

# Proposed District Plan Change 39

## Transport

Publicly Notified:

4 October 2016

Submissions Close:

4 November 2016 at 5.00pm





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## Part 1: Introduction

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### 1. What is proposed Plan Change 39

Hutt City Council (“Council”) has prepared proposed Plan Change 39. The purpose of proposed Plan Change 39 is to review the transport provisions of the City of Lower Hutt District Plan (“the Plan”).

It contains a complete review of Chapter 14A Transport including the standards referred to in the chapter as well as transport provisions throughout the Plan and any consequential changes.

The main reasons for this plan change are:

- Council’s obligation to review District Plan provisions at least every 10 years;
- The Plan needs to be updated to give effect to the Regional Policy Statement, particularly in regard to:
  - Regionally significant infrastructure;
  - Travel demand management; and
  - Integration of land use and transport;
- The Plan’s transport provisions focus on private car transport and do not suitably address active travel modes;
- Carparking requirements are perceived to be unduly restrictive of development; and
- The Plan refers to engineering standards that have often been superseded by updated versions.

### 2. Structure of this document

This document contains four parts. These are as follows:

<b>Part 1</b>	Introduction.
<b>Part 2</b>	Public Notice for proposed Plan Change 39 as advertised in the Hutt News on 4 October 2016
<b>Part 3</b>	Amendments proposed to Chapters 14A and Planning Maps and consequential amendments proposed to Chapters 3, 4A, 4B, 4D, 4E, 5A, 5B, 5C, 6A, 6C, 6D, 7B, 8A, 8B, 9A, 10A, 11, 13, 14, 14J 14K and 14L.
<b>Part 4</b>	Proposed new Chapter 14A.
<b>Part 5</b>	Section 32 Evaluation.
<b>Part 6</b>	Submission Form (Form 5).

All six parts of this document are publicly available from Council as detailed in the Public Notice (Part 2 of this document).

### 3. The Process for Proposed Plan Change 39

The process for proposed Plan Change 39 can be summarised as follows:

9 March 2015	Policy and Regulatory Committee resolved to instruct officers to undertake a comprehensive review of Chapter 14A of the Plan.
29 September 2016	Proposed Plan Change 39 is adopted by Council for public notification.
4 October 2016	Proposed Plan Change 39 is notified.

Upon notification of the proposed plan change, all interested persons and parties have an opportunity to provide further input through the submission process. Council's process for public participation in the consideration of this Plan Change under the Resource Management Act 1991 ("RMA") is as follows:

- The period in which submissions may be made is 20 working days from the date of the Public Notice;
- After the closing date for submissions, Council must prepare a summary of the submissions and this summary must be publicly notified;
- Certain persons may make further submissions in support of, or in opposition to, the submissions already made no later than 10 working days after the notification of the summary of submissions;
- If a person making a submission or further submission asks to be heard in support of his/her submission, a hearing must be held;
- Following the hearing Council must give its decision on the Plan Change in writing (including its reasons for accepting or rejecting submissions); and
- Any person who has made a submission has the right to appeal the Council decision on the Plan Change to the Environment Court.



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## Part 2: Public Notice

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# PUBLIC NOTICE

### Public Notification of Proposed District Plan Change 39 to the City of Lower Hutt District Plan

*Clause 5 of the First Schedule – Part 1 of the Resource Management Act 1991*

Hutt City Council has prepared

#### **Proposed District Plan Change 39: Transport**

Proposed Plan Change 39 is a review of the transport provisions of the District Plan. The focus of the Proposed Plan Change is Chapter 14A Transport, but also covers the transport provisions throughout the District Plan.

The main reasons for the plan change are:

- Council's obligation to review District Plan provisions at least every 10 years;
- The District Plan needs to be updated to give effect to the Regional Policy Statement; and
- The District Plan refers to engineering standards that have often been superseded by updated versions.

Documentation for Proposed Plan Change 39 can be inspected:

- at all Hutt City Council Libraries;
- at the Customer Services Counter, Council Administration Building, 30 Laings Road, Lower Hutt; and
- on Council's website: [huttcity.govt.nz/district-plan-change-39](http://huttcity.govt.nz/district-plan-change-39)

Copies can also be requested by contacting Hutt City Council:

- Phone: 04 570 6666 or
- Email: [district.plan@huttcity.govt.nz](mailto:district.plan@huttcity.govt.nz)

#### **Submissions close on Friday 4 November 2016 at 5pm**

Any person may make a submission on Proposed Plan Change 39. Submissions may be lodged in any of the following ways:

- Post: Environmental Policy Division, Hutt City Council, Private Bag 31912, Lower Hutt 5040
- In Person: Council Administration Building, 30 Laings Road, Lower Hutt
- Email: [submissions@huttcity.govt.nz](mailto:submissions@huttcity.govt.nz)
- Online [huttcity.govt.nz/district-plan-change-39](http://huttcity.govt.nz/district-plan-change-39)

Submissions must be written in accordance with RMA Form 5 and must state whether or not you wish to be heard in respect of your submission. Copies of Form 5 are available from all of the above locations and on Council's website.

The process for public participation in the consideration of this proposal under the RMA is as follows:

- after the closing date for submissions, Hutt City Council must prepare a summary of the submissions and this summary must be publicly notified; and
- there must be an opportunity to make a further submission in support of, or in opposition to, the submissions already made; and
- if a person making a submission asks to be heard in support of his or her submission, a hearing must be held; and
- Hutt City Council must give its decision on the proposal (including its reasons for accepting or rejecting submissions); and

- any person who has made a submission has the right to appeal the decisions on the proposal to the Environment Court.

**Tony Stallinger**  
**Chief Executive**

**4 October 2016**

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## Part 3: Plan Change 39 Proposed Amendments

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Proposed amendment reference

District Plan provision affected by proposed amendment

### **AMENDMENT 4** [New Chapter 14A Transport (14A 2 Issues)]

*Add a new Issue 14A 2.2*

#### **Issue 14A 2.2**

The construction, operation and maintenance of the transport network can have adverse effects on the surrounding environment, including noise, vibration and visual effects.

Brief commentary on proposed amendment

Proposed amendment

Any new text that is proposed to be added is underlined, while any text proposed to be deleted has been ~~struck through~~.

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## Amendments

### Chapter 14A – Transport

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**AMENDMENT 1** [Chapter 14A Transport]  
*Delete current Chapter 14A Transport in its entirety*

**AMENDMENT 2** [New Chapter 14A Transport (14A 1 Introduction)]  
*Add a new section 14A 1 Introduction*

## 14A 1 Introduction

A safe, efficient transport network is essential for the social and economic wellbeing of Hutt City. The Hutt City transport network comprises the following components and transport modes:

- all road corridors (including both State Highways and Local Roads);
- pedestrian and cycle routes, whether they be within a road corridor or not;
- all railway corridors;
- car and cycle parking facilities;
- loading facilities; and
- public transport infrastructure (including bus, commuter railway and ferry services, and their associated stops, stations and terminals).

The transport network is administered by four different agencies. The New Zealand Transport Agency is responsible for designated State Highways. KiwiRail is responsible for designated railway corridors. Greater Wellington Regional Council provides public transport services including buses and trains that use the infrastructure provided by these agencies. Hutt City Council is responsible for the remainder of the transport network.

Hutt City Council road reserves overlay zones. When a road is stopped under a Local Government Act or Public Works Act process, the underlying zone is revealed.

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, particularly regionally significant transport infrastructure.

This transport chapter contains city-wide objectives, policies and rules relevant to the transport network.

The approach of the chapter is to identify a transport network hierarchy, promote the integration of land use with the transport network and specify key standards for the design and construction of transport network infrastructure. All activities are permitted if they meet the specific standards and thresholds. In general, recognised industry standards are used, unless there is reason to use a specific local standard. Activities that do not meet the standards or generate significant volumes of traffic are assessed on a case by case basis through the resource consent process.

**AMENDMENT 3** [New Chapter 14A Transport (14A 2 Issues)]

*Add a new Section 14A 2 Issues and add a new Issue 14A 2.1*

## 14A 2 Issues

### Issue 14A 2.1

A safe, efficient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing.

**AMENDMENT 4** [New Chapter 14A Transport (14A 2 Issues)]

*Add a new Issue 14A 2.2*

### Issue 14A 2.2

The construction, operation and maintenance of the transport network can have adverse effects on the surrounding environment, including noise, vibration and visual effects.

**AMENDMENT 5** [New Chapter 14A Transport (14A 2 Issues)]

*Add a new Issue 14A 2.3*

### Issue 14A 2.3

Noise sensitive activities can have reverse sensitivity effects on the transport network, potentially affecting the construction, operation and maintenance of the network.

**AMENDMENT 6** [New Chapter 14A Transport (14A 2 Issues)]

*Add a new Issue 14A 2.4*

### Issue 14A 2.4

Land use and development can adversely affect the safety and efficiency of the transport network through the generation of additional traffic.

**AMENDMENT 7** [New Chapter 14A Transport (14A 2 Issues)]

*Add a new Issue 14A 2.5*

### Issue 14A 2.5

Land use and development can adversely affect the safety and efficiency of the transport network through inappropriate design of on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities).

**AMENDMENT 8** [New Chapter 14A Transport (14A 3 Objectives)]

*Add a new section 14A 3 Objectives and new Objective 14A 3.1*

## 14A 3 Objectives

### Objective 14A 3.1

A safe and efficient transport network that is integrated with land use patterns, meets local, regional and national transport needs and provides for all modes of transport.

**AMENDMENT 9** [New Chapter 14A Transport (14A 3 Objectives)]

*Add a new Objective 14A 3.2*

**Objective 14A 3.2**

Adverse effects from the construction, maintenance and development of the transport network on the adjacent environment are managed.

**AMENDMENT 10** [New Chapter 14A Transport (14A 3 Objectives)]

*Add a new Objective 14A 3.3*

**Objective 14A 3.3**

Reverse sensitivity effects on the transport network from sensitive activities are managed.

**AMENDMENT 11** [New Chapter 14A Transport (14A 3 Objectives)]

*Add a new Objective 14A 3.4*

**Objective 14A 3.4**

Adverse effects on the safety and efficiency of the transport network from land use and development that generate high volumes of traffic are managed.

**AMENDMENT 12** [New Chapter 14A Transport (14A 3 Objectives)]

*Add a new Objective 14A 3.5*

**Objective 14A 3.5**

Adverse effects on the safety and efficiency of the transport network from on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities) are managed.

**AMENDMENT 13** [New Chapter 14A Transport (14A 4 Policies)]

*Add a new section 14A 4 Policies and new Policy 14A 4.1*

## **14A 4 Policies**

**Policy 14A 4.1**

Additions and upgrades to the transport network should be designed to meet industry standards that ensure that the safety and efficiency of the transport network is maintained.

**AMENDMENT 14** [New Chapter 14A Transport (14A 4 Policies)]

*Add a new Policy 14A 4.2*

**Policy 14A 4.2**

Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network.

**AMENDMENT 15** [New Chapter 14A Transport (14A 4 Policies)]

*Add a new Policy 14A 4.3*

**Policy 14A 4.3**

The transport network should be located and designed to avoid, remedy or mitigate adverse effects on adjacent land.

**AMENDMENT 16** [New Chapter 14A Transport (14A 4 Policies)]

*Add a new Policy 14A 4.4*

**Policy 14A 4.4**

Land use, subdivision or development containing noise sensitive activities should be designed and located to avoid, remedy or mitigate adverse effects which may arise from the transport network.

**AMENDMENT 17** [New Chapter 14A Transport (14A 4 Policies)]

*Add a new Policy 14A 4.5*

**Policy 14A 4.5**

Any activity that is a High Trip Generator must be assessed on a case by case basis. Adverse effects of High Trip Generators on the safety and efficiency of the transport network should be managed through the design and location of the land use, subdivision or development.

**AMENDMENT 18** [New Chapter 14A Transport (14A 4 Policies)]

*Add a new Policy 14A 4.6*

**Policy 14A 4.6**

Vehicle access, parking, manoeuvring and loading facilities should be designed to standards that ensure they do not compromise the safety and efficiency of the transport network.

**AMENDMENT 19** [New Chapter 14A Transport (14A 4 Policies)]

*Add a new Policy 14A 4.7*

**Policy 14A 4.7**

The transport network, land use, subdivision and development should provide for multiple transport modes.

## **AMENDMENT 20** [New Chapter 14A Transport (14A 5 Rules)]

Add a new section 14A 5 Rules and new Rule 14A 5.1

# 14A 5 Rules

## Rule 14A 5.1

(a) Any activity is permitted if it:

- i. Complies with the standards listed in Appendix Transport 1; and
- ii. Does not exceed the high trip generator thresholds specified in Appendix Transport 2.

(b) Any activity that does not comply with the standards listed in Appendix Transport 1 is a **Restricted Discretionary Activity**.

**Discretion is restricted to:**

- i. The effects generated by the standard(s) not being met.

(c) Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a **Restricted Discretionary Activity**.

**Discretion is restricted to:**

- i. The effects of the activity on the transport network including impacts on on-street parking.

An Integrated Transport Assessment, prepared by a suitably qualified traffic engineer/planner, must be submitted with any resource consent application under this rule.

NOTE: The New Zealand Transport Agency guidelines "Research Report 422: Integrated Transport Assessment Guidelines, November 2010" should be used to inform any Integrated Transport Assessment.

Links to:

All Objectives and Policies

## **AMENDMENT 21** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]

Add a new section Appendix Transport 1 - Standards and new Standard 1 Standards for New Roads (a) Road Classification

# Appendix Transport 1 - Standards

## Standard 1 Standards for New Roads

(a) Road Classification

Roads are classified in the Transport Network Hierarchy described in Table 1-1 and are listed in Appendix Transport 3. Any road not listed in Appendix Transport 3 is defined as an Access Road. Any change to Appendix Transport 3 to add or reclassify a road requires a Plan Change.

Roads overlay zones, as shown in the Planning Maps. When a road is stopped under a Local Government Act or Public Works Act process, the underlying zone is revealed.



**Table 1-1: Transport Network Hierarchy**

<u>Hierarchy Level</u>	<u>Category from NZS 4404:2010</u>	<u>Functions</u>
<u>Primary Distributor</u>	-	<u>A road that has very high vehicle volumes, including heavy commercial vehicles. Generally state highways. Typical operating speed is 100 km/h.</u>
<u>Major District Distributor</u>	<u>Major Arterial Road</u>	<u>A road that provides connections to Primary Distributors and other Major District Distributors. High vehicle volumes, including heavy commercial vehicles.</u>
<u>Minor District Distributor</u>	<u>Minor Arterial Road</u>	<u>A road that provides connections from Access Roads to Major District Distributors, with higher volumes of traffic than Local Distributors.</u>
<u>Local Distributor</u>	<u>Connector/Collector Road</u>	<u>A road that provides connections from Access Roads to Major District Distributors, with lower volumes of traffic than Minor District Distributors.</u>
<u>Access Road</u>	<u>Local Road</u>	<u>A road that provides access and connectivity for a local area. Low vehicle speeds, pedestrian and local amenity values predominate.</u>
<u>Pedestrian Road</u>	<u>Local Road</u>	<u>A road with a high number of pedestrians, including a high number of pedestrians likely to cross the road.</u>

**AMENDMENT 22** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
*Add a new Standard 1 (b) Engineering Standards*

**(b) Engineering Standards**

All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.

**AMENDMENT 23** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
*Add a new Standard 2 Site Access and Manoeuvring Area (a) Vehicular Access*

**Standard 2 Site Access and Manoeuvring Area**

**(a) Vehicle Access (excluding separation distances from intersections)**

No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage.

Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.

**AMENDMENT 24** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
 Add a new Standard 2 (b) Separation Distance from Intersections

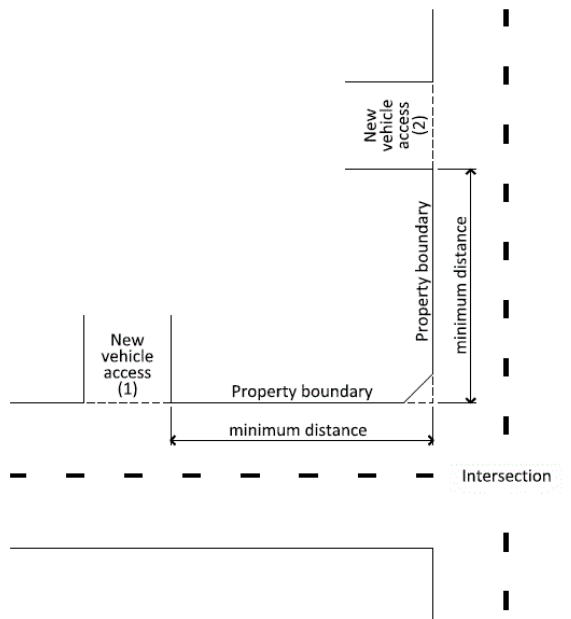
(b) Separation Distances from Intersections

The distance between new vehicle accesses and all intersections must be at least:

- Primary or Major Distributor Road: 30m
- Minor District Distributor Road: 20m
- Local Distributor Road: 15m
- Access or Pedestrian Road: 10m

These distances are to be measured between the intersecting points of the site boundaries as shown in Diagram 2-1 below.

**Diagram 2-1: Separation Distance from Intersection**



**AMENDMENT 25** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
 Add a new Standard 2 (c) Manoeuvring Area

(c) Manoeuvring Area

Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes.

Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a dwelling house and the posted speed limit is less than 80km/h.

**AMENDMENT 26** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
 Add a new Standard 2 (d) Additional Provision for Service Stations

(d) Additional Provision for Service Stations

Site access and manoeuvring space for service stations must also be designed, constructed and maintained in accordance with RTS13 Guidelines for Service Stations.

**AMENDMENT 27** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
*Add a new Standard 3 (a) Minimum Sight Distances at Railway Level Crossings*

**Standard 3 Minimum Sight Distances at Railway Level Crossings**

(a) Minimum Sight Distances at Railway Level Crossings

New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).

**AMENDMENT 28** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
*Add a new Standard 4 Car and Cycle Parking (a) Car Parking Requirements*

**Standard 4 Car and Cycle Parking and End of Trip Facilities**

(a) Car Parking Requirements

For all new activities and changes to existing activities, car parking spaces must be provided in accordance with the minimums calculated under Table 4-1.

In calculating the number of car parking spaces to be provided, fractional numbers must be rounded up to the next whole number.

For developments that involve a range of different activities (for example, Integrated Retail Developments) the car parking requirement must be determined on an aggregate basis.

Space needed for manoeuvring, loading, unloading, queuing, or standing at a service booth, must not be used for car parks counted towards meeting the requirement.

**Table 4-1: Minimum Parking Standards**

<u>Activity</u>	<u>Minimum Parking Spaces</u>
<u>Any activity in Central Commercial Activity Area</u>	<u>Nil</u>
<u>Any activity in Petone Commercial Activity Area</u>	<u>Nil</u>
<b><u>Residential:</u></b>	
<u>Dwelling house</u>	<u>1 per unit</u>
<u>Home occupation</u>	<u>1 per home occupation (in addition to the Residential requirement)</u>
<u>Housing for the elderly</u>	<u>0.7 per unit/apartment and 0.3 per rest home bed</u>
<u>Residential facility</u>	<u>1 per staff member* and 0.3 per bed</u>
<u>Boarding house</u>	<u>0.5 per resident</u>
<b><u>Education:</u></b>	
<u>Childcare facility, primary and intermediate school</u>	<u>1 per staff member*</u>
<u>Secondary school</u>	<u>1 per staff member* and 0.1 per student 16 and over</u>
<u>Tertiary or adult education (outside the Tertiary Education Precinct)</u>	<u>1 per staff member* and 1 per 2.5 students</u>

<u>Tertiary Educational Precinct</u>	<u>[(1 parking space per 1.33 staff members* + 1 parking space per 2.5 students) – 300] ÷ 0.76</u>
<b><u>Medical:</u></b>	
<u>Health care service, hospital and veterinary surgery</u>	<u>5 per 100m<sup>2</sup> GFA</u>
<u>Community Health Activity Area</u>	<u>3 per 100m<sup>2</sup> GFA</u>
<b><u>Retail:</u></b>	
<u>Retail activity and licensed premises within the Suburban Commercial and Special Commercial Activity Areas</u>	<u>Nil for the first 400m<sup>2</sup> GFA</u> <u>2 per 100m<sup>2</sup> for GFA greater than 400m<sup>2</sup></u>
<u>Retail activity and licensed premises outside the Commercial Activity Areas</u>	<u>Nil for the first 100m<sup>2</sup> GFA</u> <u>5 per 100m<sup>2</sup> for GFA greater than 100m<sup>2</sup></u>
<u>Vehicle sale</u>	<u>1 per 300m<sup>2</sup> site area</u>
<u>Commercial garage</u>	<u>4 per service bay</u>
<u>Service station</u>	<u>5 per 100m<sup>2</sup> GFA</u>
<u>Trading Warehouse</u>	<u>3 per 100m<sup>2</sup> GFA</u>
<b><u>Commercial:</u></b>	
<u>Commercial activity</u>	<u>2 per 100m<sup>2</sup> GFA</u>
<b><u>Industrial:</u></b>	
<u>Industrial activity</u>	<u>2 per 100m<sup>2</sup> GFA</u>
<u>Warehouse</u>	<u>2 per 100m<sup>2</sup> GFA</u>
<u>Network Utility Operation</u>	<u>Nil for the first 200m<sup>2</sup> GFA</u> <u>2 per 100m<sup>2</sup> for GFA greater than 200m<sup>2</sup> **</u>
<u>Emergency facility</u>	<u>2 per 100m<sup>2</sup> GFA</u>
<b><u>Accommodation:</u></b>	
<u>Visitor accommodation, motor camp and camping ground</u>	<b><u>The greater of:</u></b> <u>1 per unit or</u> <u>0.2 per occupant</u>
<b><u>Cultural and Sporting:</u></b>	
<u>Place of assembly and Sporting facility</u>	<u>1 per 5 people based on the maximum number of people that the site is designed to accommodate</u>
<u>* The number of staff members is the maximum number of full or part time staff members on the site at any one time.</u>	

## **AMENDMENT 29** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]

### *Add a new Standard 4 (b) Off-street Car Parking for People with Disabilities*

#### (b) Off-street Car Parking for People with Disabilities

Off-street car parking for people with disabilities must be provided in accordance with Section 5 of

**AMENDMENT 30** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
*Add a new Standard 4 (c) Location of Car Parking Spaces*

(c) Location of Car Parking Spaces

Car Parking spaces must be provided on site, except for tertiary education activities within the Tertiary Education Precinct, for which car parking spaces must be located on any site within the Precinct.

**AMENDMENT 31** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
*Add a new Standard 4 (d) Car Parking Design Standards*

(d) Car Parking Design Standards

Car parking space dimensions must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.

**AMENDMENT 32** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
*Add a new Standard 4 (e) Cycle Parking and End of Trip Facility Requirements*

(e) Cycle Parking and End of Trip Facility Requirements

For all new activities and changes to existing activities, cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.

**Table 4-2: Minimum Cycle Parks and Showers**

<u>Number of Staff Members</u>	<u>Number of Cycle Parks</u>	<u>Number of Showers</u>
<u>1-5</u>	<u>0</u>	<u>0</u>
<u>6-10</u>	<u>1</u>	<u>1</u>
<u>10 or more</u>	<u>1 per 10 staff members</u>	<u>1 per 100 staff members</u>

\* The number of staff members is the maximum number of full or part time staff members on the site at any one time.

At every place of assembly or sporting facility cycle parking must be provided clear of footpaths and roadways, not more than 50m from the public entrance, at the rate of 1 cycle park per 20 persons based on the maximum number of persons the facility is designed to accommodate.

Bicycle stands need not be provided but cycle parking must enable cycles to be secured to an immovable object.

**AMENDMENT 33** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
*Add a new Standard 5 Loading and Unloading (a) Loading and Unloading Requirements for Non-Residential Activities*

**Standard 5 Loading and Unloading**

(a) Loading and Unloading Requirements for Non-Residential Activities

For non-residential activities the number of loading spaces to be provided must not be less than that shown in Table 5-1.

