norman Properties (N.Z.) Limited	TR-S10	Retain as notified.	n/a	Accept	Agree with submitter	No			
119.27	Fire and Emergency New Zealand	TR-S10	Retain as proposed.	n/a	Accept	Agree with submitter	No			
<b>SCHED1 - Roads Classified According to One Network Road Classification</b>										
81.890	Kāinga Ora – Homes and Communities	General	Retain as notified.	n/a	Accept	Agree with submitter	No			
82.291	Waka Kotahi NZ Transport Agency	National High Volume Road classification Highway 1	Retain as notified	n/a	Accept	Agree with submitter	No			
<b>Definitions</b>										
82.9	Waka Kotahi NZ Transport Agency	New definition	Add the following definition for "Heavy Commercial Vehicle (HCV): <u>"A motor vehicle (other than a motorcar that is not used, kept, or available for the carriage of passengers for hire or reward) having a gross laden weight exceeding 3500 kg."</u>	n/a	Accept	Agree with submitter	Yes			
81.23	Kāinga Ora – Homes and Communities	Access allotment	Retain definition as notified.	n/a	Accept	Agree with submitter	No			



Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to PDP?
72.7	Survey+Spatial New Zealand (Wellington Branch)	Access allotment	The threshold to exclude land so that it is no longer an access lot should be 5m.	3.5.1	Reject	See body of the report	No
72.4	Survey+Spatial New Zealand (Wellington Branch)	Access area	The threshold to exclude land so that it is no longer an access area should be 5m.	3.5.1	Reject	See body of the report	No
81.24	Kāinga Ora – Homes and Communities	Access area	Retain definition as notified.	n/a	Accept	Agree with submitter	No
81.88	Kāinga Ora – Homes and Communities	Integrated transport assessment	Retain definition as notified	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
86.3	KiwiRail Holdings Limited (KiwiRail)	Integrated transport assessment	Retain as proposed.	n/a	Accept in part	Accept in part, subject to amendments made in response to other submissions	No
82.13	Waka Kotahi NZ Transport Agency	Integrated transport assessment	Amend definition: “Means an <del>analysis</del> <u>comprehensive review</u> to determine <u>all the potential</u> the impacts of a development on the transport network for all modes of travel and <u>including, but not limited to,</u> effects on safety, parking, efficiency, access, <u>connectivity</u> and the capacity of the transport network.”	3.5.2	Accept in part	See body of the report	Yes
81.146	Kāinga Ora – Homes and Communities	Right-of-way	Amend definition: <b>Right-of-way</b> means an easement granting rights to pass over another person's land, and for the purposes of this plan, shall include: a. an access allotment; and b. <u>an entrance strip</u> c. a common area ( <u>including a vehicle access</u> ) as identified on a cross-lease or unit title plan.	3.5.3	Accept in part	See body of the report	Yes

## Appendix C. Section 32AA Evaluation

### C1. Overview and purpose

This evaluation is undertaken in accordance with section 32AA of the RMA. It examines the appropriateness of the recommended amendments to the objectives, policies and rules for the TR-Transport following the consideration of submissions received on the PDP.

This further evaluation should be read in conjunction with Part A – Overview and Part B: Transport of the Section 32 Report prepared for the development of the PDP.

### C2. Recommended amendments

The revisions proposed to the objectives, policies, rules and standards include the following:

- Amendment TR-O2 to refer to 'all users';
- Inclusion of a reference to safety in TR-P3, and clarification that it applies to people both within the site and within the road reserve;
- Relocating INF-P14 to new TR-P4 in the TR-Transport Chapter;
- Amendments to rule headings to ensure these address the land use being regulated;
- Inclusion of notification preclusion statements in TR-R1-2, TR-R3-2 and TR-R4-2;
- Inclusion of the requirements of INF-R23 into rule TR-R2;
- Amendments to TR-R2 to delete the section 88 requirement for a road safety audit from TR-R2-2, and making TR-R2-3 a restricted discretionary activity;
- Inclusion of a new rule TR-R6 and a new standard TR-S12 and associated table and figures for protection of railway level crossing sight lines;
- Amendments to TR-S1 to incorporate the restrictions for firefighting access, and specification of the consideration of people with disabilities in the matters of discretion;
- Amendments to TR-S2 and TR-S3 and the associated tables, and inclusion of a new figure showing the requirements for turning facilities within vehicle accesses, to better enable residential development and better align with recognised New Zealand standards;
- Deletion of TR-Table 3 relating to curves within vehicle accesses;
- Amendments to TR-S4 to clarify the applicability of the standard;
- Inclusion of INF-S26 for vehicle crossings as a new standard, along with the associated figures and tables, and amendments to those standards to better manage the potential adverse effects on the transport network; and
- Amendment to TR-S5 to enable steeper car parking spaces on residential sites, and amendments to the associate TR-Table 4 to align these with the recognised New Zealand standards;
- Amendments to TR-S6 to more appropriately manage vehicles reversing on and off sites from roads, and excluding manoeuvring facilities that require specific designs;

- Replacing TR-Figure 4 with a more appropriate figure;
- Amending TR-S7 and the associated TR-Table 5, and including a new table to include a range of new standards to manage the requirement for and the design of on-site loading facilities;
- Amending TR-S10 to require bicycle parking to be located close to public entrances;
- Amending TR-Table 6 to require short stay bicycle parking for industrial activities;
- Amending TR-Table 7 so that any activities accessing a national or regional road and generating more than 100 vehicle trips per day requires consent under TR-R5-2, and including intermediate schools under educational facilities; and
- Inclusion of a definition of 'heavy commercial vehicles and amendments to the definitions of 'integrated transport assessment' and 'right-of-way'.

The objectives, policies, rules and standards are recommended to be amended to better clarify the management approach to on-site transport facilities.

### **C3. Statutory Tests**

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

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

#### *Objectives*

The objectives are to be examined in relation to the extent to which they are the most appropriate way to achieve the purpose of the RMA.<sup>130</sup> For the purposes of evaluation under section 32AA the following criteria form the basis for assessing the appropriateness of the proposed objectives:

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

#### *Provisions*

Each provision is to be examined as to whether it is the most appropriate method for achieving the objectives. For a proposed plan, the provisions are defined as the policies, rules, or other methods that implement, or give effect to, the objectives of the proposed plan.<sup>131</sup>

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<sup>131</sup> RMA s32(6)(a)

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

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

TR-O2 is recommended to be amended as set out in Appendix A: The following table provides an evaluation of the recommended amendment to the objective.

**Table C 1: Recommended Amendment to Objective TR-O2**

<b>Relevance</b>	<p><b>Addresses a relevant resource management issue</b></p> <p>The amendment better relates the objective to a resource management issue, being the safety and efficiency of on-site transport facilities.</p>
	<p><b>Assists the Council to undertake its functions under s31</b></p> <p>The recommended amendment better communicates the inclusion of consideration of all users of transport facilities and therefore will better assist the council in undertaking its functions.</p>
	<p><b>Gives effect to higher level documents</b></p> <p>The recommended amendment is more consistent with the regional urban design principle of 'connections', and therefore better gives effect to Policy 54 of the RPS.</p>
<b>Usefulness</b>	<p><b>Guides decision-making</b></p> <p>The recommended amendment better guides decision making, as more emphasis will be placed on all users of transport facilities.</p>
	<p><b>Meets best practice for objectives</b></p> <p>The recommended amendment better communicates the outcome sought, and therefore more closely aligns the objective with best practices.</p>
<b>Reasonableness</b>	<p><b>Will not impose unjustifiably high costs on the community / parts of the community</b></p> <p>The recommended amendment will not impose any additional costs on the community.</p>
	<p><b>Acceptable level of uncertainty and risk</b></p> <p>The recommended amendment better communicates the outcome sought and therefore increases the certainty for the implementation of the objective.</p>
<b>Achievability</b>	<p><b>Consistent with identified tangata whenua and community outcomes</b></p> <p>The recommended amendment is neutral in relation to consistency with identified tangata whenua and community outcomes.</p>
	<p><b>Realistically able to be achieved within the Council's powers, skills and resources</b></p>

	The recommended amendment will not impact on the achievability of the objective as previously assessed, as it serves to clarify but does not change the outcomes sought.
<b>Conclusion</b>	The recommended amended objective is the most appropriate way to achieve the purpose of the RMA by providing a coherent package of desired outcomes consistent with sustainable management.