**AMENDMENT 34** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
 Add a new Standard 5 (b) Design Requirements

(b) Design Requirements

Loading facilities must be designed, constructed and maintained in accordance with AS/NZS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities, based on the minimum vehicle design stated in Table 5-1.

**Table 5-1: Minimum Loading Space Requirements**

Gross Floor Area	No. of Spaces	Minimum Design Vehicle
Up to 500m <sup>2</sup>	Nil	-
501 - 1000m <sup>2</sup>	1	Small Rigid Vehicle
1001 - 3000m <sup>2</sup>	1	Medium Rigid Vehicle
Greater than 3000m <sup>2</sup>	1	Heavy Rigid Vehicle

**AMENDMENT 35** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
 Add a new Standard 6 Development within the State Highway and Railway Corridor Buffer Overlays

**Standard 6 Development within the State Highway and Railway Corridor Buffer Overlays**

Within the 40 metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities, must be designed, constructed and maintained to meet the following standards:

**AMENDMENT 36** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
 Add a new Standard 6 (a) Vibration

(a) Vibration

Road and rail traffic vibration levels must comply with class C of Norwegian Standard 8176 E:2005 (Vibration And Shock - Measurement Of Vibration In Buildings From Landbased Transport And Guidance To Evaluation Of Its Effect On Human Beings).

**AMENDMENT 37** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
 Add a new Standard 6 (b) Noise

(b) Noise

Indoor design noise level as a result of noise from road and rail traffic must not exceed 45dB L<sub>Aeq(24hr)</sub>.

**AMENDMENT 38** [New Chapter 14A Transport (Appendix Transport 1 - Standards)]  
 Add a new Standard 6 (c) Ventilation

(c) Ventilation

If windows must be closed to achieve the design noise levels in (b), the building must be ventilated to meet clause G4 of the Building Code (Schedule 1 of the Building Regulations 1992). The sound of the ventilation system must not exceed 30dB L<sub>Aeq(30s)</sub> when measured 1m away from any grille or diffuser.

**AMENDMENT 39** [New Chapter 14A Transport (Appendix Transport 2 – High Trip Generator Thresholds)]

Add a new Appendix Transport 2 High Trip Generator Thresholds

## Appendix Transport 2 - High Trip Generator Thresholds

<u>Activity</u>	<u>Threshold</u>
<b><u>Residential</u></b>	<u>Any residential development or subdivision enabling more than 60 dwelling houses</u>
<b><u>Education:</u></b>	
<u>Child Care Facilities</u>	<u>More than 50 Children</u>
<u>Primary, Intermediate and Secondary Schools</u>	<u>More than 150 Students</u>
<u>Tertiary Education Providers</u>	<u>More than 250 Full Time Equivalent students</u>
<b><u>Health Care Services:</u></b>	
<u>All Health Care Services</u>	<u>More than 500m<sup>2</sup> GFA</u>
<b><u>Retail:</u></b>	
<u>All Retail Activities (including Integrated Retail Developments)</u>	<u>More than 1,000m<sup>2</sup> GFA</u>
<u>Licensed Premises</u>	<u>More than 500m<sup>2</sup> GFA</u>
<u>Commercial Garages</u>	<u>More than 500m<sup>2</sup> GFA</u>
<u>Vehicle Sales</u>	<u>More than 2,000m<sup>2</sup> site area</u>
<b><u>Commercial:</u></b>	
<u>Offices, Financial Institutions</u>	<u>More than 2,000m<sup>2</sup> GFA</u>
<u>Veterinary Clinics</u>	<u>More than 500m<sup>2</sup> GFA</u>
<u>Visitor Accommodation, Motor Camps and Camping Grounds</u>	<u>More than 50 beds</u>
<u>All other Commercial Activities</u>	<u>More than 1,000m<sup>2</sup> GFA</u>
<b><u>Industrial:</u></b>	
<u>Industrial Activities</u>	<u>More than 5,000m<sup>2</sup> GFA</u>
<u>Warehouses</u>	<u>More than 10,000m<sup>2</sup> GFA</u>
<b><u>Emergency Facilities</u></b>	<u>More than 1,000m<sup>2</sup> GFA</u>
<b><u>Service Stations</u></b>	<u>Any Service Station</u>
<b><u>Places of Assembly and Sporting Facilities</u></b>	<u>More than 200 persons on the site at any one time</u>
<b><u>Any combination of Health Care Services, Retail and Commercial</u></b>	<u>More than 1,000m<sup>2</sup> GFA</u>
<b><u>Any Activity Not Listed Above</u></b>	<u>More than 500 vehicle trips per day</u>

**AMENDMENT 40** [New Chapter 14A Transport (Appendix Transport 3 - Transport Network Hierarchy)]

Add a new Appendix Transport 3 Transport Network Hierarchy

# Appendix Transport 3 Transport Network Hierarchy

## PRIMARY DISTRIBUTORS

### Street

State Highway No.2

State Highway No.58

## MAJOR DISTRICT DISTRIBUTORS

### Street

Bell Road

Cambridge Terrace

Clendon Street

Daysh Street

Eastern Hutt Road

Fairway Drive

Gracefield Road

Melling Bridge

Naenae Road

Parkside Road

Randwick Road

Seaview Road

The Esplanade

Wainui Road

Wainui Hill Road

Waione Street

Whites Line East

### Start

Gracefield Road

Whites Line East

Cambridge Terrace

High Street

Cambridge Terrace

High Street

Wainuiomata Hill Road

Rutherford Street

Clendon Street

Bell Road

Seaview Road

Seaview Roundabout

Hutt Road

Whites Line East

Rishworth Street

East Street

Randwick Road

### Finish

Parkside Road

Wingate Bridge

Naenae Road

Naenae Road

Reynolds Bach Drive

Western Hutt Road (SH No.2)

Bell Road

Western Hutt Road (SH No.2)

Daysh Street

Seaview Road

Whites Line East

Parkside Road

East Street

Rishworth Street

Parkway Roundabout

Seaview Roundabout

Wainui Road

## MINOR DISTRICT DISTRIBUTORS

### Street

Block Road

Cornwall Street

Cuba Street

Daly Street

Dudley Street

### Start

Pharazyn Street

Knights Road

The Esplanade

High Street

Margaret Street

### Finish

Western Hutt Road (SH No.2)

Pretoria Street

Montague Street

Rutherford Street

Andrews Avenue



<u>Ewen Bridge</u>	<u>Queens Drive</u>	<u>Victoria Street</u>
<u>Harcourt Werry Drive</u>	<u>Taita Drive</u>	<u>Kennedy-Good Bridge</u>
<u>High Street</u>	<u>Melling Road</u>	<u>Eastern Hutt Road</u>
<u>High Street</u>	<u>Queens Drive</u>	<u>Daly Street</u>
<u>Hutt Road</u>	<u>The Esplanade</u>	<u>Railway Avenue</u>
<u>Kings Crescent</u>	<u>Cornwall Street</u>	<u>High Street</u>
<u>Knights Road</u>	<u>Laings Road</u>	<u>Oxford Terrace</u>
<u>Koro Crescent</u>	<u>Western Hutt Road</u>	<u>Hutt Road</u>
<u>Laings Road</u>	<u>Queens Drive</u>	<u>Knights Road</u>
<u>Ludlam Crescent</u>	<u>Whites Line East</u>	<u>Woburn Road</u>
<u>Marine Drive</u>	<u>Seaview Road</u>	<u>Ferry Road</u>
<u>Marsden Street</u>	<u>Pharazyn Street</u>	<u>Railway Avenue</u>
<u>Melling Road</u>	<u>High Street</u>	<u>Rutherford Street</u>
<u>Melling Link</u>	<u>Rutherford Street</u>	<u>High Street</u>
<u>Naenae Road</u>	<u>Waiwhetu Road</u>	<u>Clendon Street</u>
<u>Oxford Terrace</u>	<u>Knights Road</u>	<u>Waterloo Road</u>
<u>Pharazyn Street</u>	<u>Block Road</u>	<u>Marsden Street</u>
<u>Pretoria Street</u>	<u>Cornwall Street</u>	<u>High Street</u>
<u>Queens Drive</u>	<u>Woburn Road</u>	<u>Laings Road</u>
<u>Railway Avenue</u>	<u>Hutt Road</u>	<u>Ewen Bridge</u>
<u>Rutherford Street</u>	<u>Melling Road</u>	<u>Margaret Street</u>
<u>Seaview Road</u>	<u>Parkside Road</u>	<u>Marine Drive</u>
<u>Taita Drive</u>	<u>High Street</u>	<u>Harcourt Werry Drive</u>
<u>Victoria Street</u>	<u>Montague Street</u>	<u>Ewen Bridge</u>
<u>Wainuiomata Road</u>	<u>Parkway Roundabout</u>	<u>Fitzherbert Street</u>
<u>Waiwhetu Road</u>	<u>Whites Line East</u>	<u>Naenae Road</u>
<u>Waterloo Road</u>	<u>Oxford Terrace</u>	<u>Waiwhetu Road</u>
<u>Wingate Overbridge</u>	<u>Eastern Hutt Road</u>	<u>High Street</u>
<u>Woburn Road</u>	<u>Ewen Roundabout</u>	<u>Bellevue Road</u>

## LOCAL DISTRIBUTORS

<b><u>Street</u></b>	<b><u>Start</u></b>	<b><u>Finish</u></b>
<u>Bellevue Road</u>	<u>Woburn Road</u>	<u>Bloomfield Terrace</u>
<u>Bloomfield Terrace</u>	<u>Laings Road</u>	<u>Knights Road</u>
<u>Bridge Street</u>	<u>Parliament Street</u>	<u>Marsden Street</u>
<u>Connolly Street</u>	<u>Melling Road</u>	<u>Harcourt Werry Drive</u>
<u>Dowse Drive</u>	<u>Western Hutt Road</u>	<u>Miromiro Road</u>
<u>Fitzherbert Road</u>	<u>Main Road</u>	<u>Nelson Crescent</u>
<u>Harcourt Werry Drive</u>	<u>Connolly Street</u>	<u>Fairway Drive</u>

<u>London Road</u>	<u>Korokoro Road</u>	<u>Te Whiti Grove</u>
<u>Main Road</u>	<u>Fitzherbert Road Roundabout</u>	<u>Hine Road</u>
<u>Major Drive</u>	<u>Western Hutt Rd (SH No.2)</u>	<u>Waipounamu Drive</u>
<u>Manuka Street</u>	<u>Ludlam Crescent</u>	<u>Puriri Street</u>
<u>Marine Drive</u>	<u>Muritai Road</u>	<u>Ferry Road</u>
<u>Miromiro Road</u>	<u>Dowse Drive</u>	<u>Poto Road</u>
<u>Muritai Road</u>	<u>Marine Parade</u>	<u>Muritai End</u>
<u>Normandale Road</u>	<u>Bridge Street</u>	<u>Poto Road</u>
<u>Oxford Terrace</u>	<u>Waterloo Road</u>	<u>Wingate Bridge</u>
<u>Parkway</u>	<u>Wainuiomata Road</u>	<u>Parkway</u>
<u>Parkway Extension</u>	<u>Parkway</u>	<u>Fitzherbert Road</u>
<u>Parliament Street</u>	<u>Railway Avenue</u>	<u>Bridge Street</u>
<u>Pharazyn Street</u>	<u>Marsden Street</u>	<u>Bridge Street</u>
<u>Pohutukawa Street</u>	<u>Puriri Street</u>	<u>Knights Road</u>
<u>Poto Road</u>	<u>Normandale Road</u>	<u>Miromiro Road</u>
<u>Puriri Street</u>	<u>Manuka Street</u>	<u>Pohutukawa Street</u>
<u>Stokes Valley Road</u>	<u>Eastern Hutt Road</u>	<u>Evans Street</u>
<u>Udy Street</u>	<u>Hutt Road</u>	<u>Cuba Street</u>
<u>Waterloo Road</u>	<u>Cornwall Street</u>	<u>Oxford Terrace</u>

### ACCESS ROADS

All formed roads not listed elsewhere in this Schedule are classified as Access Roads.

### PEDESTRIAN STREETS

<b><u>Street</u></b>	<b><u>Start</u></b>	<b><u>Finish</u></b>
<u>High Street</u>	<u>End High Street</u>	<u>Laings Road</u>
<u>High Street</u>	<u>Margaret Street</u>	<u>Andrews Avenue</u>
<u>Laings Road</u>	<u>Myrtle Street</u>	<u>Knights Road</u>

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## Amendments Planning Maps

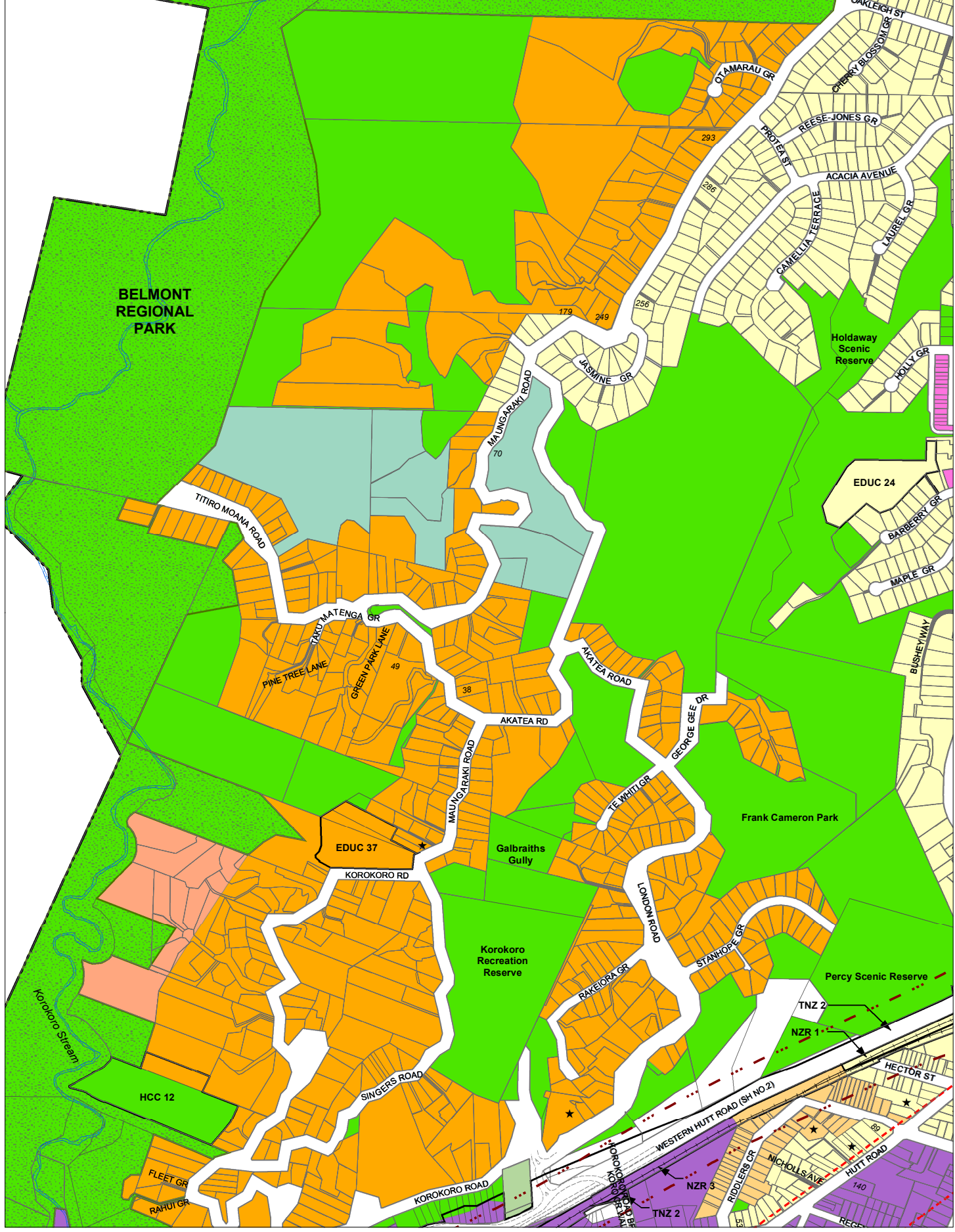
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**AMENDMENT 41** [DISTRICT PLAN MAPS]

*Amend District Plan Maps to show roads as an overlay with zoning underneath*

**AMENDMENT 42** [DISTRICT PLAN MAPS]

*Amend District Plan Maps to show the State Highway and Railway Corridor Buffer Overlays*



**ACTIVITY AREAS**

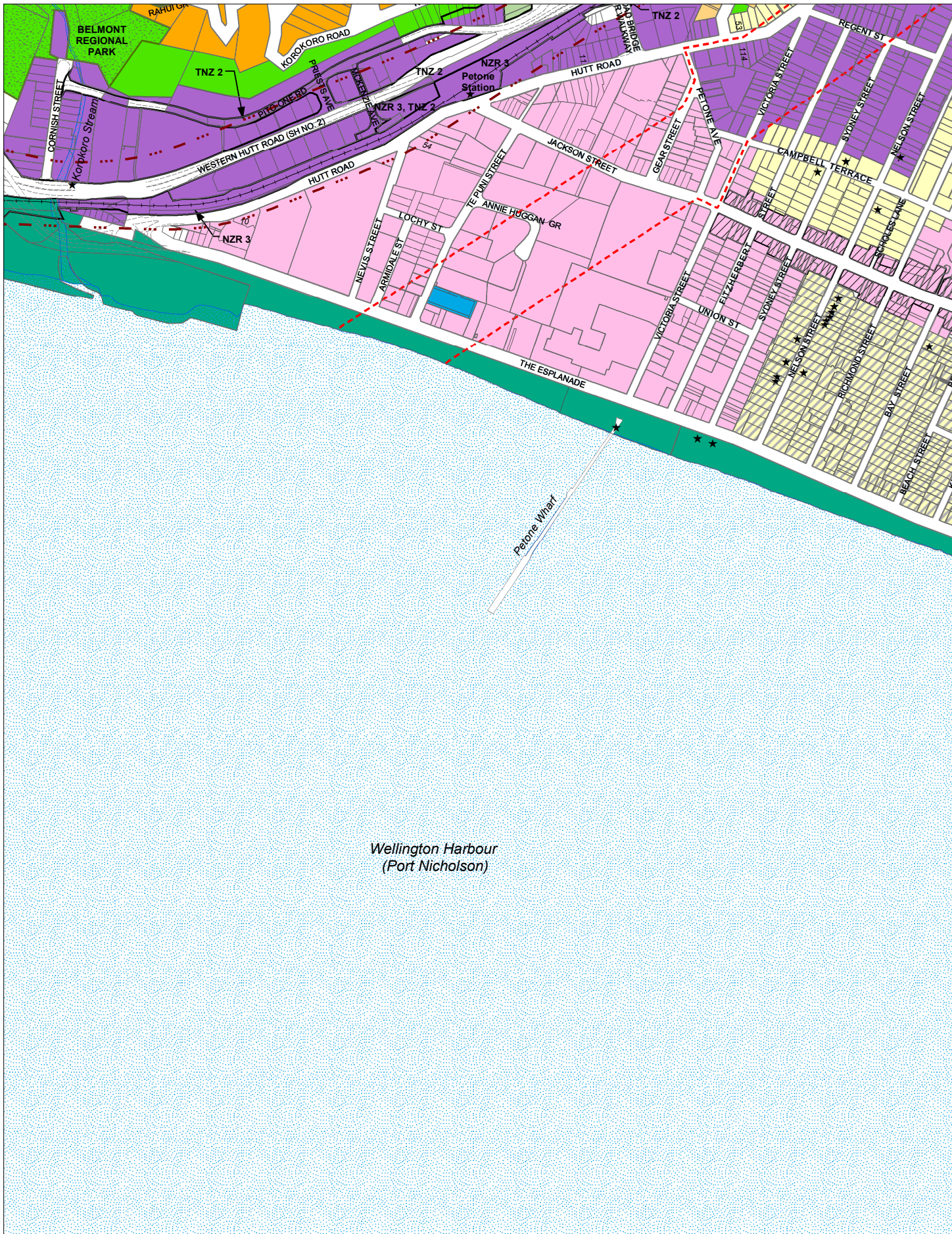
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Special Residential	Petone Commercial	General Recreation
Historic Residential	Suburban Commercial	Special Recreation
Hill Residential	Special Commercial	River Recreation
Landscape Protection	General Business	Passive Recreation
Rural Residential	Special Business	Community Health
General Rural	Avalon Business	Community Iwi

**ANNOTATIONS**

Designation	Regional/Forest Park
Medium Density Residential	Heritage Area
Wellington Faultline	Primary River Corridor
Special Study Area	Secondary River Corridor
Hydraulic Line	1 in 100 Year Flood Extent
Flood Protection Bank	Building Setback Line
Railway Line	Notable Tree
National Grid Corridor	Historic Place
State Highway and Railway Corridor Overlay	National Grid Yard







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Hill Residential	Special Commercial	River Recreation
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Rural Residential	Special Business	Community Health
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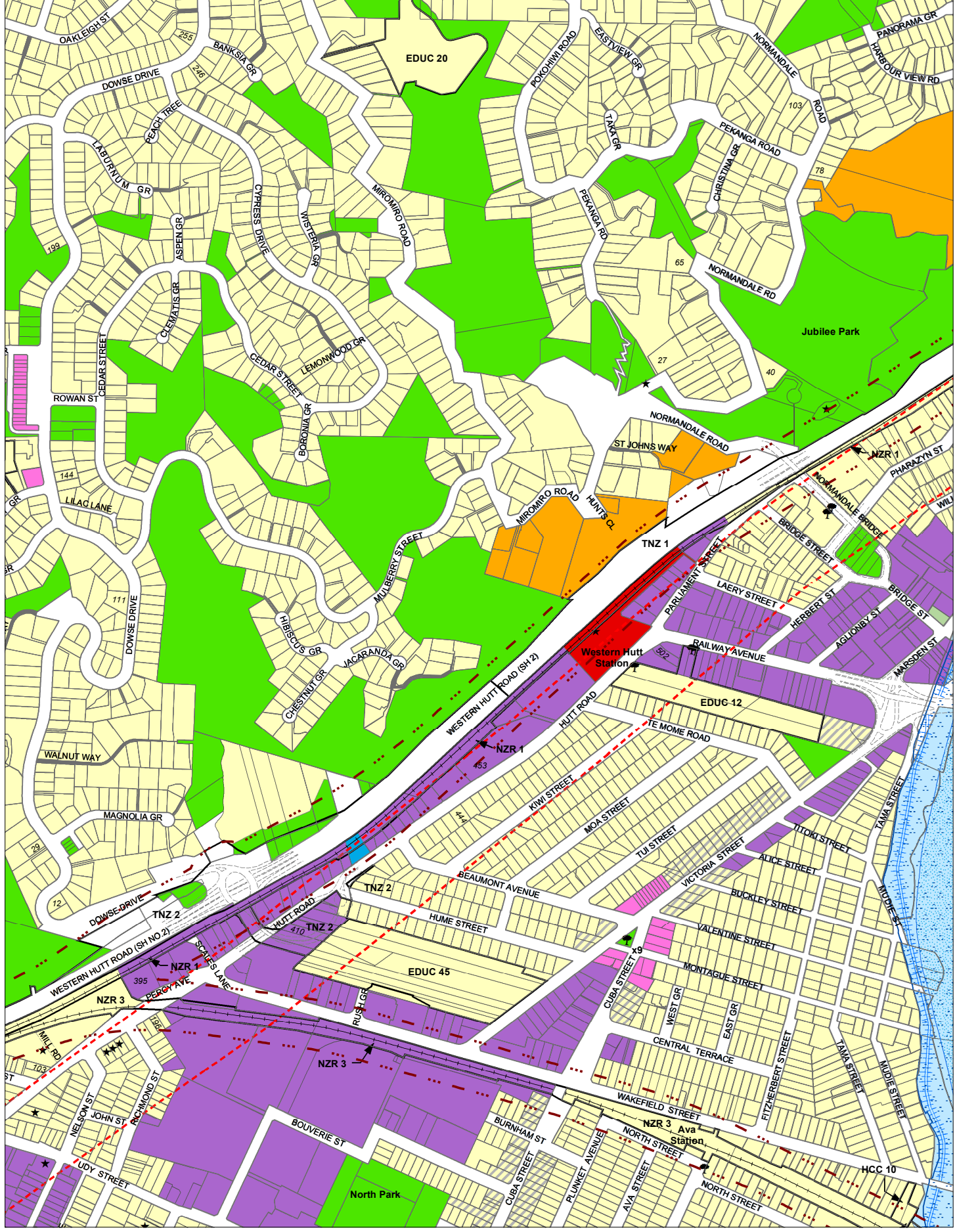
**ANNOTATIONS**

Designation	Regional/Forest Park
Medium Density Residential	Heritage Area
Wellington Faultline Special Study Area	Primary River Corridor
Hydraulic Line	Secondary River Corridor
Flood Protection Bank	1 in 100 Year Flood Extent
Railway Line	Building Setback Line
National Grid Corridor	Notable Tree
State Highway and Railway Corridor Overlay	Historic Place
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**ACTIVITY AREAS**

- |                      |                     |                    |
|----------------------|---------------------|--------------------|
| General Residential  | Central Commercial  | Extraction         |
| Special Residential  | Petone Commercial   | General Recreation |
| Historic Residential | Suburban Commercial | Special Recreation |
| Landscape Protection | Special Commercial  | River Recreation   |
| Rural Residential    | General Business    | Passive Recreation |
| General Rural        | Special Business    | Community Health   |
|                      | Avalon Business     | Community Iwi      |

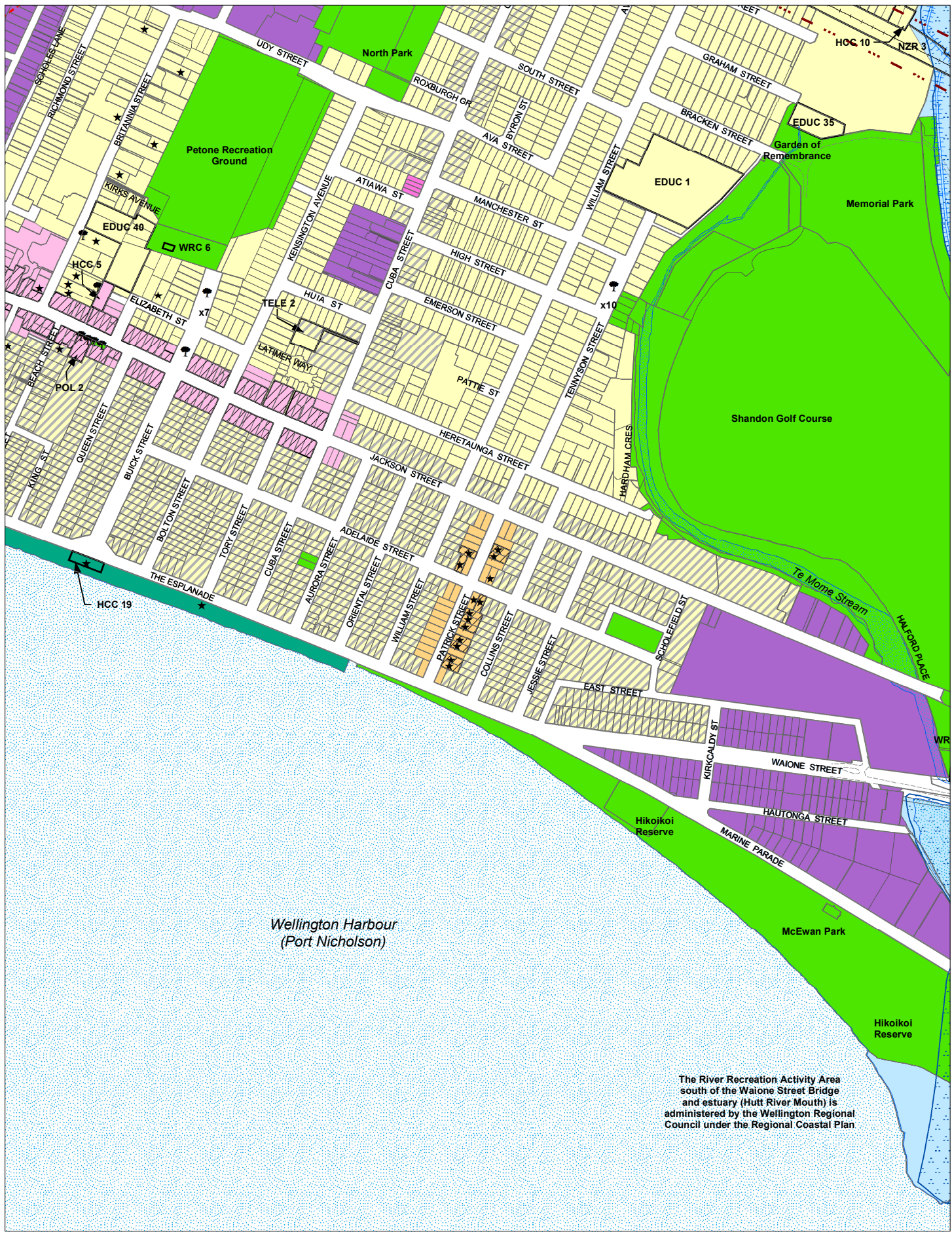
**ANNOTATIONS**

- |  |                            |
|--|----------------------------|
| Designation                                | Regional/Forest Park       |
| Medium Density Residential                 | Heritage Area              |
| Wellington Faultline Special Study Area    | Primary River Corridor     |
| Hydraulic Line                             | Secondary River Corridor   |
| Flood Protection Bank                      | 1 in 100 Year Flood Extent |
| Railway Line                               | Building Setback Line      |
| National Grid Corridor                     | Notable Tree               |
| State Highway and Railway Corridor Overlay | Historic Place             |
|  | National Grid Yard         |





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Hill Residential	Special Commercial	River Recreation
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Rural Residential	Special Business	Community Health
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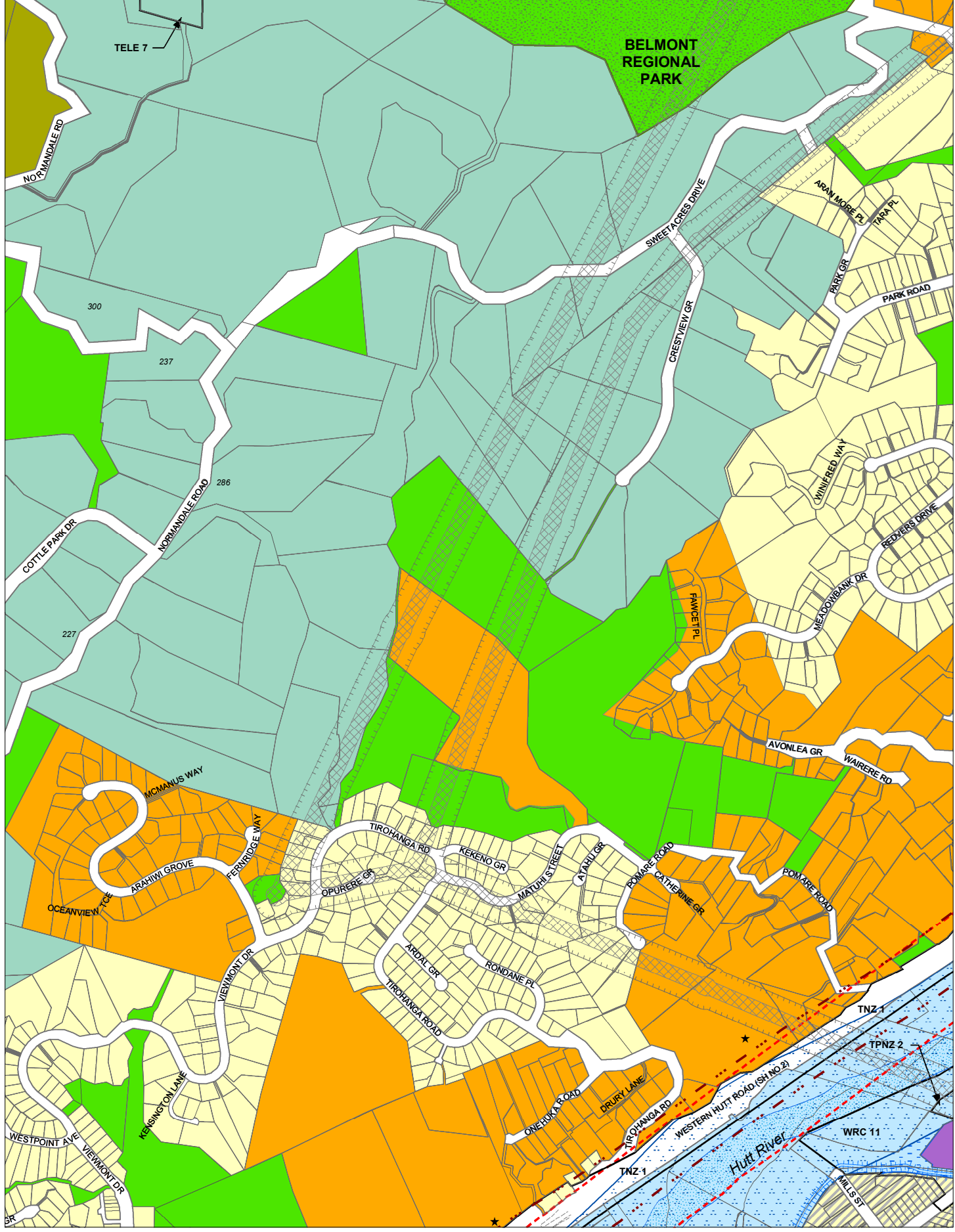
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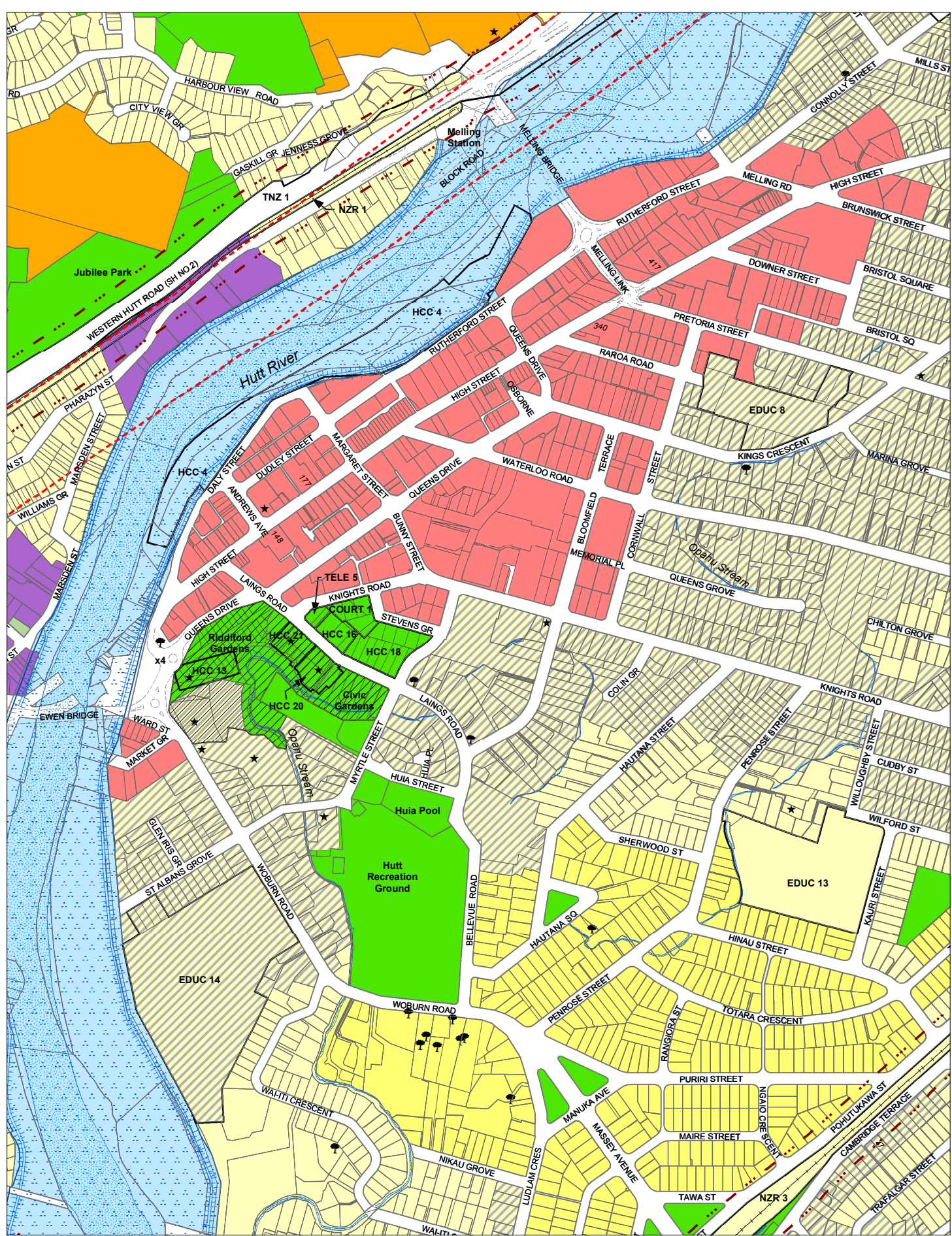
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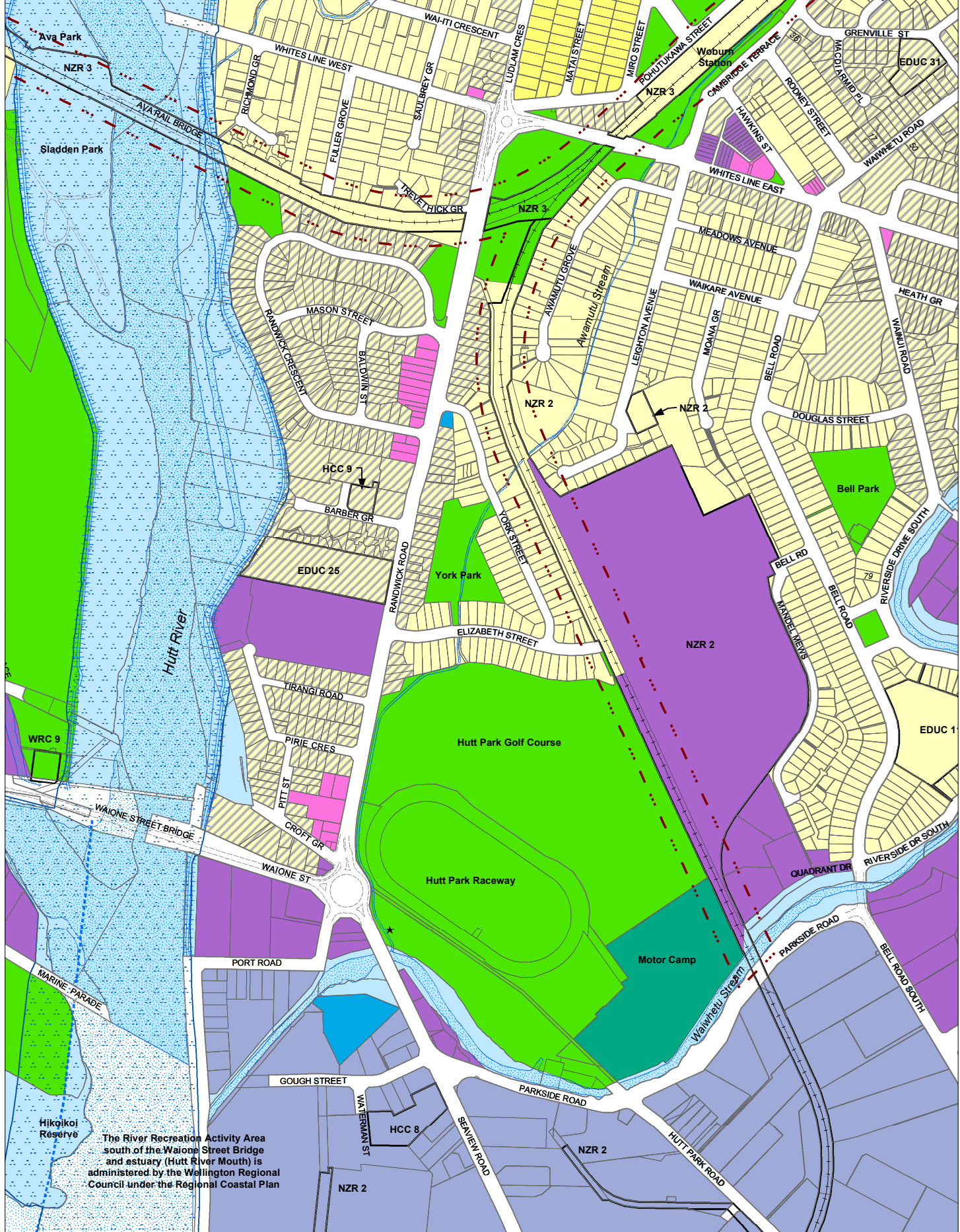
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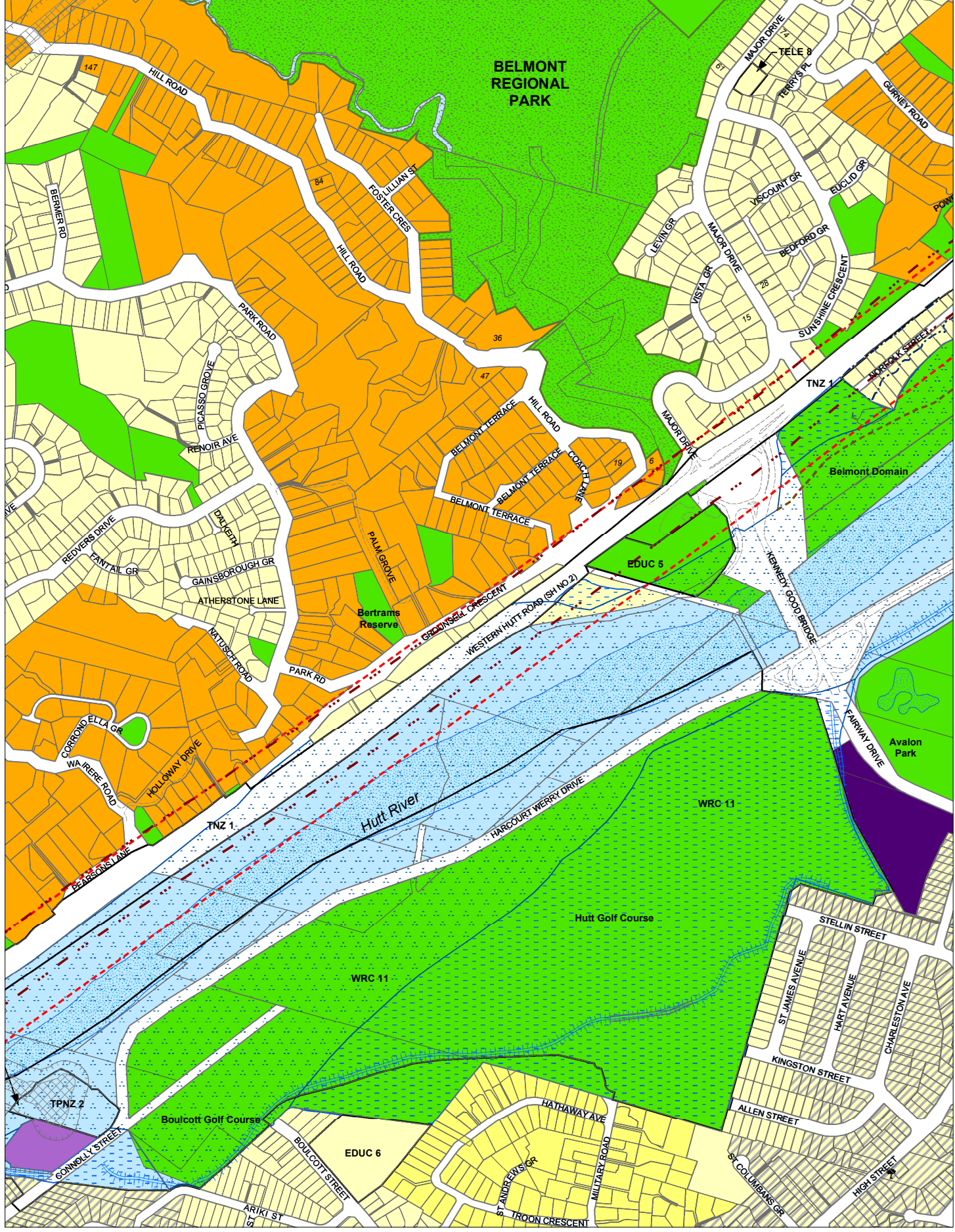
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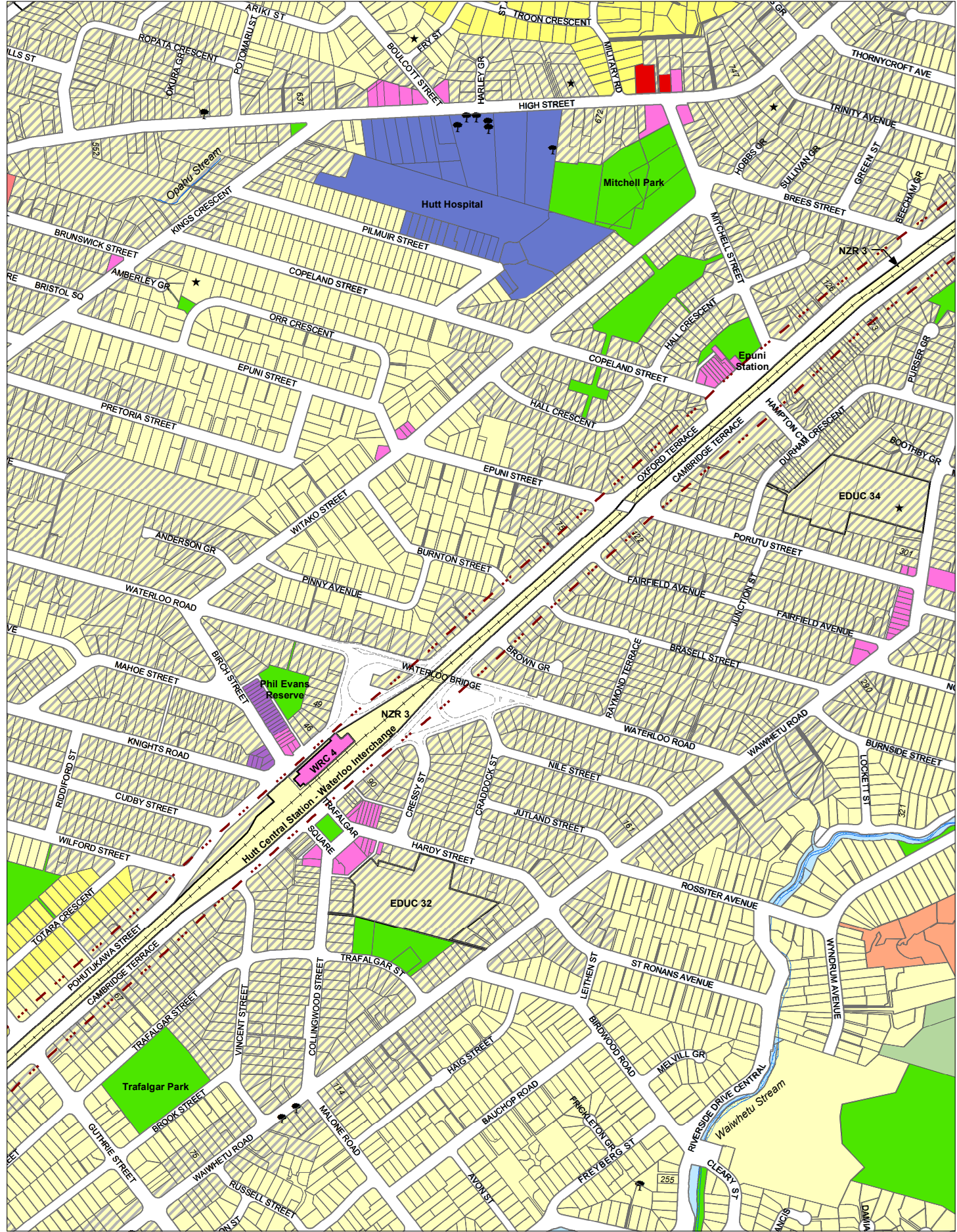
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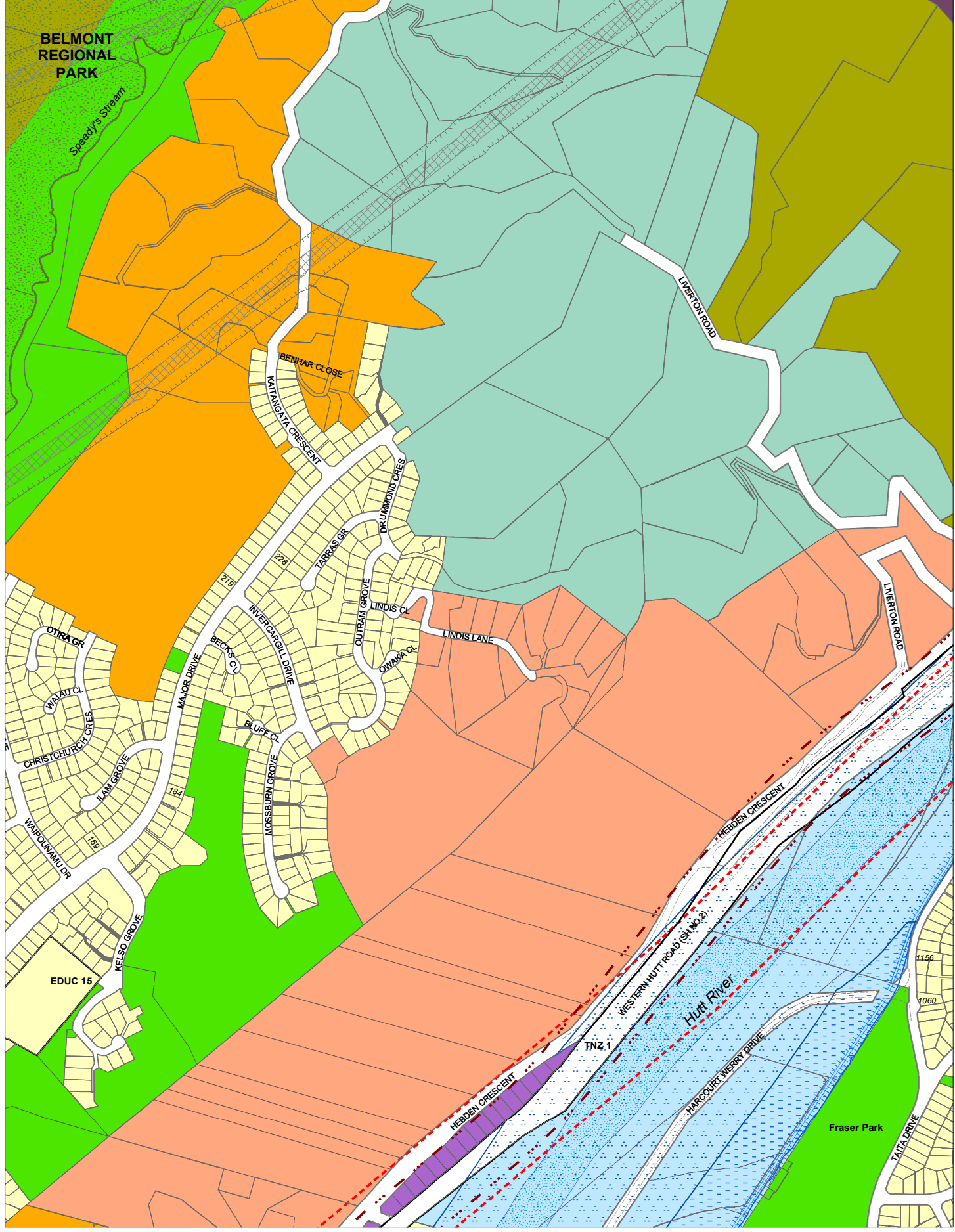