Overall, the recommended amendment proposed to the objectives provides greater clarity for the outcome sought by the objective, and better gives effect to RPS Policy 54. For the purposes of sections 32 and 32AA, I consider that the revised objectives are the most appropriate way of achieving the purpose of the RMA.

## C5. Evaluation of Policies and Rules

I have assessed how the recommended changes to the policies, rules and standards are the most appropriate to implement the objectives below. In undertaking this assessment, I have evaluated the recommended amendments against the provisions as notified.

### *Efficiency and Effectiveness of the Provisions*

I have assessed the efficiency and effectiveness of the recommended amended provisions in achieving the objectives, including identification and assessment of the costs and benefits anticipated from the implementation of the provisions in Table C 2 and Table C 3 below.

**Table C 2: Assessment of efficiency and effectiveness – Railway Level crossings**

<b>Recommended Amendments to Provisions:</b>	
As set out in Appendix A, the recommended amendments include: <ul style="list-style-type: none"> <li>Inclusion of a new rule TR-R6 and a new standard TR-S12 and associated table and figures for protection of railway level crossing sight lines.</li> </ul>	
<b>Costs</b>	<b>Benefits</b>
<ul style="list-style-type: none"> <li>The recommended restrictions on land use and development in proximity to railway level crossings may have some economic and environmental costs through reducing the potential use of land in those locations. However, given the low number of railway level crossings in Porirua and the existing surrounding land uses in those locations, I consider that these costs would be negligible.</li> </ul>	<ul style="list-style-type: none"> <li>The recommended additions of TR-R6 and a new standard TR-S12 and associated table and figures will have benefits to the ongoing safety of rail level crossings, and therefore will have social and economic benefits;</li> <li>Social benefits will be realised through avoidance of potential use and development that would compromise the safety of railway level crossings, and the resulting increase in risk for people and communities using those crossings; and</li> <li>Economic benefits would be realised by the rail infrastructure operator through avoiding potential use and development that would compromise the safety of railway level</li> </ul>

	crossings, and therefore potential for safety upgrades at railway level crossings where otherwise they would not be required.
<b>Efficiency</b>	The recommended amendments will have economic and social benefits while having very low economic costs, and therefore will be more efficient than the notified provisions which did not include any relevant controls on use and development in proximity of railway level crossings.
<b>Effectiveness</b>	The recommended additions will give effect to INF-O2, INF-O4, TR-O2 and TR-P2 through ensuring that development will not compromise the safety of the rail transport network and will therefore be effective.
<b>Summary</b>	
The recommended amendments provide the most appropriate method for achieving objective TR-O2 in relation to rail transport network infrastructure.	

**Table C 3: Assessment of efficiency and effectiveness – High Trip Generating Activities**

<b>Recommended Amendments to Provisions:</b>	
As set out in Appendix A, the recommended amendments include: <ul style="list-style-type: none"> <li>Amending TR-Table 7 so that any activities accessing a national or regional road and generating more than 100 vehicle trips per day requires consent under TR-R5-2; and</li> <li>Including intermediate schools under educational facilities.</li> </ul>	
<b>Costs</b>	<b>Benefits</b>
<ul style="list-style-type: none"> <li>The recommended amendment for activities accessing a national high-volume road or a regional road will have economic costs through increasing the likelihood that proposed land use and development accessing a national or regional road will require a resource consent under TR-R5-2. This will impose consenting and design costs on those proposals and have administrative costs for the Council through the resource consent process.</li> </ul>	<ul style="list-style-type: none"> <li>The recommended amendment for the threshold for activities accessing a national or regional road will have social and economic benefits through assisting to ensure the ongoing safety of state highways. These benefits will be realised through requiring a consent process to analyse the potential adverse effects of proposals that breach the threshold;</li> <li>Social benefits would be realised through avoidance of potential use and development that would compromise the safety of State Highways, and the resulting increase in risk for people and communities;</li> <li>Economic benefits would be realised by Waka Kotahi through avoiding potential use and development that would compromise the safety of state highways, and therefore the necessity for safety upgrades where otherwise they would not be required. Albeit it is acknowledged that separate approval would also be required from Waka</li> </ul>