**District Plan - City of Lower Hutt** Scale 1:6000

**D4**



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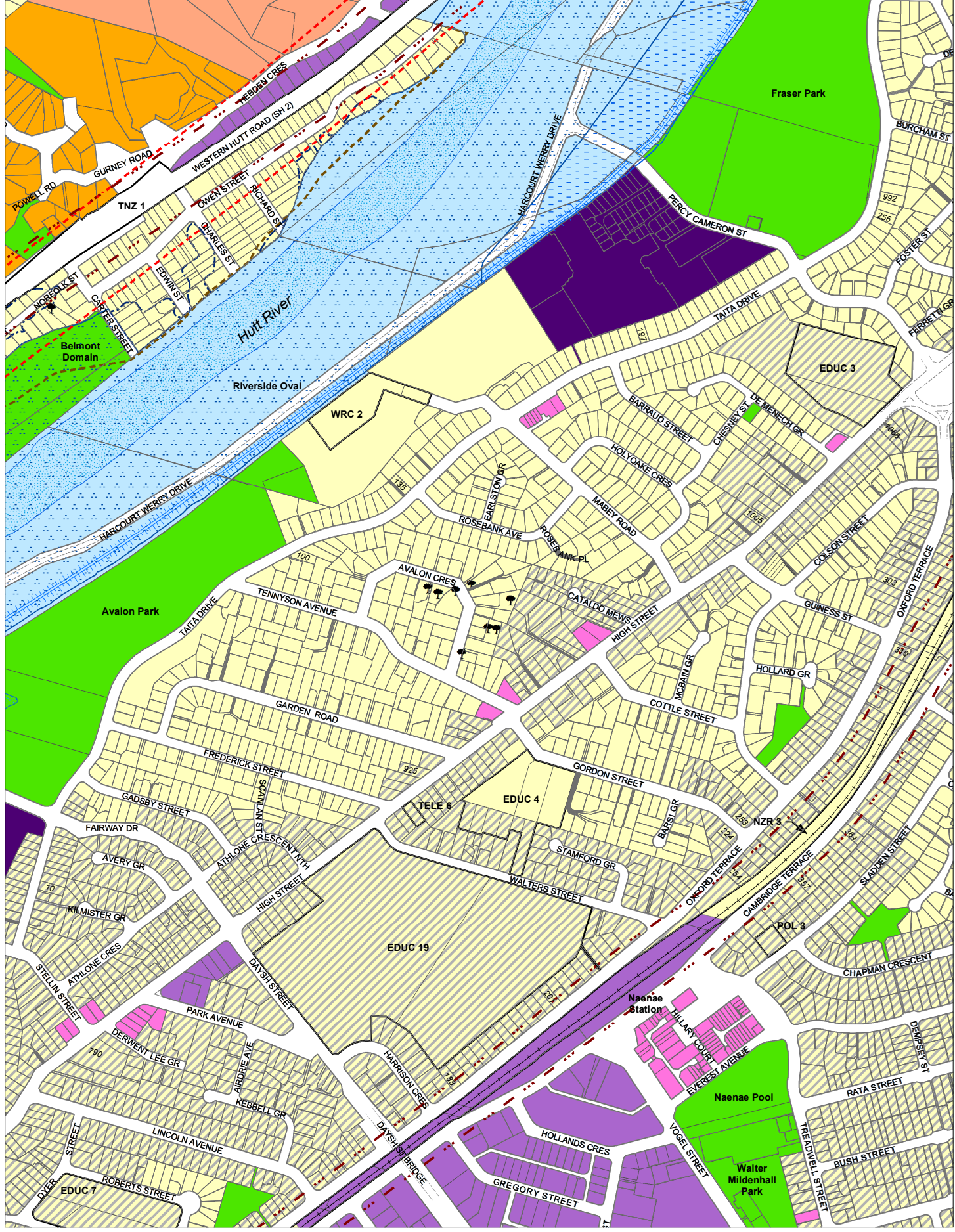
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**ACTIVITY AREAS**

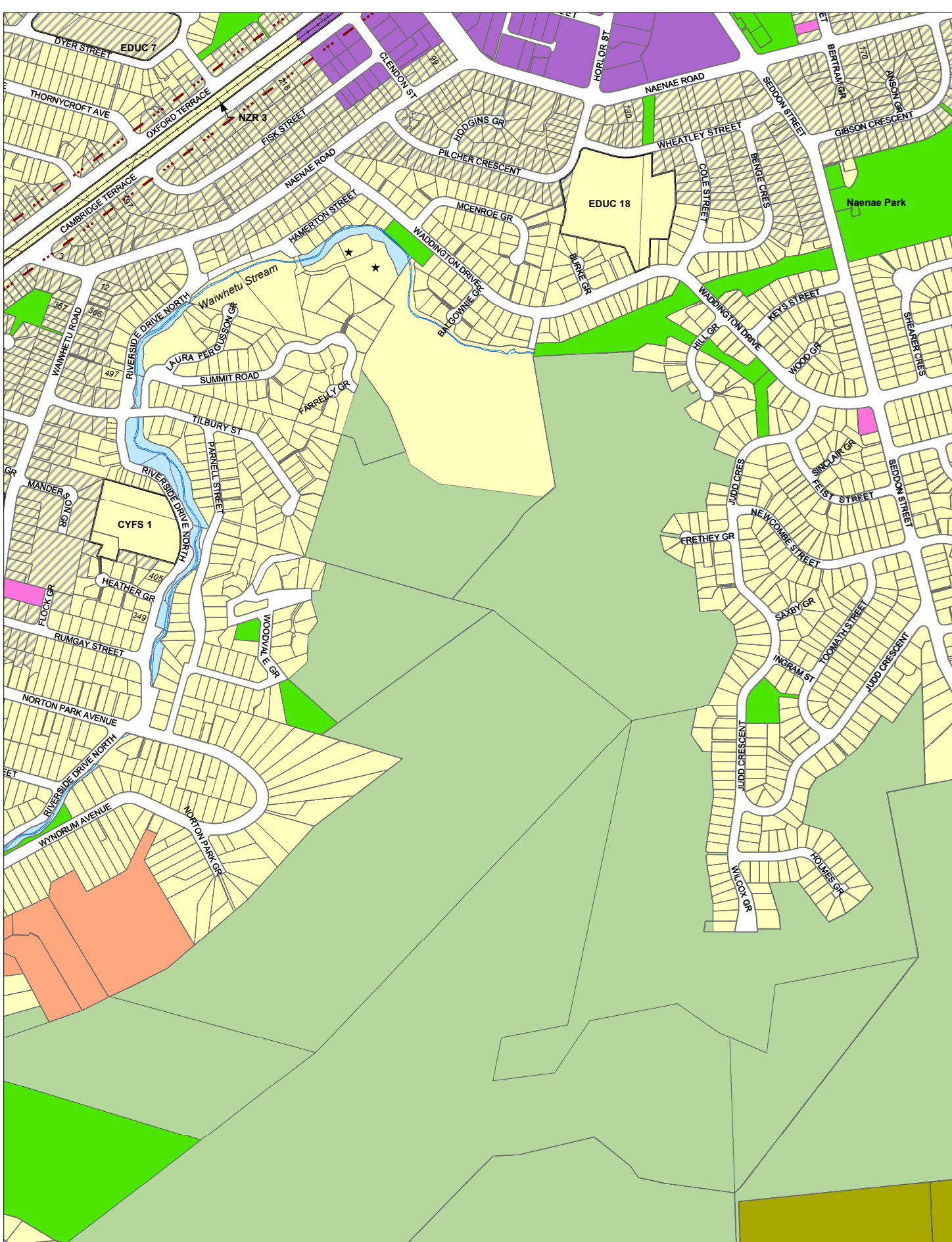
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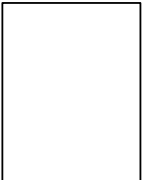


**ACTIVITY AREAS**

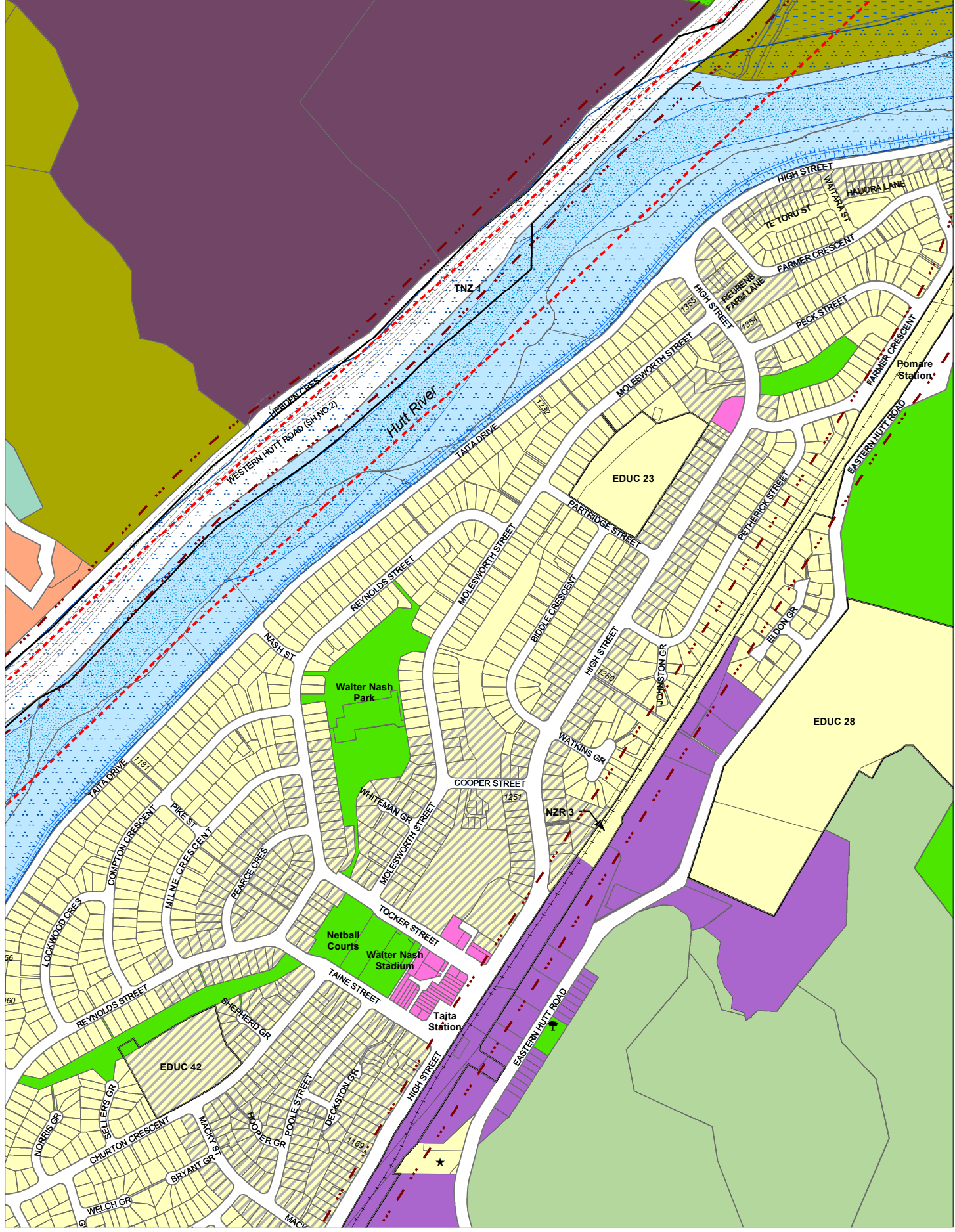
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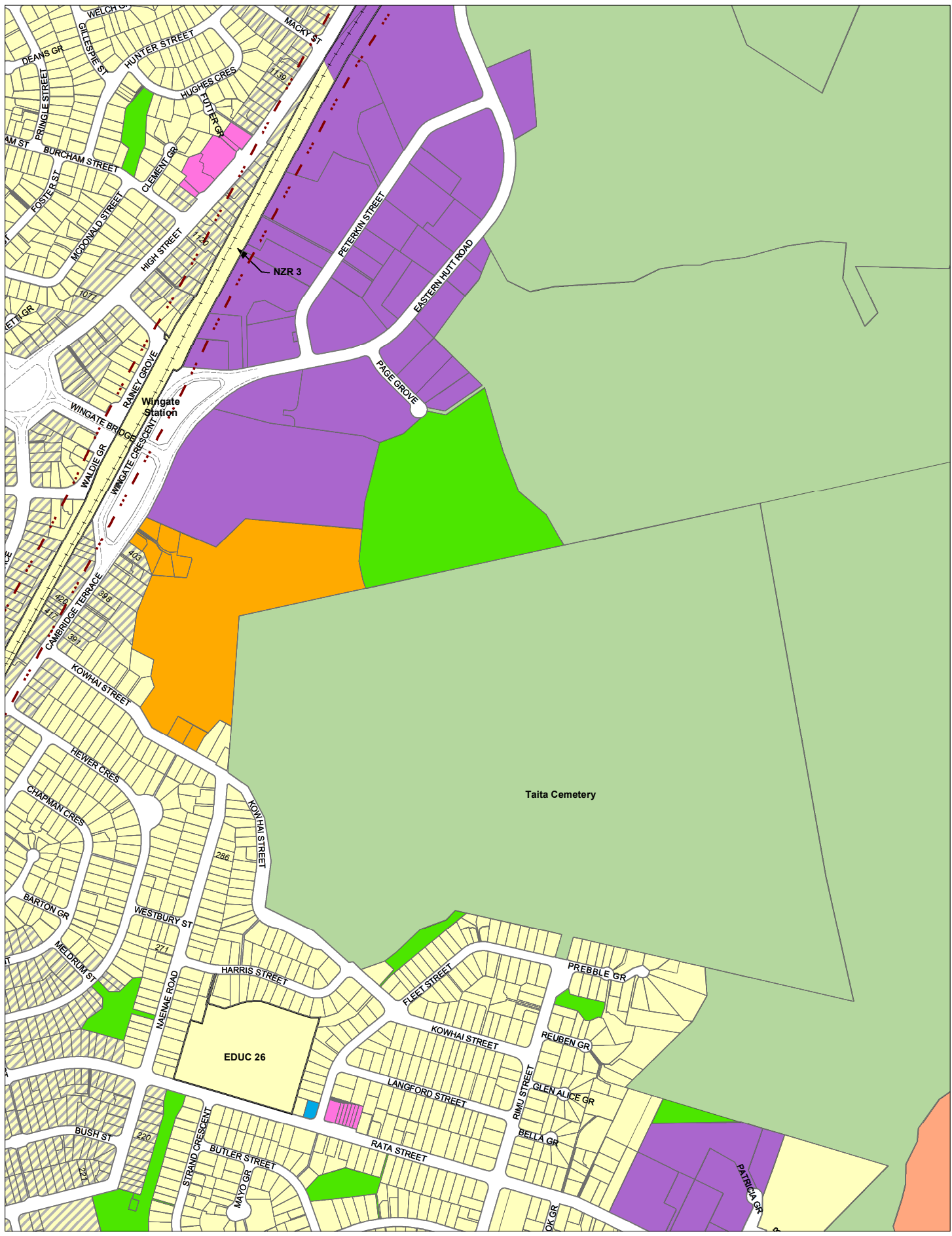
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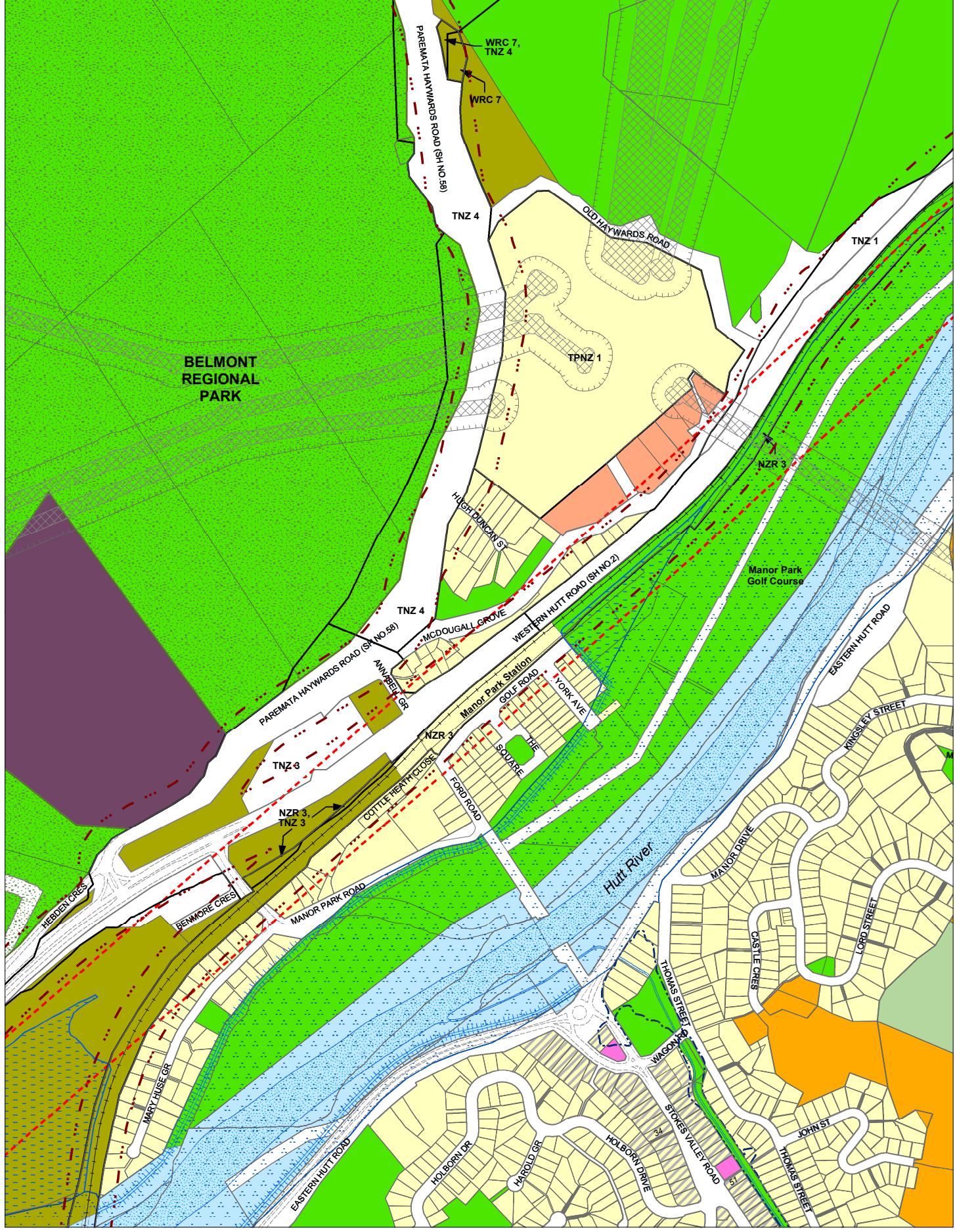
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Hill Residential	Special Commercial	River Recreation
Landscape Protection	General Business	Passive Recreation
Rural Residential	Special Business	Community Health
General Rural	Avalon Business	Community Iwi

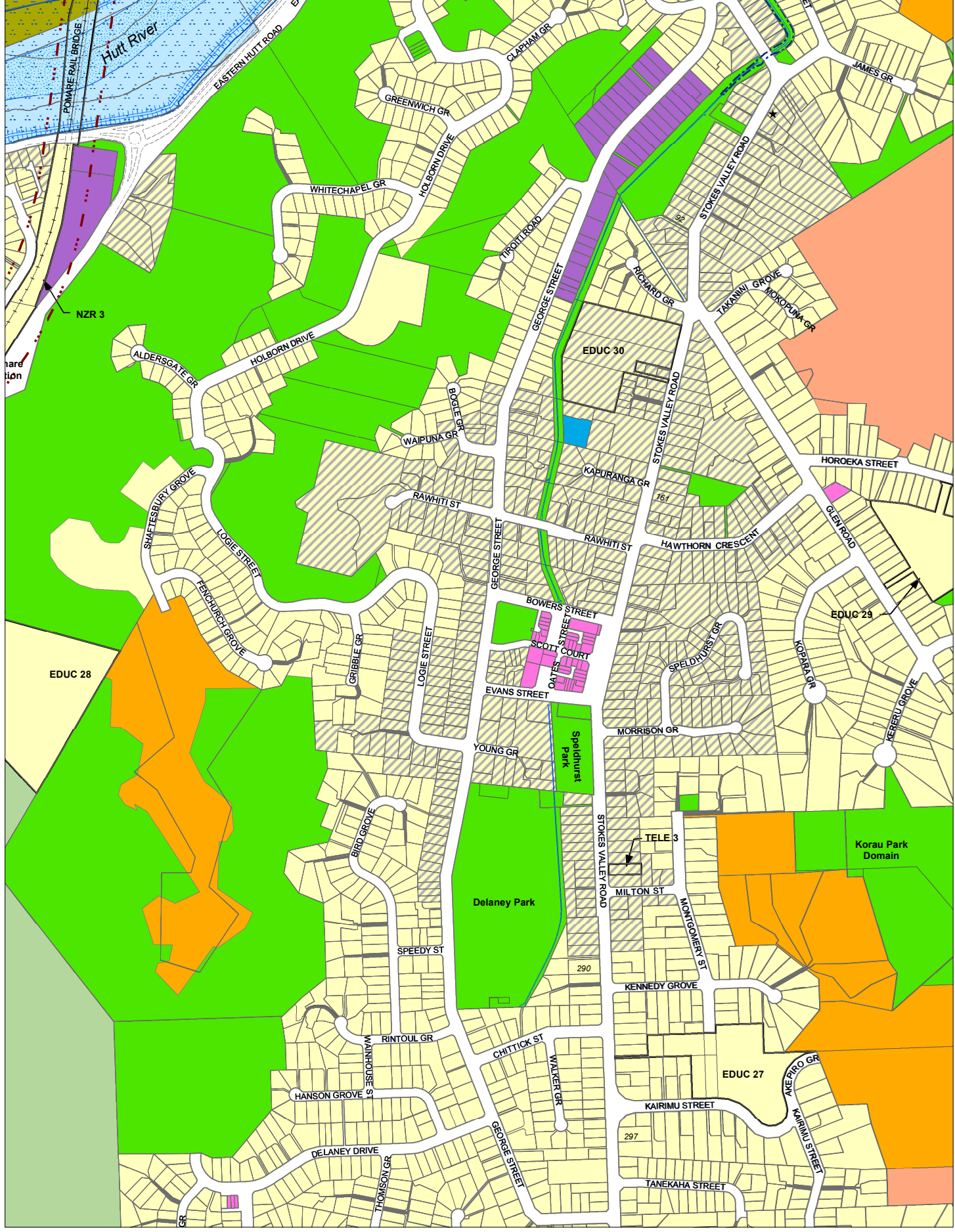
**ANNOTATIONS**

Designation	Regional/Forest Park
Medium Density Residential	Heritage Area
Wellington Faultline Special Study Area	Primary River Corridor
Hydraulic Line	Secondary River Corridor
Flood Protection Bank	1 in 100 Year Flood Extent
Railway Line	Building Setback Line
National Grid Corridor	Notable Tree
State Highway and Railway Corridor Overlay	Historic Place
	National Grid Yard





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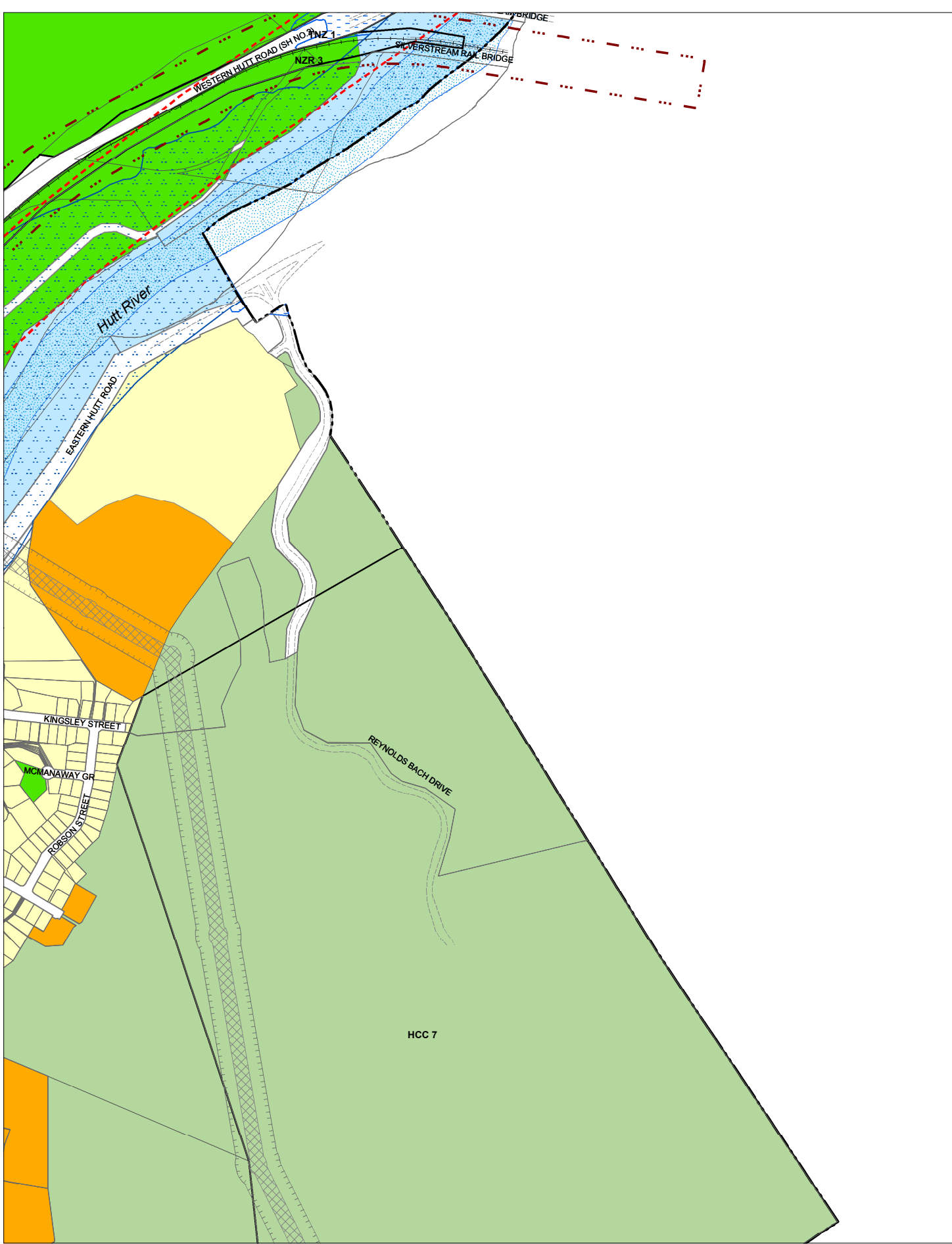
**ACTIVITY AREAS**

- |                      |                     |                    |
|----------------------|---------------------|--------------------|
| General Residential  | Central Commercial  | Extraction         |
| Special Residential  | Petone Commercial   | General Recreation |
| Historic Residential | Suburban Commercial | Special Recreation |
| Hill Residential     | Special Commercial  | River Recreation   |
| Landscape Protection | General Business    | Passive Recreation |
| Rural Residential    | Special Business    | Community Health   |
| General Rural        | Avalon Business     | Community Iwi      |

**ANNOTATIONS**

- |  |                            |
|--|----------------------------|
| Designation                                | Regional/Forest Park       |
| Medium Density Residential                 | Heritage Area              |
| Wellington Faultline Special Study Area    | Primary River Corridor     |
| Hydraulic Line                             | Secondary River Corridor   |
| Flood Protection Bank                      | 1 in 100 Year Flood Extent |
| Railway Line                               | Building Setback Line      |
| National Grid Corridor                     | Notable Tree               |
| State Highway and Railway Corridor Overlay | Historic Place             |
|  | National Grid Yard         |





**ACTIVITY AREAS**

General Residential	Central Commercial	Extraction
Special Residential	Petone Commercial	General Recreation
Historic Residential	Suburban Commercial	Special Recreation
Hill Residential	Special Commercial	River Recreation
Landscape Protection	General Business	Passive Recreation
Rural Residential	Special Business	Community Health
General Rural	Avalon Business	Community Iwi

**ANNOTATIONS**

Designation	Regional/Forest Park
Medium Density Residential	Heritage Area
Wellington Faultline	Primary River Corridor
Special Study Area	Secondary River Corridor
Hydraulic Line	1 in 100 Year Flood Extent
Flood Protection Bank	Building Setback Line
Railway Line	Notable Tree
National Grid Corridor	Historic Place
State Highway and Railway Corridor Overlay	National Grid Yard



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## Consequential Amendments

### Chapter 3 – Definitions

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#### **AMENDMENT 43** [Chapter 3 Definitions]

*Delete the definition for Helicopter Landing Areas*

~~Helicopter Landing Areas: any defined area of land or water, and any defined area on a structure, intended or designed to be used either wholly or partly for the landing, departure and surface movement of helicopters.~~

#### **AMENDMENT 44** [Chapter 3 Definitions]

*Amend existing definition for Roading Hierarchy*

~~Roading Transport Network~~ Hierarchy:

a classification of roads which consists of distributor routes for through-traffic and access routes for local access purposes.

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## Consequential Amendments

### Chapter 4A – General Residential Activity Area

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#### **AMENDMENT 45** [Chapter 4A General Residential]

*Delete Restricted Discretionary Matters 4A 2.3.1 (a) (iii) Traffic Effects, 4A 2.3.1 (d) (ii) Traffic Effects, 4A 2.3.1 (e) (ii) Traffic Effects, 4A 2.3.1 (j) (ii) Traffic Effects and (iii) Parking Effects, 4A 2.3.1 (l) (v) Traffic Effects and (vi) Parking Effects, 4A 2.3.1 (m) (iii) Traffic Effects, (iv) Parking Effects and (viii) Pedestrian Connection*

#### 4A 2.3.1 Matters in which Council has Restricted its Discretion and Standards and Terms

**(a) Residential development of 3 or more dwelling houses.**

...

**(ii) Amenity Values:**

Consideration shall be given to adverse effects upon the amenity values both within the site concerned and upon surrounding residential area, including

- The separation distance between buildings, structures and outdoor living areas on site.
- The provision made for outdoor service and living areas for residents, and aural and visual privacy for dwelling units both on the site concerned and on adjacent sites.
- The effect of buildings and structures on the neighbouring and surrounding residential sites and, in particular, the impact of building density (net site area, coverage), location (yards), recession planes, height and length.

~~**(iii) Traffic Effects:**~~

~~The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not affect adversely normal traffic flows on the road, or cause a traffic hazard. Provision should also be made for pedestrians.~~

~~The proposal should comply with the parking and access controls contained in Chapter 14A.~~

**(iv) Landscaping:**

The extent to which landscaping is incorporated within the overall proposal, and existing vegetation is retained to mitigate any adverse effects which may arise.

A landscape plan will be required to ensure that any adverse effects of the proposal are kept within the site concerned. This may include landscaping of any on site parking areas. Landscaping may also be used to soften the impact of any building upon the surrounding area, adjacent sites and buildings, or to screen private living and service courts.

A landscape plan is to show the extent of the vegetation to be retained and the extent of planting to be undertaken.

...

**(d) Health care service with a maximum of 4 practitioners.**

**(i) Amenity Values:**

The extent to which the proposal will affect adversely the amenity values of the surrounding residential area.

~~(ii) Traffic Effects:~~

~~The extent to which the proposal will affect adversely the safe and efficient movement of all traffic. It should be demonstrated that traffic generation and vehicles leaving and entering the site will not affect adversely the normal traffic flows on the road, or cause a traffic hazard. Provision should be made for pedestrians.~~

(iii) Landscaping:

The extent to which landscaping is incorporated within the overall proposal to mitigate adverse effects, which may arise.

A landscape plan will be required to ensure that any adverse effects of the proposal are mitigated. This should include landscaping of any on site parking areas.

**(e) Accessory buildings on legal road.**

(i) Amenity Values:

The extent to which the proposal affects adversely the amenity values of the surrounding residential properties, including the amount of earthworks required, loss of vegetation, design and appearance of buildings. All such buildings must be painted.

~~(ii) Traffic Effects:~~

~~The extent to which the accessory building will affect adversely the safe and efficient movement of traffic on the road. It should be demonstrated that the accessory building and vehicles using the accessory building shall not create a traffic hazard.~~

...

**(j) Child care facilities for more than 5 children and up to a maximum of 30 children.**

The presumption of non-notification in Rule 17.2.2 does not apply to this rule.

(i) Site Layout and Landscaping

Consideration shall be given to whether the site layout and any proposed landscaping ensure adverse effects will be retained within the site, thus avoiding or minimising impacts on the adjacent roadway or adjacent residential sites.

~~(ii) Traffic Effects~~

~~The safe and efficient movement of all vehicle and pedestrian traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect normal traffic flows on the road, or cause a vehicle or pedestrian traffic hazard.~~

~~The proposal should comply with the access and manoeuvring controls contained in Chapter 14A.~~

~~(iii) Parking Effects~~

~~The extent to which the proposal appropriately provides for the carparking needs of the activity, without adversely affecting the carparking requirements of the surrounding area.~~

~~The proposal should comply with the parking and loading controls contained in Chapter 14A.~~



(iv) Noise

The proposal should comply with the maximum noise levels specified in Chapter 14C Noise.

With respect to non-compliances, consideration shall be given to any method or measure proposed to mitigate adverse noise effects of the proposal.

...

**(l) All ancillary tertiary education activities within the Tertiary Education Precinct, including associated buildings and structures.**

...

(iii) Streetscape Effects

The extent to which the proposal would adversely impact on the streetscape of the area.

(iv) Landscaping and Screening

(1) The location, nature and degree of proposed landscaping.

(2) The location, nature and screening of outdoor storage, servicing and parking areas, including their visibility and relationship to adjoining residential sites and visibility from any public space.

~~(v) Traffic Effects~~

~~The safe and efficient movement of all vehicle and pedestrian traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect normal traffic flows on the road, or cause a vehicle or pedestrian hazard.~~

~~The proposal should comply with the access and manoeuvring controls contained in Chapter 14A.~~

~~(vi) Parking Effects~~

~~The extent to which the proposal appropriately provides for the carparking needs of the activity, without adversely affecting the carparking requirements of the surrounding area.~~

~~The proposal should comply with the parking and loading controls contained in Chapter 14A.~~

(vii) Noise

The proposal should comply with the maximum noise levels specified in Chapter 14C Noise.

**(m) Housing for the Elderly within the area identified in Appendix General Residential 21:**

...

(ii) Design Guide

Consideration shall be given to the degree to which the proposal adheres to the Design Guide for Medium Density Housing (Appendix 19).

~~(iii) Traffic Generation Effects~~

~~The safe and efficient movement of all vehicle and pedestrian traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect normal traffic flows on the road, or cause a vehicle or pedestrian hazard.~~

~~(iv) Parking Effects~~

~~The extent to which the proposal appropriately provides for the vehicle parking needs of the activity, without adversely affecting the vehicle parking requirements of the surrounding area.~~

(viii) Natural Hazards

The extent to which the proposal addresses the flood risk to the site, including ensuring that the floor level of any habitable space is constructed above the 1:100 year flood level for Parkway Drain.

(iv) Geotechnical Matters

The extent to which the proposal addresses any geotechnical limitations on the site.

(vi) Amenity Values

The extent to which the proposal would adversely affect the amenity values of the surrounding residential area, including:

- The effect of buildings and structures on neighbouring and surrounding residential sites and, in particular the location, design and appearance of the buildings;
- Whether the proposal would cause significant loss of sunlight, daylight or privacy on adjoining residential properties;
- The effect on the amenity values of adjoining residential and recreational land caused by the removal of trees from the site; and
- The mitigation measures necessary, including landscape planting, to mitigate the adverse effects of loss of trees from the site and to assist the integration of the proposed development within the site and neighbourhood.

~~(viii) Pedestrian Connection~~

~~Provision for paved pedestrian pathways that are safe, separate from vehicle lanes wherever practicable, incorporate night lighting, are suitable for use by elderly persons and which provide connection between the site and available public bus routes.~~

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## Consequential Amendments

### Chapter 4B – Special Residential Activity Area

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#### **AMENDMENT 46** [Chapter 4B Special Residential]

*Delete Restricted Discretionary Matter 4B 2.2.1 (a) (ii) Traffic Effects*

#### 4B 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms:

**(a) Accessory buildings on legal road.**

(i) Amenity Values:

Consideration shall be given to adverse effects upon the amenity values of adjoining sites and upon the surrounding area, including any shading of building or land, and the loss of vegetation.

The extent to which the design of the proposed building is consistent with other buildings in the immediate vicinity. All buildings must be painted.

~~(ii) Traffic Effects:~~

~~The safe and efficient movement of all traffic must be ensured. It should be demonstrated that the accessory building and vehicle using the accessory building shall not create a traffic hazard.~~

~~The proposal should comply with the parking and access provisions contained in Chapter 14A.~~

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## Consequential Amendments

### Chapter 4D – Hill Residential Activity Area

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#### **AMENDMENT 47** [Chapter 4D Hill Residential]

*Delete Restricted Discretionary Matter 4D 2.2.1 (a) (ii) Traffic Effects*

#### 4D 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

**(a) Accessory buildings on legal road.**

(i) Amenity Values:

The extent to which the proposal affects adversely the amenity values of the surrounding residential properties, including the amount of excavation required and the loss of vegetation, design and appearance. All such buildings should be painted.

~~(ii) Traffic Effects:~~

~~The extent to which the accessory building will affect adversely the safe and efficient movement of traffic on the road. It must be demonstrated that the accessory building and vehicles using the accessory building shall not create a traffic hazard.~~

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## Consequential Amendments

### Chapter 4E – Landscape Protection Residential Activity Area

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#### **AMENDMENT 48** [Chapter 4E Landscape Protection Residential]

*Delete Restricted Discretionary Matters 4E 2.2.1 (a) (ii) Traffic Effects and 4E 2.2.1 (c) (ii) Traffic Effects*

#### 4E 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

**(a) Accessory buildings on legal road.**

(i) Amenity Values:

The extent to which the proposal affects adversely the amenity values of the surrounding residential properties, including the amount of excavation required, the loss of vegetation, design and appearance of buildings.

~~(ii) Traffic Effects:~~

~~The extent to which the accessory building will affect adversely the safe and efficient movement of traffic on the road. It should be demonstrated that vehicles using the accessory building shall not create a traffic hazard.~~

...

**(c) Wesleyhaven Site, 255 Rata Street - All new buildings and structures or additions with a gross floor area greater than 750m<sup>2</sup> within the area below the 70m contour (identified in Appendix Landscape Protection Residential 1).**

(i) Amenity Values:

The extent to which the proposal affects adversely the amenity values of nearby residential properties, including the design, appearance and location of the building or addition.

~~(ii) Traffic Effects:~~

~~The extent to which the activity in the building will affect adversely the safe and efficient movement of all traffic. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect normal traffic flows on the road, or cause a traffic hazard.~~

(iii) Landscaping:

The extent to which landscaping is incorporated within the overall proposal to mitigate adverse effects, which may arise. A landscape plan will be required to ensure that any adverse effects of the proposal are mitigated. This should include landscaping of any additional on site parking areas required.

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## Consequential Amendments

### Chapter 5A – Central Commercial Activity Area

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#### **AMENDMENT 49** [Chapter 5A Central Commercial]

*Delete Issue, Objective, Policies and Explanation and Reasons 5A 1.1.6 Vehicle Oriented Activities*

#### ~~5A 1.1.6 Vehicle Oriented Activities~~

##### ~~Issue~~

~~Vehicle oriented activities that affect the transport network and demand for large parking areas.~~

##### ~~Objective~~

~~To maintain and enhance convenient and safe access to and throughout the Central Commercial Activity Area.~~

##### ~~Policies~~

- ~~(a) Manage the establishment and operation of vehicle oriented activities where traffic generation is likely to have adverse effects on the safety and efficiency of the transport network in the Central Commercial Activity Area and on the amenity values of the central area.~~
- ~~(b) Promote improved services and facilities for public transport and other modes of non-motorised transport, including for people with limited mobility, in the Central Commercial Activity Area and connections to the wider city.~~
- ~~(c) Manage the potential traffic effects in the Central Commercial Activity Area by using travel demand management techniques for large-scale development proposals, such as integrated retail complexes.~~

##### ~~Explanation and Reasons~~

~~Some types of activities have a heavy dependence on private motor vehicles for access, such as supermarkets, takeaway outlets and service stations. Managing these types of activities ensures the effects on the transport network can be effectively assessed. However, it is recognised there are some existing vehicle oriented activities in the central area which contribute to its role and function as one of the primary commercial centres in Hutt City.~~

~~This management approach also relates to retail activity precincts for the Central Commercial Activity Area, where vehicle oriented activities are typically larger in scale. This integrated approach ensures that vehicle oriented activities are managed in terms of their effects on the amenity values of the central area.~~

~~Overall, good access to the central area for all modes of transport would contribute towards a sustainable city. The District Plan seeks to promote improved access to the central area for all modes of transport, including public transport and non-motorised modes of transport such as pedestrians and cycling. Providing for the needs of people with mobility requirements also contributes to the wellbeing of residents and visitors. A collaborative approach with other authorities will be required in implementing these policies, including the New Zealand Transport Agency and Greater Wellington Regional Council.~~

## **AMENDMENT 50** [Chapter 5A Central Commercial]

*Amend Explanation and Reasons 5A 1.2.3 Adjoining Residential Areas*

### 5A 1.2.3 Adjoining Residential Areas

...

#### Explanation and Reasons

The Central Commercial Activity Area shares an extensive interface with adjacent Residential Activity Areas. This interface is a particularly sensitive one as the effects associated with commercial activities and development have the ability to adversely impact on the use and enjoyment of neighbouring residential areas.

Given the extent of this interface, and the relatively unrestricted range of activities permitted within the Central Commercial Activity Area, the District Plan seeks to ensure that adequate safeguards are put in place to protect residential amenity. These safeguards include measures to control the effects of new buildings and development and larger additions to existing buildings, on adjacent residential areas, such as building height and location, building bulk, appearance, character, landscaping and screening, access, ~~carparking~~, servicing, signage and lighting.

## **AMENDMENT 51** [Chapter 5A Central Commercial]

*Amend Issue, Objective, Policies and Explanations and Reasons 5A 1.2.5 Carparking*

### 5A 1.2.5 Carparking

#### Issue

**Providing for carparking within the Central Commercial Activity Area in a way that does not dominate streetscapes, or break up continuous built frontages, which can detract from the area's amenity values. ~~Also, provide for carparking in a way that reduces the reliance on private vehicles and encourages the use of sustainable transport modes.~~**

#### Objective

To promote carparking in locations and configurations which recognise and provide for their potential effects on streetscapes and the public environment.

#### Policies

- ~~(a)~~ Ensure that on-site carparking, servicing, manoeuvring, and access for all sites within the Central Commercial Activity Area avoids, remedies or mitigates the adverse effects on both traffic safety and efficiency, and on pedestrian safety and convenience.
- (ba)** Ensure that the design, location and scale of on-site carparking, servicing, manoeuvring and access have regard to the nature of the development and the existing or proposed use of the site (including commercial and practical constraints that affect the development).
- (cb)** Manage on-site carparking based on the Central Commercial Activity Area precincts, to maintain and enhance the streetscape and character in the different precincts.
- (dc)** Manage ground level carparking areas and carparking within structures in the Core, Riverfront (Core), Riverfront (Commercial) and Residential Transition Precincts to maintain and enhance the streetscape and character in these precincts.
- (ed)** Manage the location, scale and nature of on-site ground level carparking areas in the Commercial Precinct to maintain and enhance the streetscape and character in this precinct.