	<p>Kotahi under the Government Rooding Powers Act 1989.</p> <ul style="list-style-type: none"> <li>Plan users would also be assisted, as the threshold included in the recommended amendment aligns with that used by Waka Kotahi in assessing proposals for access onto state highways. This therefore provides a more integrated resource management framework in relation to vehicle access in these locations; and</li> <li>The recommended amendment to include intermediate schools under educational facilities will have benefits to Plan users through clarifying that these schools are included.</li> </ul>
<b>Efficiency</b>	The recommended amendments will have economic costs, while having social and economic benefits. I consider that the benefits will significantly outweigh the potential costs. The recommended amendments will therefore be more efficient than the notified provisions.
<b>Effectiveness</b>	The recommended amendments provide certainty for Plan users in relation to the implementation of the provisions, particularly in relation to activities accessing a national or regional road, and therefore will be more effective in achieving TR-O1.
<b>Summary</b>	
The recommended amendments provide the most appropriate method for achieving objective TR-O1	

Table C 4: Assessment of efficiency and effectiveness – TR-P3

<b>Recommended Amendments to Provisions:</b>	
<p><i>Provide for on-site transport facilities and site access that do not meet standards where it can be demonstrated that the safety and efficiency of the transport network and the health, <u>safety</u> and wellbeing of people <u>within the site and the road reserve</u> is not compromised, having regard to:</i>  <i>[...]</i>  <i>6. Whether there are site and topographical constraints that make compliance unreasonable; <del>and</del></i>  <i>7. The extent to which public health and safety, including the safety of pedestrians walking through any parking areas, will not be compromised-; <u>and</u></i>  <i>8. <u>Any positive effects.</u></i></p>	
<b>Costs</b>	<b>Benefits</b>
<ul style="list-style-type: none"> <li>There are no identified costs.</li> </ul>	<ul style="list-style-type: none"> <li>The recommended amendments clarify the policy, particularly in relation to the focus on the safety of people, and the consideration of positive effects of proposed on-site transport facilities.</li> </ul>

<b>Efficiency</b>	The recommended amendments will have benefits, while having no identified costs, and therefore will be more efficient than the notified provisions.
<b>Effectiveness</b>	The recommended amendments provide greater clarity for the provisions, and therefore will be easier to interpret and implement and more effective in achieving the objective.
<b>Summary</b>	
The recommended amendments provide the most appropriate method for achieving TR-O2.	

**Table C 5: Assessment of efficiency and effectiveness – Connections to roads**

<b>Recommended Amendments to Provisions:</b>	
<p>As set out in Appendix A, the recommended amendments include:</p> <ul style="list-style-type: none"> <li>• Transfer of INF-P14 to new TR-P4 in the TR-Transport Chapter;</li> <li>• Transfer of the requirements of INF-R23 into TR-R2; and</li> <li>• Inclusion of INF-S26 for vehicle crossings as new standard TR-S5, along with the associated figures and tables, and amendments to those standards to better manage the potential adverse effects on the transport network.</li> </ul>	
<b>Costs</b>	<b>Benefits</b>
<ul style="list-style-type: none"> <li>• The recommended amendments to the vehicle crossing standards would have some economic costs through potentially increasing the likelihood that proposed land use and development will require a resource consent through not complying with the standards. This will impose consenting and design costs on those proposals and have administrative costs for the Council through the resource consent process;</li> <li>• The recommended amendments result in private roads for residential activities of more the 100 residential units or 500 movements per day requiring resource consent as a restricted discretionary activity. This would have economic costs through increasing the likelihood that proposed land use and development will require a resource consent. This will impose consenting and design costs on those proposals and have administrative costs for the Council through the resource consent process;</li> <li>• The recommended amendment to INF-Figure 5 (relocated to TR) to require visibility splay dimensions to be 2.5 metres measured parallel to the vehicle access will have negligible costs through slightly greater</li> </ul>	<ul style="list-style-type: none"> <li>• The review of the transport standards has been undertaken to ensure these appropriately manage these activities, including in relation to safety. As such, as a package, the amendments will provide greater safety for the road network, and the users of the connections to roads;</li> <li>• The relocation of the provisions relating to the connection of vehicle accesses to roads will assist Plan users by locating these provisions with the other relevant provisions for vehicle accesses. This will reduce the potential for Plan users to have to navigate between different parts of the Plan;</li> <li>• The recommended amendment to INF-Figure 5 (relocated to TR) to require visibility splay dimensions to be 2.5 metres measured parallel to the vehicle access will have safety benefits for pedestrians;</li> <li>• The recommended amendment to allow vehicle crossing widths of up to nine metres where heavy vehicles are to be accommodated on the site would have benefits for use and development where heavy vehicle access is more likely to be required, necessitating wider vehicle crossings;</li> </ul>