- (fe) Manage carparking structures and buildings and other areas providing large numbers of carparks to avoid or mitigate the adverse effects on the traffic network and character and amenity values in the Central Commercial Activity Area.

### Explanation and Reasons

~~Activities within the Central Commercial Activity Area require good access provision both for pedestrians and vehicle based users. The integration of the transport network with development and activities is essential for the effective functioning of the central area. The provision of carparking needs to ensure that supply is both adequate and well located, while not compromising other forms of transport or degrading the amenity values of the central area. The supply of carparking can influence the transport modes people use.~~

~~The provision of suitable on-site carparking, servicing and access for all sites in the Central Commercial Activity Area is essential for the efficient functioning of the city. However, it is not necessary for each individual site to be self-sufficient, with the ability for shared facilities or reliance on public facilities, such as public carparks and service lanes, or public transport. If on-site carparking, servicing and access is to be provided on-site, it should reflect the anticipated existing or future needs of the activities.~~

On-site carparking can be designed in a way to enhance the streetscape and character of the Central Commercial Activity Area. Therefore, performance standards and design guidance is provided to ensure on-site carparking is provided in a manner which recognises and reflects the streetscape and character of the different precincts in the Central Commercial Activity Area. These standards and guidance include managing ground level carparking and carparking structures.

## **AMENDMENT 52** [Chapter 5A Central Commercial]

*Amend Permitted Activities - Condition 5A 2.1.1 (k) Parking, Loading and Access*

### 5A 2.1.1 Permitted Activities - Conditions

...

**(j) Dust**

Any activity shall not create a dust nuisance at or beyond the boundary of the site to the extent it causes an adverse effect. This standard applies to contaminants which are not subject to a discharge consent and which are temporary or intermittent in nature.

**(k) ~~Parking, Loading and Access~~**

Any activity shall comply with the following requirements:

~~(i) The requirements in Section 14A: Transport.~~

(ii) For front road boundaries not identified in Appendix Central Commercial 3 – Verandahs, Building Frontages and Display Windows and in the Commercial Precinct identified in Appendix Central Commercial 1 - Precincts, any surface or ground level parking area shall not exceed a maximum width of 18m along the site frontage or 40% of the site frontage whichever is the lesser.

(iii) In the Residential Transition Precinct identified in Appendix Central Commercial 1 - Precincts, no surface or ground level parking area shall be visible from a public space.

**(l) General Rules:**

Compliance with all matters in the General Rules - see Chapter 14.



## **AMENDMENT 53** [Chapter 5A Central Commercial]

*Delete Restricted Discretionary Matters 5A 2.2.1 (a) (ii) Traffic Effects and (c) (i) Traffic Effects*

### 5A 2.2.1 Matters in which Council has Restricted its Discretion and Standard and Terms

**(a) The construction, alteration of, and addition to buildings and structures, except for those works permitted under Rules 5A 2.1 (b) and (c).**

- (i) Design, external appearance and siting of the building or structure.
- ~~(ii) Traffic effects, including effects on the transport network and the suitability of site access and site servicing arrangements.~~
- (iii) Matters in the Central Commercial Activity Area Design Guide (Appendix Central Commercial 8).

...

**(c) Emergency Facilities.**

- ~~(i) Traffic Effects:~~
  - ~~— The adverse effects on the roading network generated by the emergency facilities.~~
  - ~~— The adverse effects on traffic, cycle and pedestrian movement, parking and access in the immediate vicinity of the site.~~
- (ii) Appearance of Buildings and Structures:

The adverse effects on the visual impression of the streetscape. In this respect an important consideration is the likely impact on the continuous display window frontage requirements.
- (iii) Matters in the Central Commercial Activity Area Design Guide (Appendix Central Commercial 8).

...

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## Consequential Amendments

### Chapter 5B – Petone Commercial Activity Area

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#### **AMENDMENT 54** [Chapter 5B Petone Commercial]

*Delete Policy (g) and Explanation and Reasons (partly) 5B 1.1.2A Activities*

#### 5B 1.1.2A Area 2 - Petone Mixed Use - Area Generally Bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade – Activities

...

##### Policies

...

- (f) Restrict activities, including heavy industrial or late-night activities, which may be incompatible with residential and other activities and/or degrade the character and amenity values of the Petone Mixed Use Area.
- ~~(g) Manage the establishment and operation of activities where traffic generation is likely to have adverse effects on the safety and efficiency of the transport network.~~
- (hg)** Ensure that effects likely to be generated by each activity, such as noise, dust, odour and traffic, are managed to avoid or mitigate adverse effects on the amenity values and character of both the area and properties within the mixed use area and in nearby Residential Activity Areas.
- (ih)** Ensure that effects likely to be generated by each activity are managed to avoid or mitigate any adverse effects causing harm or damage to the receiving environment.
- (ji)** Manage the effects of development on the supply and demand of local infrastructure, including drainage infrastructure, to ensure that development is within capacity limits or the infrastructure capacity is upgraded.

##### Explanation and Reasons

...

~~Some types of activities have a heavy dependence on private motor vehicles for access, such as supermarkets, takeaway outlets and service stations. Managing these types of activities ensures the effects on the transport network can be effectively assessed.~~

~~The traffic effects of larger or more intensive retail, commercial, residential and other non-residential activities is expected to be assessed through the use of a Traffic Impact Assessment. As a guide, a Traffic Impact Assessment is anticipated to accompany most resource consent applications which are expected to generate more than either 50 vehicle.~~

...

#### **AMENDMENT 55** [Chapter 5B Petone Commercial]

*Amend Issue, Policies and Explanation and Reasons 5B 1.2.4 Carparking*

#### 5B 1.2.4 Carparking

##### Issue

**Car parking areas not contained within buildings can have adverse effects on amenity values. It is important that such car parking is designed and located to avoid or**

mitigate adverse effects.

~~The provision of on-site car parking can have traffic impacts on the adjacent and wider road transport network. A balance needs to be struck between providing a reasonable degree of on-site parking to meet the car parking needs of existing and future resident and workforce populations, with managing potential increases in traffic volumes on the wider road network. Providing a high level of on-site car parking, can encourage the use of private vehicles and discourage the use of more sustainable forms of transport.~~

...

### Policy~~ies~~

- (a) Manage the design, location and scale of car parking, servicing, manoeuvring and access to maintain and enhance the streetscape and visual amenity values of the Petone Mixed Use Area.
- ~~(b) Manage the design, location and scale of car parking, servicing, manoeuvring and access, to avoid or mitigate adverse effects on the transport network.~~

### Explanation and Reasons

The provision of suitable on-site carparking, servicing and access is an important part of a number of activities and developments. Carparking needs to be both adequate and well-located, while not compromising other forms of transport or degrading the streetscape or visual amenity values of the area. ~~The supply of carparking can influence the transport modes people use. The carparking provisions in Chapter 14A(iii) are to be applied in conjunction with these considerations.~~

Performance standards and design guidance for carparking is provided in the Petone Mixed Use Area Design Guide to ensure on-site carparking is provided in a manner which recognises and reflects the streetscape and visual amenity values of the area.

The use of porous car parking surfaces is also encouraged, which provides a number of environmentally friendly benefits, including a reduction in surface water ponding and contaminants entering the drainage system or Wellington Harbour.

Landscaping and screening of car parking can improve the visual amenity values of an area. It is important therefore that areas within the car parking area and areas adjoining roads are suitably landscaped and screened as outlined in the Design Guide.

## **AMENDMENT 56** [Chapter 5B Petone Commercial]

*Delete Restricted Discretionary Matters 5B 2.2.2.1 (a) (v) Traffic Effects*

### 5B 2.2.2.1 Matters in which Council has Restricted its Discretion

- (a) **The construction, alteration of, addition to buildings and structures, except for those works permitted under Rule 5B 2.2.1 (l) and (m)**

...

- ~~(v) Traffic Effects, including effects on the transport network from the volume and type of traffic generated, and the suitability of site access and site servicing arrangements~~

~~— A Transportation Impact Assessment may be required where proposed development is expected to generate more than either 50 vehicle movements/hour or 200 vehicle movements/day.~~

- (vi) Natural Hazards

- The outcomes of the geotechnical investigation on seismic hazards, including fault rupture, subsidence, tsunami and liquefaction.
  - Whether the potential risk to the health and safety of people and property from fault rupture, subsidence, tsunami, liquefaction and sea level rise (taking into account changes to these levels arising from climate change), can be avoided or mitigated.
  - The design and layout of the development, including buildings, to avoid or mitigate the effects from fault rupture, subsidence, tsunami, liquefaction and sea level rise (taking into account changes to these levels arising from climate change).
- (vii) Capacity of Infrastructure
- The capacity of the City's infrastructure to service additional development on the site.
- (viii) Impact on Historic Heritage
- Expected or potential impacts on the historic heritage values of any adjacent Historic Area, Historic Building or Significant Cultural or Archaeological Resource and any measures to be adopted to protect these values.

...

## **AMENDMENT 57** [Chapter 5B Petone Commercial]

*Delete Assessment Matter for Discretionary Activities 5B 2.2.3.1 (g) Traffic Effects*

### 5B 2.2.3.1 Assessment Matters for Discretionary Activities

...

- (f)** Landscaping
- The extent to which landscaping is incorporated to achieve high quality urban design which maintains or enhances the image and visual appearance of the mixed use area.
  - A landscape plan will be required. This plan should include landscaping of any outdoor on-site parking areas.
- ~~**(g)** Traffic Effects, including effects on the transport network from the volume and type of traffic generated, and the suitability of site access and site servicing arrangements~~
- ~~— A Transportation Impact Assessment may be required where proposed development is expected to generate more than either 50 vehicle movements/hour or 200 vehicle movements/day.~~
- (hg)** Capacity of Infrastructure
- The capacity of the City's infrastructure to service additional development on the site.
- (ih)** Impact on Historic Heritage
- Impacts on the historic heritage values of any adjacent Historic Area, Historic Building or Significant Cultural or Archaeological Resource and any measures to be adopted to protect these values.
- (ji)** The degree of compliance or non-compliance with any relevant Permitted or Restricted Discretionary Activity Conditions.

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## Consequential Amendments

### Chapter 5C – Suburban Commercial Activity Area

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#### **AMENDMENT 58** [Chapter 5C Suburban Commercial]

*Delete Issue, Objective, Policies and Explanation and Reasons 5C 1.1.4 Traffic Effects of Large Scale Retail Activities*

#### ~~5C 1.1.4 Traffic Effects of Large Scale Retail Activities~~

##### ~~Issue~~

~~Large scale retail activities can have detrimental effects on the transport network. It is important that such effects are managed and mitigated.~~

##### ~~Objective~~

~~To ensure that the detrimental effects on the transport network of large scale retail activities are managed and mitigated.~~

##### ~~Policies~~

~~(a) To ensure that the adverse effects on the transport network of large scale retail activities exceeding 500m<sup>2</sup> gross floor area are managed and mitigated.~~

~~(b) To ensure that large scale retail activities are designed to provide:~~

- ~~(i) where practicable and appropriate, on-site accessibility for public transport services;~~
- ~~(ii) practical access to existing or planned public transport services off-site; and~~
- ~~(iii) pedestrian and cycle routes and facilities.~~

##### ~~Explanation and Reasons~~

~~Large scale retail activities in Suburban Commercial centres can have detrimental effects on the surrounding transport network. It is important that such effects are assessed to determine whether the transport network in the vicinity is capable of accommodating the increase in movement to and from the site of the proposed activity, and any adverse effects on pedestrian and cycle movements, public transport and parking.~~

#### **AMENDMENT 59** [Chapter 5C Suburban Commercial]

*Delete Restricted Discretionary Activity 5C 2.2 (a) and Restricted Discretionary Matters 5C 2.2.1 (a), (b) (i) and (c) (i)*

### 5C 2.2 Restricted Discretionary Activities

~~(a) Any Permitted Activity which abuts a residential activity area, and exceeds 500m<sup>2</sup> gross floor area.~~

~~(ba) Services stations and commercial garages.~~

~~(cb) Emergency facilities.~~

~~(dc) All buildings and structures within the 1 in 100-year flood extent that do not comply with the Permitted Activity Conditions for floor levels or total gross floor area.~~

## 5C 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

### ~~(a) Any Permitted Activity which abuts a residential activity area, and exceeds 500m<sup>2</sup> gross floor area.~~

#### ~~(i) Effects on the transport network:~~

- ~~— The adverse effects on the surrounding transport network of the movement of people and goods generated by the retail activity. An important consideration here is the ability of the surrounding transport network to accommodate the likely increase in movements generated.~~
- ~~— The adverse effects of the activity on traffic, cycle and pedestrian movements, public transport services and parking and access within the immediate vicinity of the site.~~
- ~~— The extent to which the activity is designed to provide:  
where practicable and appropriate, on-site accessibility for public transport services;  
practical access to existing or planned public transport services off-site;  
and  
pedestrian and cycle routes and facilities.~~

### ~~(ba) Service stations and commercial garages.~~

#### ~~(i) Traffic effects:~~

- ~~— The adverse effects on the surrounding roading network of traffic generated by the activity. An important consideration here is the ability of the roading network to accommodate the likely increase in traffic generated.~~
- ~~— The adverse effects of the activity on traffic and pedestrian movement, parking and access within the immediate vicinity of the site.~~
- ~~— Site design shall comply with the provisions of Chapter 14A, except that driveway crossing widths may be increased to the extent necessary for the ingress and egress of fuel tanker trucks serving the site. Sites facing Major District Distributor and Minor District Distributor routes (See Chapter 14A) shall be designed with one way forecourts and shall be capable of operating satisfactorily with a central road median.~~

#### ~~(ii) Continuity of display windows and verandahs:~~

~~...~~

#### ~~(iii) Vehicle Repair:~~

~~...~~

### ~~(cb) Emergency Facilities~~

#### ~~(i) Traffic Effects:~~

- ~~— The adverse effects on the roading network generated by the emergency facilities.~~
- ~~— The adverse effects on traffic, cycle and pedestrian movement, parking and access in the immediate vicinity of the site.~~

#### ~~(ii) Appearance of Buildings and Structures:~~

~~...~~

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## Consequential Amendments

### Chapter 6A – General Business Activity Area

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#### **AMENDMENT 60** [Chapter 6A General Business]

*Delete Controlled Activity 6A 2.2 (a) and Matters in which Council Seeks to Control 6A 2.2.1 (a) and (b) (iii) and correct title of 6A 2.2.1*

### 6A 2.2 Controlled Activities

- ~~(a) Any Permitted Activity in the western area of Petone which does not comply with the Parking, Loading and Unloading Conditions for Permitted Activities in Chapter 14A. (The western area of Petone is identified in Appendix General Business 2).~~
- (ba)** Any Permitted Activity on a site abutting or on the opposite side of a road from a residential activity area.

#### 6A 2.2.1 Matters in which Council Seeks to Control ~~has Restricted its Discretion and Standards and Terms~~

- ~~(a) Any Permitted Activity in the western area of Petone which does not comply with the Parking, Loading and Unloading Conditions for Permitted Activities in Chapter 14A.~~

- ~~(i) The provision of adequate car parking. See section 14A(iii) 2.2.1 (Chapter 14A Transport) for car parking assessment matters.~~
- ~~(ii) The provision for loading and unloading facilities. See section 14A(iv) 2.2.1 (Chapter 14A Transport) for loading and unloading provisions.~~

- (ba)** Any Permitted Activity on a site abutting or on the opposite side of a road from a residential activity area.

...

- (ii) Maintenance of structures, buildings and space about buildings:  
All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.
- ~~(iii) Traffic generation:  
The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.~~

#### **AMENDMENT 61** [Chapter 6A General Business]

*Delete Restricted Discretionary Matters 6A 2.3.1 (a) (iii) Traffic Effects, 6A 2.3.1 (b) (iv) Traffic Generation, 6A 2.3.1 (c) (v) Traffic Generation, 6A 2.3.1 (d) (ix) Traffic Generation and 6A 2.3.1 (e) (iv) Traffic Generation*

### 6A 2.3.1 Matters in which Council has Restricted its Discretion and Standards and Terms

- (a)** Any activity which involves vehicle repairs, vehicle maintenance and servicing, engine and bodywork, spray painting and panel beating, or car wrecking and is

**located, either wholly or in part on a site abutting or on the opposite side of a road from a residential activity area.**

...

(ii) Maintenance of structures, buildings and space about buildings:

- The site shall be managed to maintain and enhance the amenity values of the adjoining area.
- All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.
- No vehicles shall be repaired in the front yard; nor shall vehicles in various stages of repair be parked in the street.

~~(iii) Traffic generation:~~

~~The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.~~

**(b) Any building or structure on a site fronting Waione Street.**

...

(iii) Maintenance of structures, buildings and space about buildings:

All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.

~~(iv) Traffic generation:~~

~~The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.~~

**(c) Any building or structure on a site fronting Railway Avenue**

...

(iv) Layout and location of activities and facilities not enclosed within a building or structure:

The site shall be designed and maintained in such a manner so as to enhance the amenity values of the area and the image of Railway Avenue as a main entrance route of the City.

~~(v) Traffic generation:~~

~~The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.~~

**(d) Any building or structure on a site fronting Hebden Crescent.**

...

(viii) Vehicular access:

All vehicular access shall be from Hebden Crescent.

~~(ix) Traffic generation:~~

~~The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.~~



- (e) **Any building or structure on a site fronting State Highway No.2 and the Hutt Road**

...

- (iii) Layout and location of activities and facilities not enclosed within a building or structure:

The site shall be designed and maintained in such a manner so as to enhance the amenity value of the area and the image of the route as a main entrance route of the City.

- ~~(iv) Traffic generation:~~

~~The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.~~

## **AMENDMENT 62** [Chapter 6A General Business]

*Delete Discretionary Activity 6A 2.4 (b) and Assessment Matter for Discretionary Activities 6A 2.4.1 (c) (i)*

### **6A 2.4 Discretionary Activities**

- (a) Except where stated in the General Rules, any Permitted, Controlled or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.
- ~~(b) Any permitted retail activity identified in 6A 2.1.1 (j) from a site fronting or abutting State Highway No.2.~~
- ~~(cb)~~ Residential activities, except where it is necessary to provide living quarters for a caretaker on site.
- ~~(dc)~~ Visitor accommodation.
- ~~(ed)~~ Waste transfer stations.
- ~~(fe)~~ Any offensive trade specified in the Third Schedule to the Health Act 1956 and amendments.
- ~~(gf)~~ Any activity which involves the use of radiation processes emitting up to 1,000,000 curies. This does not include x-ray machines and low level laboratory chemicals licensed by the National Radiation Laboratory, under the Radiation Protection Act 1965.
- ~~(hg)~~ Trading warehouses.
- ~~(ih)~~ Brothels and commercial sexual services on a site abutting or directly across the road from schools, pre-school facilities, churches and other similar religious establishments or a residential activity area.

#### **6A 2.4.1 Assessment Matters for Discretionary Activities**

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Permitted Activity Conditions.
- (c) In addition to the above the following matters will be taken into account:
  - ~~(i) In the case of any proposed retail activity fronting or abutting State Highway No. 2, the following matters will be assessed:~~
    - ~~Whether access is provided from a service road;~~

- ~~Whether the activity is a low trip generating activity;~~
  - ~~Whether the activity will cause an adverse effect on safety and efficiency of the through route. These adverse effects include an increase in traffic generation, parking demand and turning movements at each property entrance. Such adverse effects could create a conflict with Transit New Zealand's strategy for state highway networks; and~~
  - ~~Whether there is an adverse effect on the amenity values of the area, the strength of commercial activity areas, and the quality of the environment.~~
- (ii) For activities involved with radiation processes the assessment shall consider the level of protection for workers, the general public and adjacent premises from exposure above certain acceptable criteria, under the Radiation Protection Act 1965.

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## Consequential Amendments

### Chapter 6C – Avalon Business Activity Area

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#### **AMENDMENT 63** [Chapter 6C Avalon Business]

*Delete Permitted Activities - Condition 6C 2.1.1 (j) (iii)*

#### 6C 2.1.1 Permitted Activities - Conditions

...

**(i) Storage:**

- (i) All activities shall be provided with an outdoor area for storage of goods, materials and waste products. This area shall be clearly defined at the time an application is made for development or change of use and occupancy and shall be clear of vehicle access, manoeuvring and parking areas.
- (ii) All outdoor storage areas shall be of such dimensions as to adequately provide for the storage requirements of the proposed use.
- (iii) Waste management: All storage and disposal of refuse will be carried out in such a manner so as to avoid causing adverse effects beyond the boundary of the site.

**(j) Property Access and Manoeuvring Space:**

- (i) The main access to the Avalon Studios Site shall be retained as being Percy Cameron Street.
- (ii) The main access to the former National Film Unit shall be retained as being Fairway Drive.
- ~~(iii) Provision for property access and vehicle turning space shall comply with the requirements of Chapter 14A – Transport.~~

...

#### **AMENDMENT 64** [Chapter 6C Avalon Business]

*Delete Restricted Discretionary Matter 6C 2.2.1 (a) (iv) Traffic Generation*

#### 6C 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

**(a) All structures and buildings within Avalon Business Activity Area (Sub-Area 1), except for ancillary buildings not exceeding 40m<sup>2</sup> gross floor area**

**(i) Design and External Appearance of Buildings and Structures:**

All buildings and structures shall be of such a design and external appearance to maintain and enhance the amenity values of the surrounding area. This shall be assessed in terms of design, shape, bulk, height, and location of all buildings and structures.

**(ii) Maintenance of Structures, Buildings and Space About Buildings:**

All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.

(iii) Landscaping:

The type and location/placement of landscaping on the site shall enhance the amenity values of the Avalon Business Activity Area and adjacent activity areas.

~~(iv) Traffic Generation:~~

~~The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.~~

(iv) Bulk, location and density of buildings:

The bulk, location and density of buildings shall ensure there is no adverse effect on the amenity values of surrounding areas.

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## Consequential Amendments

### Chapter 6D – Extraction Activity Area

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#### **AMENDMENT 65** [Chapter 6D Extraction]

*Amend Permitted Activities - Conditions 6D 2.1.1 (h) Property Access*

#### 6D 2.1.1 Permitted Activity Conditions

...

**(g) Design and External Appearance of Buildings and Structures**

No structure, sign, excavation or other work is to be sited or left unfinished or allowed to deteriorate in a manner that will cause it to detract from the amenity values of the surrounding land.

~~**(h) Property Access**~~

~~There shall be no direct access from State Highway No.2. Property access shall comply with the provisions of Chapter 14A – Transport.~~

**(ih) Fire**

The use of land and buildings shall, at all times, be in accord with the principles of fire safety as specified by NZS 923:1971. No structure, ditch, trench, or other impediment to the movement of fire service vehicles or equipment shall be built in such a way as to restrict access for fire fighting purposes to any part of the property.

**(ji) Storage Requirements**

...

**(kj) Buffer Strip**

...

~~**(lk) Protection of Areas of Special Amenity**~~

...

~~**(ml) Rehabilitation**~~

...

~~**(nm) Landslide Hazard and Erosion**~~

...

~~**(on) Quarry Management Plan**~~

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## Consequential Amendments

### Chapter 7B – Special Recreation Activity Area

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**AMENDMENT 66** [Chapter 7B(iii) Special Recreation – Hutt Park Visitor Accommodation]  
*Amend Restricted Discretionary Matters 7B(iii) (b) (i) and (ii)*

#### **7B(iii) 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms**

...

**(b) Car parking areas**

~~(i) Traffic generation:~~

~~The safe and efficient movement of all traffic, including pedestrian traffic, must be provided for. It shall be demonstrated that traffic generation and vehicles entering and leaving the area shall not adversely affect the traffic flows on adjacent roads or cause a traffic hazard.~~

~~(ii) Parking:~~

~~Parking shall be provided at the greater of 1 per unit or 0.2 per occupant. Refer General Rules, Chapter 14A – Transport, Appendix 3.~~

~~(iii) Landscaping and screening:~~

~~All outdoor carparking areas shall be landscaped.~~

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## Consequential Amendments

### Chapter 8A – Rural Residential Activity Area

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**AMENDMENT 67** [Chapter 8A Rural Residential]  
*Amend Explanation and Reasons 8A 1.1.5 Forestry*

#### 8A 1.1.5 Forestry

...

##### Explanation and Reasons

Forestry development already exists in rural residential areas and there is potential for further planting. Forestry is an appropriate activity in many rural residential locations. A number of specific issues arise from forestry as an activity. These include matters relating to soil quality, run-off control, ~~heavy vehicles utilising roading infrastructure~~, and the visual changes that occur when forests are harvested. Some of the issues have potential effects which come under the jurisdiction of the Regional Council, however some can be addressed in this Plan.

...

**AMENDMENT 68** [Chapter 8A Rural Residential]  
*Delete Permitted Activity Condition 8A 2.1.1 (I) (i)*

#### 8A 2.1.1 Permitted Activities - Conditions

...

**(I) Commercial Forestry:**

- ~~(i) Commercial forestry will not be permitted to have access to Liverton Road;~~
- (ii) Where the commercial forestry is planted to within 50m of a site boundary with a public road, a 10m amenity strip, planted in species not used in the commercial forestry operation, will be provided, parallel and for the length of the commercial forestry operation, adjacent to a public road boundary and shall not be harvested at the same time as the commercial forest.
- (iii) Minimum separation of 30m between an existing dwelling on a neighbouring site and commercial forestry planting.

...

**AMENDMENT 69** [Chapter 8A Rural Residential]  
*Delete Restricted Discretionary Matter 8A 2.2.1 (e) (iii)*

#### 8A 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

- (a) Rural service industries.
- (b) Boarding of domestic pets.
- (c) Commercial recreation.
- (d) Visitor accommodation excluding (f)(vi).
- (e) Residential accommodation for the elderly.

(i) Amenity Values:

The extent to which the activity will alter the amenity values of the Rural Residential Activity Area and in particular the visual amenity values.

(ii) Landscaping and Screening:

The ability of appropriate landscaping and screening to mitigate the adverse visual effects of the activity on the rural residential amenity values.

~~(iii) Traffic:~~

~~The extent to which the activity will have adverse effects on the surrounding roading network, the ability of the network to accommodate any increase in traffic volumes and the impact in the immediate vicinity of the site.~~

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## Consequential Amendments

### Chapter 8B – General Rural Activity Area

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#### **AMENDMENT 70** [Chapter 8B General Rural]

*Amend Explanation and Reasons 8B 1.1.6 Forestry*

#### 8B 1.1.6 Forestry

...

##### Explanation and Reasons

Forestry development already exists in rural areas and there is potential for further planting. Forestry is an appropriate activity in many rural locations. A number of specific issues arise from forestry as an activity. These include matters relating to soil quality, run-off control, ~~heavy vehicles utilising roading infrastructure~~, and the visual changes that occur when forests are harvested. Some of the issues have potential effects which come under the jurisdiction of the Regional Council, however, some can be addressed in this Plan.

...

#### **AMENDMENT 71** [Chapter 8B General Rural]

*Delete Permitted Activity Condition 8B 2.1.1 (I) (i)*

#### 8B 2.1.1 Permitted Activities - Conditions

...

##### **(I) Commercial Forestry:**

- ~~(i) Commercial forestry will not be permitted to have access to Liverton Road;~~
- (ii) Where the commercial forestry is planted to within 50m of a site boundary with a public road, a 10m amenity strip, planted in species not used in the commercial forestry operation, will be provided, parallel and for the length of the commercial forestry operation, adjacent to a public road boundary and shall not be harvested at the same time as the commercial forest.
- (iii) Where there is an existing dwelling on an adjoining site, all new commercial forestry must be planted a minimum of 30m from that dwelling.

...

#### **AMENDMENT 72** [Chapter 8B General Rural]

*Delete Restricted Discretionary Matter 8B 2.2.1 (e) (iii)*

#### 8B 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

- (a) **Commercial recreation.**
- (b) **Visitor accommodation with a visitor occupancy for more than ten persons excluding (h)(vi) above.**
- (c) **Cafes and restaurants.**
- (d) **Residential accommodation for the elderly.**
- (e) **Urupa and cemeteries.**

(i) Amenity Values:

The extent to which the activity will alter the amenity values of the activity area and in particular the visual amenity values.

(ii) Landscaping and Screening:

The ability of appropriate landscaping and screening to mitigate the adverse visual effects of the activity on the rural amenity values.

~~(iii) Traffic:~~

~~The extent to which the activity will have adverse effects on the surrounding roading network, the ability of the network to accommodate any increase in traffic volumes and the impact in the immediate vicinity of the site.~~

...

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## Consequential Amendments

### Chapter 9A – Community Health Activity Area

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#### **AMENDMENT 73** [Chapter 9A Community Health]

*Amend Objective, Policies and Explanation and Reasons 9A 1.1.1 Amenity Values*

##### 9A 1.1.1 Amenity Values

...

###### Objective

To accommodate a range of activities on the site in a manner which does not affect adversely amenity values of the surrounding area, ~~or the efficient functioning of the roading network.~~

###### Policies

- (a) That opportunity be available for a range activities related to the provision of health services.
- (b) That the accommodation of activities not related to the provision of health care services be managed to ensure adverse effects upon the character and amenity values of surrounding recreation and residential activity areas, ~~and the roading network are avoided, remedied or mitigated.~~
- (c) That the amenity values of surrounding residential and recreation activity areas be maintained and enhanced.
- (d) That subdivision is managed to ensure character and amenity values of surrounding residential and recreation activity areas are maintained and enhanced.

###### Explanation and Reasons

The provision of health care services to the community is the primary function of the Hutt Hospital. Health care services include any activity which provides services relating to physical and mental health and welfare. In addition to this, in the context of this activity area, health care services shall also include commercial activities directly associated with patient and visitor welfare such as a cafe or kiosk.

Provisions in the Plan will ensure continued opportunity is available for these services to operate and expand where necessary, while ensuring the nature, and scale of activities does not affect adversely the amenity values of surrounding residential and recreation activity areas.

Consideration shall also be given to activities not related to the provision of health care services. Such activities will be managed to ensure adverse effects upon the surrounding residential and recreation activity areas, ~~and the efficient functioning of the roading network are avoided, remedied or mitigated.~~

#### **AMENDMENT 74** [Chapter 9A Community Health]

*Amend Issue, Objective, Policies and Explanation and Reasons 9A 1.2.2 On Site Parking*

##### 9A 1.2.2 On Site Parking

###### Issue

**The demand for on site vehicle parking generated by staff and visitor cars is significant. It is essential that on site parking is managed to maintain and enhance**

**amenity values of the surrounding area, and ensure adverse effects upon the road network are avoided or mitigated.**

### Objective

To ensure provision made for on site parking does not affect adversely the amenity values of adjacent activity areas, ~~or the efficient functioning of the roading network.~~

### Policies

- ~~(a) That provision for on site parking be made when alterations or new buildings are proposed.~~
- (ba)** That on site parking areas be adequately screened from surrounding activity areas and adjoining roads.

### Explanations and Reasons

Health related activities on the site generate a significant amount of vehicle activity, consisting principally of staff and visitor vehicles.

It is necessary that provision for on site parking be managed to ensure adverse effects of vehicle activities on the surrounding activity areas ~~and on the roading network~~ are avoided, remedied or mitigated.

The Plan specifies minimum parking requirements when new buildings are erected on the site. Landscaping and screening of car parking areas can improve the visual amenities of an area. It is important therefore that car parking areas and adjoining roads or boundaries with residential or recreation activity areas are suitably landscaped and screened.

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## Consequential Amendments

### Chapter 10A – Community Iwi Activity Area

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#### **AMENDMENT 75** [Chapter 10A Community Iwi]

*Delete Restricted Discretionary Matters 10A 2.1.2.1 (a) (i) Traffic and (ii) Parking and (b) (i) Traffic and (ii) Parking*

#### 10A 2.1.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

**(a) Kokiri Centres at the Te Mangungu Marae, Koraunui Marae and Te Kakano O Te Aroha Marae.**

~~(i) Traffic:~~

~~The extent to which the Kokiri Centre will generate vehicle movements and have the potential to adversely effect the surrounding roading network, and the impact in the immediate vicinity of the site.~~

~~(ii) Parking:~~

~~The ability for vehicles associated with those working at and visiting the Kokiri Centre to park on the site, or for there to be alternative parking available.~~

(iii) Amenity Values:

The extent to which the activity will alter the amenity values of the neighbouring residential activity area. This includes consideration of factors such as visual amenity values, the character of the residential area, the character of any proposed buildings and the existing amenity values.

**(b) Cultural Centre (including the manufacture and sale of Maori craft products) at Waiwhetu Marae.**

~~(i) Traffic:~~

~~The scale of the Cultural Centre will determine the nature and volume of vehicle movements generated by the activity. Consideration will be given to the impact of this volume on the surrounding roading network, and the impact of it in the immediate vicinity of the site.~~

~~(ii) Parking:~~

~~The ability for vehicles associated with those working at and visiting the Cultural Centre to park on the site or within the activity area.~~

(iii) Amenity Values:

The extent to which the activity will alter the amenity values of the neighbouring residential activity area. This includes consideration of factors such as visual amenity values, the character of the residential area, the character of any proposed buildings and the existing amenity values.



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## Consequential Amendments

### Chapter 11 – Subdivision

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#### **AMENDMENT 76** [Chapter 11 Subdivision]

*Amend Rule 11.2.2.1 Standards and Terms*

#### **11.2.2 Controlled Activities**

##### **11.2.2.1 Standards and Terms**

...

#### **(b) Engineering Design**

##### **(i) Access**

Compliance with Chapter 14A - Transport in this Plan and ~~Part~~ Section 3 of NZS 4404 2004:2010 (Land Development and Subdivision Engineering).

~~In the General Rural Activity Area, compliance with "Guide to Geometric Standards for Rural Roads" (National Roads Board 1985)~~

##### **(ii) Service lanes, Private Ways, Pedestrian Accessways and Walkways**

Compliance with Chapter 14A - Transport in this Plan and ~~Part~~ Section 3 of NZS 4404 2004:2010 (Land Development and Subdivision Engineering).

The following table detailing private ways formation requirements replaces the private way standards detailed in NZS 4404.

No. of Potential Dwellings	Legal Width	Formation Width
1	3m	No specific requirements
2	3m	No specific requirements
3	4m	3m carriageway
4-6	6m	5m carriageway
7-10	7m	5m carriageway plus 1m footpath

...

## Consequential Amendments Chapter 13 – Network Utilities

### AMENDMENT 77 [Chapter 13 Network Utilities]

Delete Restricted Discretionary Matter 13.3.3 (g) Traffic and Parking Management and all references to this Matter

### 13.3.1 Activity Status

Rule Number	Rule	Activity Area	Status	Standards	Matters of Control or Discretion
<b>Subdivision</b>					
13.3.1.8	<b>Subdivision</b> for the purpose of accommodating any network utility.	All	Controlled		13.3.3 (a), 13.3.3 (b), 13.3.3 (c), 13.3.3 (e), 13.3.3 (f), <del>13.3.3 (g),</del> 13.3.3 (j)
<b>Roading and Traffic and Transport Structures</b>					
13.3.1.39	Any: <ul style="list-style-type: none"> <li>grade separated facility where a structure is used to separate roadways, railways, footways, cycleways or bodies of water</li> <li>viaduct or tunnel</li> <li>bridges for roads, tramways, railways and underpasses</li> </ul>	All, except for the Coastal Environment identified as SNR 9, shown in Map Appendices 2A, 2B and 2C	Controlled		13.3.3 (c), 13.3.3 (d), <del>13.3.3 (g),</del> 13.3.3 (i); 13.3.4(u), 13.3.4(v)

### 13.3.3 Matters in which Council Seeks to Control

Matters over which control is reserved are:

- (a) Site design, frontage and area.
- (b) Legal and physical access to the lots.
- (c) Risks to public health and safety.
- (d) Design and external appearance.
- (e) Earthworks and sediment and erosion control.
- (f) Landscaping and screening.
- (g) ~~Traffic and parking management.~~ Deleted.
- (h) Noise.

...

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## Consequential Amendments

### Chapter 14 – General Rules

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#### **AMENDMENT 78** [Chapter 14 General Rules]

*Amend Introduction*

## Introduction

There are a number of topics which have common issues, objectives and policies but rules which are specific to each activity area. These are grouped together in this General Rules Chapter.

The topics for which General Rules have been developed are -

- (a) Transport
  - ~~(i) Roading Hierarchy;~~
  - ~~(ii) Property Access and Manoeuvring Space;~~
  - ~~(iii) Car and Cycle Parking;~~
  - ~~(iv) Loading and Unloading;~~
  - ~~(v) Helicopter Landing Areas;~~
- (b) Signs;
- (c) Noise;
- (d) Hazardous Facilities;
- (e) Significant Natural, Cultural and Archaeological Resources;
- (f) Heritage Buildings and Structures;
- (g) Trees;
- (h) Natural Hazards;
- (i) Earthworks;
- (j) Temporary Activities;
- (k) Filming;
- (l) Renewable Energy Generation.

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## Consequential Amendments

### Chapter 14J – Temporary Activities

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#### **AMENDMENT 79** [Chapter 14J Temporary Activities]

*Delete Restricted Discretionary Matter 14J 2.2.1 (a) (iv) Traffic*

#### 14J 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

- (a) **In all activity areas any temporary activity which does not comply with any one or more of the Permitted Activity Conditions.**

...

(iii) Waste, health and safety:

- The extent to which satisfactory arrangement is made for waste management through a Waste Management Plan that shall include:
  - A description of the method for the waste and recyclable material to be collected from the site and arrangements for delivering materials to be reused, recycled and disposed of.
  - The arrangements for site clean-up, including removal of litter.
- The provision for adequate sanitation facilities to service the activity.
- The potential effects relating to hazards, including natural hazards and risk from hazardous facilities and, if relevant, whether they are taken into account and addressed.
- The provision for appropriate emergency management if the activity may endanger public safety.

~~(iv) Traffic:~~

- ~~- The traffic effects of the activity on the safety and efficiency of the surrounding road network.~~
- ~~- The provision for vehicle access, servicing and car parking and the potential impacts on the environment and the road network.~~
- ~~- The provision of temporary traffic management measures to mitigate the traffic effects of the proposal.~~
- ~~- The effects of traffic and car parking on the amenity of the surrounding area.~~
- ~~- The provision made for pedestrian access and safety.~~
- ~~- The provision made for encouraging the use of alternative transport modes to the activity such as public transport, cycling and walking.~~

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## Consequential Amendments

### Chapter 14K – Filming

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#### **AMENDMENT 80** [Chapter 14K Filming]

*Delete Restricted Discretionary Matter 14K 2.2.1 (a) (iv) Traffic*

#### 14K 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

**(a) In all activity areas any filming activity which does not comply with any one or more of the Permitted Activity Conditions**

...

**(iii) Waste, health and safety**

- The extent to which satisfactory arrangement is made for waste management through a Waste Management Plan that shall include:
  - A description of the method for the waste and recyclable material to be collected from the site and arrangements for delivering materials to be reused, recycled and disposed of.
  - The arrangements for site clean-up, including removal of litter.
- The provision for adequate sanitation facilities to service the activity.
- The potential effects relating to hazards, including natural hazards and risk from hazardous facilities and, if relevant, whether they are taken into account and addressed.
- The provision for appropriate emergency management if the activity may endanger public safety.

~~(iv) Traffic~~

- ~~- The traffic effects of the activity on the safety and efficiency of the surrounding road network.~~
- ~~- The provision for vehicle access, servicing and car parking and the potential impacts on the environment and the road network.~~
- ~~- The provision of temporary traffic management measures to mitigate the traffic effects of the proposal.~~
- ~~- The effects of traffic and car parking on the amenity of the surrounding area.~~
- ~~- The provision made for pedestrian access and safety.~~
- ~~- The provision made for encouraging the use of alternative transport modes to the activity such as public transport, cycling and walking.~~



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## Consequential Amendments

### Chapter 14L – Renewable Energy Generation

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**AMENDMENT 81** [Chapter 14L Renewable Energy Generation]  
*Delete Restricted Discretionary Matter 14L 2.2 (f) Traffic effects*

#### 14L 2.2 Matters of Discretion for Restricted Discretionary Activities

- (a) Any positive effects to be derived from the activity.
  - (b) The contribution to achieving national, regional and local energy policy objectives and renewable energy targets.
  - (c) Health and safety.
  - (d) Suitability of the site for the proposed activity, including consideration of geotechnical and natural hazard constraints.
  - (e) Layout, design and location of proposed structure.
  - (f) ~~Traffic effects-Deleted.~~
  - (g) Extent of any earthworks.
- ...



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**Part 4**  
**Chapter 14A as Amended by the Proposed Plan Change**

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# 14A Transport

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*\*Amendment 2*

## 14A 1 Introduction

A safe, efficient transport network is essential for the social and economic wellbeing of Hutt City. The Hutt City transport network comprises the following components and transport modes:

- all road corridors (including both State Highways and Local Roads);
- pedestrian and cycle routes, whether they be within a road corridor or not;
- all railway corridors;
- car and cycle parking facilities;
- loading facilities; and
- public transport infrastructure (including bus, commuter railway and ferry services, and their associated stops, stations and terminals).

The transport network is administered by four different agencies. The New Zealand Transport Agency is responsible for designated State Highways. KiwiRail is responsible for designated railway corridors. Greater Wellington Regional Council provides public transport services including buses and trains that use the infrastructure provided by these agencies. Hutt City Council is responsible for the remainder of the transport network.

Hutt City Council road reserves overlay zones. When a road is stopped under a Local Government Act or Public Works Act process, the underlying zone is revealed.

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, particularly regionally significant transport infrastructure.

This transport chapter contains city-wide objectives, policies and rules relevant to the transport network.

The approach of the chapter is to identify a transport network hierarchy, promote the integration of land use with the transport network and specify key standards for the design and construction of transport network infrastructure. All activities are permitted if they meet the specific standards and thresholds. In general, recognised industry standards are used, unless there is reason to use a specific local standard. Activities that do not meet the standards or generate significant volumes of traffic are assessed on a case by case basis through the resource consent process.

*\*Amendment 3*

## 14A 2 Issues

### **Issue 14A 2.1**

A safe, efficient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing.

*\*Amendment 4*

### **Issue 14A 2.2**

The construction, operation and maintenance of the transport network can have adverse effects on the surrounding environment, including noise, vibration and visual effects.

*\*Amendment 5*

### **Issue 14A 2.3**

Noise sensitive activities can have reverse sensitivity effects on the transport network, potentially affecting the construction, operation and maintenance of the network.

*\*Amendment 6*

### **Issue 14A 2.4**

Land use and development can adversely affect the safety and efficiency of the transport network through the generation of additional traffic.

*\*Amendment 7*

### **Issue 14A 2.5**

Land use and development can adversely affect the safety and efficiency of the transport network through inappropriate design of on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities).

*\*Amendment 8*

## 14A 3 Objectives

### **Objective 14A 3.1**

A safe and efficient transport network that is integrated with land use patterns, meets local, regional and national transport needs and provides for all modes of transport.

*\*Amendment 9*

### **Objective 14A 3.2**

Adverse effects from the construction, maintenance and development of the transport network on the adjacent environment are managed.

*\*Amendment 10*

### **Objective 14A 3.3**

Reverse sensitivity effects on the transport network from sensitive activities are managed.

*\*Amendment 11*

### **Objective 14A 3.4**

Adverse effects on the safety and efficiency of the transport network from land use and development that generate high volumes of traffic are managed.

*\*Amendment 12*

### **Objective 14A 3.5**

Adverse effects on the safety and efficiency of the transport network from on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities) are managed.

\*Amendment 13

# 14A 4 Policies

## Policy 14A 4.1

Additions and upgrades to the transport network should be designed to meet industry standards that ensure that the safety and efficiency of the transport network is maintained.

\*Amendment 14

## Policy 14A 4.2

Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network.

\*Amendment 15

## Policy 14A 4.3

The transport network should be located and designed to avoid, remedy or mitigate adverse effects on adjacent land.

\*Amendment 16

## Policy 14A 4.4

Land use, subdivision or development containing noise sensitive activities should be designed and located to avoid, remedy or mitigate adverse effects which may arise from the transport network.

\*Amendment 17

## Policy 14A 4.5

Any activity that is a High Trip Generator must be assessed on a case by case basis. Adverse effects of High Trip Generators on the safety and efficiency of the transport network should be managed through the design and location of the land use, subdivision or development.

\*Amendment 18

## Policy 14A 4.6

Vehicle access, parking, manoeuvring and loading facilities should be designed to standards that ensure they do not compromise the safety and efficiency of the transport network.

\*Amendment 19

## Policy 14A 4.7

The transport network, land use, subdivision and development should provide for multiple transport modes.

\*Amendment 20

# 14A 5 Rules

## Rule 14A 5.1

<p>(a) Any activity is permitted if it:</p> <ul style="list-style-type: none"> <li>i. Complies with the standards listed in Appendix Transport 1; and</li> <li>ii. Does not exceed the high trip generator thresholds specified in Appendix Transport 2.</li> </ul>
<p>(b) Any activity that does not comply with the standards listed in Appendix Transport 1 is a <b>Restricted Discretionary Activity</b>.</p> <p><b>Discretion is restricted to:</b></p> <ul style="list-style-type: none"> <li>i. The effects generated by the standard(s) not being met.</li> </ul>



- (c) Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a **Restricted Discretionary Activity**.

**Discretion is restricted to:**

- i. The effects of the activity on the transport network including impacts on on-street parking.

An Integrated Transport Assessment, prepared by a suitably qualified traffic engineer/planner, must be submitted with any resource consent application under this rule.

*NOTE: The New Zealand Transport Agency guidelines "Research Report 422: Integrated Transport Assessment Guidelines, November 2010" should be used to inform any Integrated Transport Assessment.*

Links to:

All Objectives and Policies

**\*Amendment 21**

# Appendix Transport 1 - Standards

## Standard 1 - Standards for New Roads

(a) Road Classification

Roads are classified in the Transport Network Hierarchy described in Table 1-1 and are listed in Appendix Transport 3. Any road not listed in Appendix Transport 3 is defined as an Access Road. Any change to Appendix Transport 3 to add or reclassify a road requires a Plan Change.

Roads overlay zones, as shown in the Planning Maps. When a road is stopped under a Local Government Act or Public Works Act process, the underlying zone is revealed.

**Table 1-1: Transport Network Hierarchy**

Hierarchy Level	Category from NZS 4404:2010	Functions
Primary Distributor	-	A road that has very high vehicle volumes, including heavy commercial vehicles. Generally state highways. Typical operating speed is 100 km/h.
Major District Distributor	Major Arterial Road	A road that provides connections to Primary Distributors and other Major District Distributors. High vehicle volumes, including heavy commercial vehicles.
Minor District Distributor	Minor Arterial Road	A road that provides connections from Access Roads to Major District Distributors, with higher volumes of traffic than Local Distributors.
Local Distributor	Connector/Collector Road	A road that provides connections from Access Roads to Major District Distributors, with lower volumes of traffic than Minor District Distributors.
Access Road	Local Road	A road that provides access and connectivity for a local area. Low vehicle speeds, pedestrian and local amenity values predominate.

Pedestrian Road	Local Road	A road with a high number of pedestrians, including a high number of pedestrians likely to cross the road.
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**\*Amendment 22**

(b) Engineering Standards

All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.

**\*Amendment 23**

**Standard 2 - Site Access and Manoeuvring Area**

(a) Vehicle Access (excluding separation distances from intersections)

No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage.

Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.