<p>restriction on the use and development of land in those locations;</p> <ul style="list-style-type: none"> <li>The recommended amendment to allow vehicle crossing widths of up to nine metres would have social costs through urban design and pedestrian safety, due to the potential for wider vehicle crossings to be developed in these areas. However, given the general land use and development, and the predominant use of the transport network in areas where heavy vehicles will be used, these costs will be relatively low;</li> <li>The additional standards for rural vehicle crossings and crossing gradient across a footpath may increase compliance costs marginally.</li> </ul>	<ul style="list-style-type: none"> <li>The change to a 99 percentile design vehicle for vehicle crossings will ensure almost all passenger vehicles can use the accesses;</li> <li>The amendment to the vehicle crossing exclusion area near intersections will align this standard with recognised New Zealand standards;</li> <li>The amendments to the minimum sight distances will ensure that the risk of vehicles exiting an access will be appropriately managed, and aligned with recognised New Zealand standards;</li> <li>Inclusion of a standard for crossings within Rural Zones will ensure these are appropriately formed and sealed;</li> <li>The inclusion of a standard for gradients across footpaths will ensure the impact on pedestrians will be minimised;</li> <li>The recommended amendment for the inclusion of a standard and associated figure for the measurement for sightlines from vehicle crossings will have benefits for Plan users in clarifying how this is to be measured.</li> </ul>
<b>Efficiency</b>	The benefits of the recommended amendments will outweigh the costs, and therefore will be more efficient than the notified provisions.
<b>Effectiveness</b>	The recommended amendments provide greater clarity for the provisions, and therefore will be easier to interpret and implement and more effective in achieving objective TR-O2.
<b>Summary</b>	
The recommended amendments provide the most appropriate method for achieving TR-O2.	

**Table C 6: Assessment of efficiency and effectiveness – Activities with no on-site vehicle parking or loading spaces**

<b>Recommended Amendments to Provisions:</b>	
<p>As set out in Appendix A, the recommended amendments include:</p> <ul style="list-style-type: none"> <li>Amendments to TR-S1 to incorporate the restrictions for firefighting access, and specification of the consideration of people with disabilities in the matters of discretion;</li> <li>Amendment to the rule heading to ensure this addresses the land use being regulated; and</li> <li>Inclusion of notification preclusion statements in TR-R1-2.</li> </ul>	
<b>Costs</b>	<b>Benefits</b>
<ul style="list-style-type: none"> <li>There are no identified costs.</li> </ul>	<ul style="list-style-type: none"> <li>The recommended amendments simplify and clarify the provisions relating to activities with no on-site vehicle parking or</li> </ul>

	<p>loading spaces, and therefore will have economic benefits through easier Plan interpretation and implementation;</p> <ul style="list-style-type: none"> <li>• The notification preclusion statement will ensure that resource consent processes relating to assessment of notification requirements are streamlined, with associated economic benefits through reduced administrative costs;</li> <li>• Incorporation of the firefighting access requirements in TR-S1, along with the recommended amendment to the rule heading, and the inclusion of an associated matter of discretion, will ensure that activities will have appropriate firefighting access where only pedestrian and cycling access is provided, with associated social benefits through ensuring the health and safety of people and communities.</li> </ul>
<b>Efficiency</b>	The recommended amendments will have benefits, while having no identified costs, and therefore will be more efficient than the notified provisions.
<b>Effectiveness</b>	The recommended amendments provide greater clarity for the provisions, and therefore will be easier to interpret and implement and more effective in achieving objective TR-O2.
<b>Summary</b>	
The recommended amendments provide the most appropriate method for achieving TR-O2.	

**Table C 7: Assessment of efficiency and effectiveness – Activities with on-site vehicle parking or loading spaces or where a vehicle access is otherwise provided**

<b>Recommended Amendments to Provisions:</b>
<p>As set out in Appendix A, the recommended amendments include:</p> <ul style="list-style-type: none"> <li>• Amendment of TR-R2 to delete the section 88 requirement for a road safety audit from TR-R2-2, and making TR-R2-3 a restricted discretionary activity;</li> <li>• Amendments to TR-S2, TR-S3, and the associated tables, and inclusion of a new figure showing the requirements for turning facilities within vehicle accesses, to better enable residential development and better align with recognised New Zealand standards;</li> <li>• Deletion of TR-Table 3 relating to vehicle access curves;</li> <li>• Amendments to TR-S4 to clarify the applicability of the standard;</li> <li>• Amendment to TR-S5 to enable steeper car parking spaces on residential sites, and amendments to the associate TR-Table 4 to align these with the recognised New Zealand standards;</li> <li>• Amendments to TR-S6 to more appropriately manage vehicles reversing on and off sites from roads, and excluding manoeuvring facilities that require specific designs;</li> <li>• Replacing TR-Figure 4 with a more appropriate figure;</li> </ul>

<ul style="list-style-type: none"> <li>Amending TR-S7 and the associated TR-Table 5, and including a new table to include a range of new standards to manage the requirement for and the design of on-site loading facilities;</li> <li>Amending TR-S10 to require bicycle parking to be located close to public entrances;</li> <li>Amending TR-Table 6 to require short stay bicycle parking for industrial activities;</li> <li>Amendments to rule headings to ensure these address the land use being regulated;</li> <li>Inclusion of notification preclusion statements in TR-R3-2 and TR-R4-2;</li> </ul>	
Costs	Benefits
<ul style="list-style-type: none"> <li>The recommended amendment to the design of parking spaces, manoeuvring areas, and cycle parking would have some economic costs through increasing the likelihood that proposed land use and development will require a resource consent through not complying with the standards. This will impose consenting and design costs on those proposals and have administrative costs for the Council through the resource consent process;</li> <li>Specifically in relation the recommended amendment to the on-site vehicle manoeuvring areas, this may result in additional land area being required for manoeuvring for loading spaces; however, it is likely that this space would be required in any case, and the inclusion of the standard simply clarifies this requirement. As such I consider any costs would be negligible;</li> <li>Similarly, the recommended amendments to the maximum gradient of parking spaces is consistent with NZS2890, and therefore while being more restrictive than the notified provisions, I consider that any associated costs will be low given the design of such facilities would likely be undertaken in accordance with those national standards;</li> <li>The recommended amendment to preclude ramps, turntables, car lifts, or stackers from on-site manoeuvring facilities will have additional consenting and administrative costs associated with these facilities. Given that the implementation of these is relatively low, these costs will also be low;</li> <li>The recommended amendment to TR-S4 will have economic and environmental costs through requiring additional land area to meet the 4m clear width requirement, being approximately an additional 15% above the notified 3.5m formed width requirement.</li> </ul>	<ul style="list-style-type: none"> <li>The review of the transport standards has been undertaken to ensure these appropriately manage these activities, including in relation to safety. As such, as a package, the amendments will provide greater safety for the transport network, and the users of the on-site transport facilities;</li> <li>The recommended amendments clarify the provisions relating to activities with on-site vehicle parking or loading spaces, and therefore will have economic benefits through easier Plan interpretation and implementation;</li> <li>The review of the transport standards has been undertaken to ensure these appropriately manage these activities, including in relation to safety. As such, as a package, the amendments will provide greater safety for the road network, and the users of the connections to roads;</li> <li>Deletion of the requirement for road safety audits as a section 88 requirement in TR-R2-2 will have economic benefits through reducing the costs associated with a resource consent application. The need for detailed design and post-construction road safety audits can be considered under clause three of the policy for connections to roads (INF-P13), recommended to become TR-P4;</li> <li>Reducing the activity status of TR-R2-3 to restricted discretionary will increase the certainty of this rule for Plan users and consent applicants, and better integrate with the provisions for high trip generating activities;</li> <li>The vehicle access levels and the associated standards will be more aligned with recognised New Zealand standards, thereby being more easily implemented by land development professionals;</li> </ul>

	<ul style="list-style-type: none"> <li>• The recommended deletion of the standard and associated table relating to R and K values would reduce the complexity of the standards, enabling easier interpretation and implementation, with associated economic benefits;</li> <li>• Inclusion of a matter of discretion relating to the safe, resilient, efficient and effective functioning of the transport network has social benefits through ensuring that these considerations will be included in resource consent processes, whereas the notified provisions focused only on the safety of the vehicle access itself;</li> <li>• The recommended amendments to TR-Table 2 clarify the design standards, and in some cases would reduce the land area required for the vehicle access, resulting in economic and environmental benefits through more efficient use of land. Social and environmental benefits would also be realised through removing parking requirements associated with vehicle accesses (consistent with the NPS-UD) and a greater focus on provision for pedestrian and cycling within these standards;</li> <li>• The recommended amendments to TR-S4 would have social benefits through ensuring that appropriate firefighting access is provided, with resulting health and safety benefits for people and communities;</li> <li>• The recommended amendments to the design of parking spaces, manoeuvring areas, loading spaces and cycle parking will have social and economic benefits through ensuring the usability of these facilities for all users.</li> </ul>
<b>Efficiency</b>	The recommended amendments will have significant social, environmental, and economic benefits. Some economic and environmental costs would also be likely, primarily through some additional land requirements to meet the recommended standards. I consider that the benefits would far outweigh the costs. Therefore, the recommended amendments will be more efficient than the notified provisions.
<b>Effectiveness</b>	The recommended amendments provide greater clarity for the provisions, and therefore will be easier to interpret and implement and will be more effective in achieving objective TR-O2.
<b>Summary</b>	
The recommended amendments provide the most appropriate method for achieving objective TR-O2.	

**Table C 8: Assessment of efficiency and effectiveness – Definitions**

<b>Recommended Amendments to Provisions:</b>	
As set out in Appendix A, the recommended amendments include: <ul style="list-style-type: none"> <li>• Inclusion of a definition of 'heavy commercial vehicles; and</li> <li>• Amendments to the definitions of 'integrated transport assessment' and 'right-of-way'.</li> </ul>	
<b>Costs</b>	<b>Benefits</b>
<ul style="list-style-type: none"> <li>• There are no identified costs.</li> </ul>	<ul style="list-style-type: none"> <li>• The recommended amendments to the definition clarify the implementation of the transport related provisions.</li> </ul>
<b>Efficiency</b>	The recommended amendments will have benefits, while having no identified costs, and therefore will be more efficient than the notified provisions.
<b>Effectiveness</b>	The recommended amendments provide greater clarity for the provisions, and therefore will be easier to interpret and implement and more effective in achieving objective TR-O2.
<b>Summary</b>	
The recommended amendments provide the most appropriate method for achieving objectives TR-O1 and TR-O2.	

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

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

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

Submissions have raised a number of matters that need to be addressed to provide clarity and usability benefits to the TR-Transport provisions of the PDP. If no action is taken and the PDP is retained as notified, it could cause confusion and may result in a lack of consistent interpretation of the PDP and increased costs in terms of time and money required by Council staff to process resource consents. Specifically, the location of the provisions relating to connections to roads in the INF-Infrastructure Chapter has been raised as a point of confusion for Plan users.

Submissions also seek to amend the PDP so it better achieves the purpose of the RMA, including the efficient use and development of natural and physical resources, particularly in relation to provision for greater housing intensification. The recommended amendments address this matter and assist in making the provisions efficient and effective in achieving the objectives. The risk in not acting is that the provisions do not effectively or efficiently achieve the objectives, or the purpose of the RMA.

After reviewing the TR-Transport Chapter provisions of the PDP and considering the submissions on these provisions, I consider there is sufficient information on which to base the recommended revised objectives, policies, rules, standards and definitions.

## **C6. Conclusion**

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

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

My name is Rory McLaren Smeaton.

I hold the following qualifications:

- Master of Planning Practice (First Class Honours) (University of Auckland);
- Postgraduate Diploma in Science in Geography (with Distinction) (University of Canterbury);  
and
- Bachelor of Science in Geography (University of Canterbury).

I am a full member of the New Zealand Planning Institute. I have nine years' experience working as a planner for local and central government organisations, and a multi-disciplinary consultancy.

I have been employed by the Porirua City Council since April 2020 as a Senior Policy Planner within the Environment and City Planning Team. My work at PCC has included finalising PDP chapters and preparing the associated section 32 reports, summarising submissions, and preparing section 42A reports.