**\*Amendment 24**

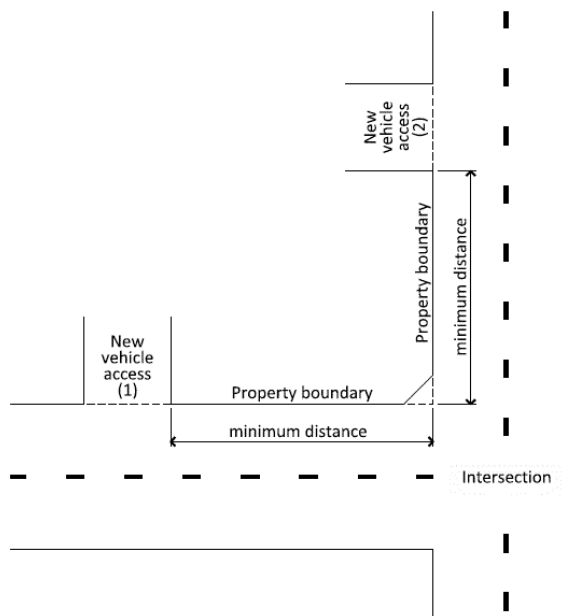
(b) Separation Distances from Intersections

The distance between new vehicle accesses and all intersections must be at least:

- Primary or Major Distributor Road: 30m
- Minor District Distributor Road: 20m
- Local Distributor Road: 15m
- Access or Pedestrian Road: 10m

These distances are to be measured between the intersecting points of the site boundaries as shown in Diagram 2-1 below.

**Diagram 2-1: Separation Distance from Intersection**



**\*Amendment 25**

(c) Manoeuvring Area

Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes.

Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a dwelling house and the posted speed limit is less than 80km/h.

**\*Amendment 26**

- (d) Additional Provision for Service Stations

Site access and manoeuvring space for service stations must also be designed, constructed and maintained in accordance with RTS13 Guidelines for Service Stations.

**\*Amendment 27**

**Standard 3 - Minimum Sight Distances at Railway Level Crossings**

- (a) Minimum Sight Distances at Railway Level Crossings

New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).

**\*Amendment 28**

**Standard 4 - Car and Cycle Parking and End of Trip Facilities**

- (a) Car Parking Requirements

For all new activities and changes to existing activities, car parking spaces must be provided in accordance with the minimums calculated under Table 4-1.

In calculating the number of car parking spaces to be provided, fractional numbers must be rounded up to the next whole number.

For developments that involve a range of different activities (for example, Integrated Retail Developments) the car parking requirement must be determined on an aggregate basis.

Space needed for manoeuvring, loading, unloading, queuing, or standing at a service booth, must not be used for carparks counted towards meeting the requirement.

**Table 4-1: Minimum Parking Standards**

Activity	Minimum Parking Spaces
Any activity in Central Commercial Activity Area	Nil
Any activity in Petone Commercial Activity Area	Nil
<b>Residential:</b>	
Dwelling house	1 per unit
Home occupation	1 per home occupation (in addition to the Residential requirement)
Housing for the elderly	0.7 per unit/apartment <b>and</b> 0.3 per rest home bed
Residential facility	1 per staff member* <b>and</b> 0.3 per bed
Boarding house	0.5 per resident

<p><b>Education:</b></p> <p>Childcare facility, primary and intermediate school</p> <p>Secondary school</p> <p>Tertiary or adult education (outside the Tertiary Education Precinct)</p> <p>Tertiary Educational Precinct</p>	<p>1 per staff member*</p> <p>1 per staff member* <b>and</b> 0.1 per student 16 and over</p> <p>1 per staff member* <b>and</b> 1 per 2.5 students</p> <p>[(1 parking space per 1.33 staff members* + 1 parking space per 2.5 students) – 300] ÷ 0.76</p>
<p><b>Medical:</b></p> <p>Health care service, hospital and veterinary surgery</p> <p>Community Health Activity Area</p>	<p>5 per 100m<sup>2</sup> GFA</p> <p>3 per 100m<sup>2</sup> GFA</p>
<p><b>Retail:</b></p> <p>Retail activity and licensed premises within the Suburban Commercial and Special Commercial Activity Areas</p> <p>Retail activity and licensed premises outside the Commercial Activity Areas</p> <p>Vehicle sale</p> <p>Commercial garage</p> <p>Service station</p> <p>Trading Warehouse</p>	<p>Nil for the first 400m<sup>2</sup> GFA 2 per 100m<sup>2</sup> for GFA greater than 400m<sup>2</sup></p> <p>Nil for the first 100m<sup>2</sup> GFA 5 per 100m<sup>2</sup> for GFA greater than 100m<sup>2</sup></p> <p>1 per 300m<sup>2</sup> site area</p> <p>4 per service bay</p> <p>5 per 100m<sup>2</sup> GFA</p> <p>3 per 100m<sup>2</sup> GFA</p>
<p><b>Commercial:</b></p> <p>Commercial activity</p>	<p>2 per 100m<sup>2</sup> GFA</p>
<p><b>Industrial:</b></p> <p>Industrial activity</p> <p>Warehouse</p> <p>Network Utility Operation</p> <p>Emergency facility</p>	<p>2 per 100m<sup>2</sup> GFA</p> <p>2 per 100m<sup>2</sup> GFA</p> <p>Nil for the first 200m<sup>2</sup> GFA 2 per 100m<sup>2</sup> for GFA greater than 200m<sup>2</sup> **</p> <p>2 per 100m<sup>2</sup> GFA</p>
<p><b>Accommodation:</b></p> <p>Visitor accommodation, motor camp and camping ground</p>	<p><b>The greater of:</b> 1 per unit <b>or</b> 0.2 per occupant</p>

<b>Cultural and Sporting:</b>	
Place of assembly and Sporting facility	1 per 5 people based on the maximum number of people that the site is designed to accommodate.
* The number of staff members is the maximum number of full or part time staff members on the site at any one time.	

**\*Amendment 29**

- (b) Off-street Car Parking for People with Disabilities

Off-street car parking for people with disabilities must be provided in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.

**\*Amendment 30**

- (c) Location of Car Parking Spaces

Car Parking spaces must be provided on site, except for tertiary education activities within the Tertiary Education Precinct, for which car parking spaces must be located on any site within the Precinct.

**\*Amendment 31**

- (d) Car Parking Design Standards

Car parking space dimensions must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.

**\*Amendment 32**

- (e) Cycle Parking and End of Trip Facility Requirements

For all new activities and changes to existing activities, cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.

**Table 4-2: Minimum Cycle Parks and Showers**

Number of Staff Members	Number of Cycle Parks	Number of Showers
1-5	0	0
6-10	1	1
10 or more	1 per 10 staff members	1 per 100 staff members
* The number of staff members is the maximum number of full or part time staff members on the site at any one time.		

At every place of assembly or sporting facility cycle parking must be provided clear of footpaths and roadways, not more than 50m from the public entrance, at the rate of 1 cycle park per 20 persons based on the maximum number of persons the facility is designed to accommodate.

Bicycle stands need not be provided but cycle parking must enable cycles to be secured to an immovable object.

**\*Amendment 33**

**Standard 5 - Loading and Unloading**

- (a) Loading and Unloading Requirements for Non-Residential Activities

For non-residential activities the number of loading spaces to be provided must not be less than that shown in Table 5-1.

**\*Amendment 34**

- (b) Design Requirements

Loading facilities must be designed, constructed and maintained in accordance with AS/NZS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities, based on the minimum vehicle design stated in Table 5-1.

**Table 5-1: Minimum Loading Space Requirements**

Gross Floor Area	No. of Spaces	Minimum Design Vehicle
Up to 500m <sup>2</sup>	Nil	-
501 - 1000m <sup>2</sup>	1	Small Rigid Vehicle
1001 - 3000m <sup>2</sup>	1	Medium Rigid Vehicle
Greater than 3000m <sup>2</sup>	1	Heavy Rigid Vehicle

**\*Amendment 35**

**Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays**

Within the 40 metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities, must be designed, constructed and maintained to meet the following standards:

**\*Amendment 36**

(a) Vibration

Road and rail traffic vibration levels must comply with class C of Norwegian Standard 8176 E:2005 (Vibration And Shock - Measurement Of Vibration In Buildings From Landbased Transport And Guidance To Evaluation Of Its Effect On Human Beings).

**\*Amendment 37**

(b) Noise

Indoor design noise level as a result of noise from road and rail traffic must not exceed 45dB L<sub>Aeq(24hr)</sub>.

**\*Amendment 38**

(c) Ventilation

If windows must be closed to achieve the design noise levels in (b), the building must be ventilated to meet clause G4 of the Building Code (Schedule 1 of the Building Regulations 1992). The sound of the ventilation system must not exceed 30dB L<sub>Aeq(30s)</sub> when measured 1m away from any grille or diffuser.



# Appendix Transport 2 - High Trip Generator Thresholds

Activity	Threshold
<b>Residential</b>	Any residential development or subdivision enabling more than 60 dwelling houses
<b>Education:</b>	
Child Care Facilities	More than 50 Children
Primary, Intermediate and Secondary Schools	More than 150 Students
Tertiary Education Providers	More than 250 Full Time Equivalent students
<b>Health Care Services:</b>	
All Health Care Services	More than 500m <sup>2</sup> GFA
<b>Retail:</b>	
All Retail Activities (including Integrated Retail Developments)	More than 1,000m <sup>2</sup> GFA
Licensed Premises	More than 500m <sup>2</sup> GFA
Commercial Garages	More than 500m <sup>2</sup> GFA
Vehicle Sales	More than 2,000m <sup>2</sup> site area
<b>Commercial:</b>	
Offices, Financial Institutions	More than 2,000m <sup>2</sup> GFA
Veterinary Clinics	More than 500m <sup>2</sup> GFA
Visitor Accommodation, Motor Camps and Camping Grounds	More than 50 beds
All other Commercial Activities	More than 1,000m <sup>2</sup> GFA
<b>Industrial:</b>	
Industrial Activities	More than 5,000m <sup>2</sup> GFA
Warehouses	More than 10,000m <sup>2</sup> GFA
<b>Emergency Facilities</b>	More than 1,000m <sup>2</sup> GFA
<b>Service Stations</b>	Any Service Station
<b>Places of Assembly and Sporting Facilities</b>	More than 200 persons on the site at any one time
<b>Any combination of Health Care Services, Retail and Commercial</b>	More than 1,000m <sup>2</sup> GFA
<b>Any Activity Not Listed Above</b>	More than 500 vehicle trips per day

# Appendix Transport 3 - Transport Network Hierarchy

## PRIMARY DISTRIBUTORS

### Street

State Highway No.2

State Highway No.58

## MAJOR DISTRICT DISTRIBUTORS

<b>Street</b>	<b>Start</b>	<b>Finish</b>
Bell Road	Gracefield Road	Parkside Road
Cambridge Terrace	Whites Line East	Wingate Bridge
Clendon Street	Cambridge Terrace	Naenae Road
Daysh Street	High Street	Naenae Road
Eastern Hutt Road	Cambridge Terrace	Reynolds Bach Drive
Fairway Drive	High Street	Western Hutt Road (SH No.2)
Gracefield Road	Wainuiomata Hill Road	Bell Road
Melling Bridge	Rutherford Street	Western Hutt Road (SH No.2)
Naenae Road	Clendon Street	Daysh Street
Parkside Road	Bell Road	Seaview Road
Randwick Road	Seaview Road	Whites Line East
Seaview Road	Seaview Roundabout	Parkside Road
The Esplanade	Hutt Road	East Street
Wainui Road	Whites Line East	Rishworth Street
Wainui Hill Road	Rishworth Street	Parkway Roundabout
Waione Street	East Street	Seaview Roundabout
Whites Line East	Randwick Road	Wainui Road

## MINOR DISTRICT DISTRIBUTORS

<b>Street</b>	<b>Start</b>	<b>Finish</b>
Block Road	Pharazyn Street	Western Hutt Road (SH No.2)
Cornwall Street	Knights Road	Pretoria Street
Cuba Street	The Esplanade	Montague Street
Daly Street	High Street	Rutherford Street
Dudley Street	Margaret Street	Andrews Avenue
Ewen Bridge	Queens Drive	Victoria Street
Harcourt Werry Drive	Taita Drive	Kennedy-Good Bridge
High Street	Melling Road	Eastern Hutt Road

High Street	Queens Drive	Daly Street
Hutt Road	The Esplanade	Railway Avenue
Kings Crescent	Cornwall Street	High Street
Knights Road	Laings Road	Oxford Terrace
Koro Crescent	Western Hutt Road	Hutt Road
Laings Road	Queens Drive	Knights Road
Ludlam Crescent	Whites Line East	Woburn Road
Marine Drive	Seaview Road	Ferry Road
Marsden Street	Pharazyn Street	Railway Avenue
Melling Road	High Street	Rutherford Street
Melling Link	Rutherford Street	High Street
Naenae Road	Waiwhetu Road	Clendon Street
Oxford Terrace	Knights Road	Waterloo Road
Pharazyn Street	Block Road	Marsden Street
Pretoria Street	Cornwall Street	High Street
Queens Drive	Woburn Road	Laings Road
Railway Avenue	Hutt Road	Ewen Bridge
Rutherford Street	Melling Road	Margaret Street
Seaview Road	Parkside Road	Marine Drive
Taita Drive	High Street	Harcourt Werry Drive
Victoria Street	Montague Street	Ewen Bridge
Wainuiomata Road	Parkway Roundabout	Fitzherbert Street
Waiwhetu Road	Whites Line East	Naenae Road
Waterloo Road	Oxford Terrace	Waiwhetu Road
Wingate Overbridge	Eastern Hutt Road	High Street
Woburn Road	Ewen Roundabout	Bellevue Road

## LOCAL DISTRIBUTORS

<b>Street</b>	<b>Start</b>	<b>Finish</b>
Bellevue Road	Woburn Road	Bloomfield Terrace
Bloomfield Terrace	Laings Road	Knights Road
Bridge Street	Parliament Street	Marsden Street
Connolly Street	Melling Road	Harcourt Werry Drive
Dowse Drive	Western Hutt Road	Miromiro Road
Fitzherbert Road	Main Road	Nelson Crescent
Harcourt Werry Drive	Connolly Street	Fairway Drive
London Road	Korokoro Road	Te Whiti Grove
Main Road	Fitzherbert Road Roundabout	Hine Road
Major Drive	Western Hutt Rd (SH No.2)	Waipounamu Drive

Manuka Street	Ludlam Crescent	Puriri Street
Marine Drive	Muritai Road	Ferry Road
Miromiro Road	Dowse Drive	Poto Road
Muritai Road	Marine Parade	Muritai End
Normandale Road	Bridge Street	Poto Road
Oxford Terrace	Waterloo Road	Wingate Bridge
Parkway	Wainuiomata Road	Parkway
Parkway Extension	Parkway	Fitzherbert Road
Parliament Street	Railway Avenue	Bridge Street
Pharazyn Street	Marsden Street	Bridge Street
Pohutukawa Street	Puriri Street	Knights Road
Poto Road	Normandale Road	Miromiro Road
Puriri Street	Manuka Street	Pohutukawa Street
Stokes Valley Road	Eastern Hutt Road	Evans Street
Udy Street	Hutt Road	Cuba Street
Waterloo Road	Cornwall Street	Oxford Terrace

## ACCESS ROADS

All formed roads not listed elsewhere in this Schedule are classified as Access Roads.

## PEDESTRIAN STREETS

<b>Street</b>	<b>Start</b>	<b>Finish</b>
High Street	End High Street	Laings Road
High Street	Margaret Street	Andrews Avenue
Laings Road	Myrtle Street	Knights Road



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## Part 5: Section 32 Evaluation

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## Introduction

1. The Resource Management Act 1991 (“the RMA”) requires Hutt City Council (“the Council”) to carry out an evaluation of proposed Plan Change 39 Transport (“the Proposed Plan Change”) under Section 32.
2. This report presents:
  - Introduction
  - Resource Management Act 1991
  - Scale and Significance
  - Methodology and Approach to Evaluation
  - Policy Framework
  - Resource Management Issues Analysis
  - Evaluation of Objectives
  - Approach Analysis
  - Evaluation of Plan Structure and Transport Corridors
  - Evaluation of Policies
  - Evaluation of Rules
  - Evaluation of Standards and Thresholds
  - Conclusion
  - Documents Referenced and Appendices

### ***The Need for the Plan Change***

3. The review of the City of Lower Hutt District Plan (“the Plan”) Chapter 14A Transport and related amendments is required for the following reasons:
  - 3.1. The RMA requires a review of district plan provisions to begin at least every 10 years. There hasn’t been a comprehensive review of the transport provisions of the Plan since it became operative in 2003.
  - 3.2. The Plan needs to be updated to give effect to the Regional Policy Statement for the Wellington Region 2013, particularly in regard to:
    - Regionally significant infrastructure;
    - Travel demand management; and
    - Integration of land use and transport.
  - 3.3. The Plan’s transport provisions focus on private car transport and do not suitably address active travel modes.
  - 3.4. Carparking requirements are perceived to be unduly restrictive of development.
  - 3.5. The Plan refers to engineering standards that have often been superseded by updated versions.
4. These matters in relation to the operative Plan are discussed in more detail in Appendix 1.

## **Scope of the Plan Change**

5. At its 9 March 2015 meeting, the Policy and Regulatory Committee considered a report prepared by Incite Consultants Ltd that identified transport matters in the operative Plan needing attention. The Committee resolved to undertake a comprehensive review of Chapter 14A of the Plan.
6. The review has led to proposed Plan Change 39 Transport, a complete review of Chapter 14A Transport and consequential changes.
7. The Proposed Plan Change intends to update the following parts of the Plan:
  - Chapter 14A Transport;
  - Planning Maps; and
  - Consequential Amendments.

## **Resource Management Act 1991**

8. The overarching purpose of s32 of the RMA is to ensure that any proposed district plan provisions are robust, evidence-based and the best means to achieve the purpose of the Act. To that end, the Council is required to undertake an evaluation of any proposed district plan provisions before notifying those provisions. The s32 evaluation report provides the reasoning and rationale for the proposed provisions and should be read in conjunction with those provisions.
9. Section 32(1) of the RMA requires that, before the Council publicly notifies a proposed district plan, it must examine:
  - (a) *the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and*
  - (b) *whether the provisions in the proposal are the most appropriate way to achieve the objectives by—*
    - (i) *identifying other reasonably practicable options for achieving the objectives; and*
    - (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
    - (iii) *summarising the reasons for deciding on the provisions.*
10. The evaluation report must also contain a level of detail that:
  - (c) *corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*
11. When assessing efficiency and effectiveness of the provisions in achieving the objectives of the proposed plan under s32(2), the report must:
  - (a) *identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—*
    - (i) *economic growth that are anticipated to be provided or reduced; and*
    - (ii) *employment that are anticipated to be provided or reduced; and*

- (b) *if practicable, quantify the benefits and costs referred to in paragraph (a); and*
  - (c) *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*
12. The purpose of the RMA is to promote the sustainable management of natural and physical resources. Under s5(2), sustainable management means:
- Managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—*
- (a) *Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
  - (b) *Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
  - (c) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*
13. Under s73(4), the Council must amend a district plan to give effect to a regional policy statement if:
- (a) *the statement contains a provision to which the plan does not give effect; and*
  - (b) *one of the following occurs:*
    - (i) *the statement is reviewed under section 79 and not changed or replaced; or*
    - (ii) *the statement is reviewed under section 79 and is changed or replaced and the change or replacement becomes operative; or*
    - (iii) *the statement is changed or varied and becomes operative.*
14. Under s73(5), the Council must comply with subsection (4):
- (a) *within the time specified in the statement, if a time is specified; or*
  - (b) *as soon as reasonably practicable, in any other case.*
15. Under s74, when preparing or changing a plan, a territorial authority is required to have regard to:
- (b) *any –*
    - (i) *management plans and strategies prepared under other Acts,*
16. Under s74(2A), the Council:
- must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district.*
17. Section 75(3) of the RMA requires that district plans must give effect to –
- (a) *any national policy statement; and*
  - (b) *any New Zealand coastal policy statement; and*
  - (c) *any regional policy statement.*

18. Under s75(4), district plans must not be inconsistent with –
  - (b) *a regional plan for any matter specified in section 30(1).*
19. Under s79, the Council must commence a review of a provision of a district plan, if the provision has not been subject to a review or change during the previous 10 years.
20. Under ss73 and 74 of the RMA, the Council must have a district plan that is in accordance with its functions under s31, which include:
  - the integrated management of the effects of the use, development or protection of land and associated natural and physical resources;
  - the control of the effects of the use, development, or protection of land; including in respect of natural hazards, hazardous substances, contaminated land and indigenous biodiversity;
  - the control of noise; and
  - the control of effects of activities in relation to the surface of water in rivers and lakes.
21. A district plan is only one means for a council to undertake its functions under s31 of the RMA and to achieve the purpose of the RMA.

### **Relevant Case Law**

22. The decision in *Long Bay-Okura Great Parks Society Incorporated v North Shore City Council* (Decision A 078/2008), and amended in *High Country Rosehip Orchards Ltd and Ors v Mackenzie DC* ([2011] NZEnvC 387) to reflect the changes made by the Resource Management Amendment Act 2005, sets out the mandatory requirements for district plans as follows. These have been updated here to reflect amendments to the RMA.

#### A. General requirements

1. A district plan should be designed to accord with, and assist the territorial authority *to carry out* its functions so as to achieve, the purpose of the Act.
2. When preparing its district plan the territorial authority must *give effect to* any national policy statement or New Zealand Coastal Policy Statement.
3. When preparing its district plan the territorial authority shall:
  - (a) *have regard to* any proposed regional policy statement;
  - (b) *give effect to* any operative regional policy statement;
  - (c) *have regard to* the extent to which the plan needs to be consistent with the plans of adjacent territorial authorities.
4. In relation to regional plans:
  - (a) the district plan must *not be inconsistent with* an operative regional plan for any matter specified in s30(1) [or a water conservation order]; and
  - (b) *must have regard to* any proposed regional plan on any matter of regional significance etc.;
5. When preparing its district plan the territorial authority must also:
  - have regard to any relevant management plans and strategies under other Acts, and to any relevant entry in the Historic Places Register and to various fisheries regulations; and to consistency with plans and proposed plans of adjacent territorial authorities;

- take into account any relevant planning document recognised by an iwi authority; and
  - not have regard to trade competition;
6. The district plan must be prepared *in accordance with* any regulation and any direction given by the Minister for the Environment.
  7. The requirement that a district plan (change) must also state its objectives, policies and the rules (if any) and may state other matters.

B. Objectives [the s32 test for objectives]

8. Each proposed objective in a district plan is *to be evaluated* by the extent to which it is the most appropriate way to achieve the purpose of the Act.

C. Policies and methods (including rules) [the s32 test for policies and rules]

9. The policies are to *implement* the objectives, and the rules (if any) are to *implement* the policies.
10. Each proposed policy or method (including each rule) is to be examined, as to whether it is the most appropriate method for achieving the objectives of the district plan by:
  - (a) *identifying* other reasonably practicable options for achieving the objectives; and
  - (b) *assessing the efficiency and effectiveness* of the provisions in achieving the objectives, including:
    - (i) identifying, assessing and quantifying (where practicable) the benefits and costs of the environmental, social and cultural effects anticipated from the implementation of the provisions, including opportunities for economic growth and employment; and
    - (ii) assessing the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods; and
    - (iii) if a national environmental standard applies and the proposed rule imposes a greater prohibition or restriction than that, then whether that greater prohibition or restriction is justified in the circumstances.

D. Rules

11. In making a rule the territorial authority must *have regard to* the actual or potential effect of activities on the environment.
12. There are special provisions for rules about contaminated land.
13. There must be no blanket rules about felling of trees in any urban environment.

E. Other statutes

14. Territorial authorities may be required to comply with other statutes.
23. The benefits and costs are defined in s2 of the RMA as including benefits and costs of any kind, whether monetary or non-monetary.
24. Section 32 applies to the entire policy and plan development and change process from issue identification to decision release. Therefore, s32 is applicable:
  - When objectives are identified and assessed;
  - When examining policies, rules, or other methods;



- After the draft plan or provision is prepared;
  - When the decision is made to notify;
  - In the officer 's report on submissions;
  - During deliberations by the council hearings committee; and
  - Before the final decision is being released.
25. A s32 evaluation is an iterative process, requiring a regular review of earlier steps and conclusions when necessary.

## Scale and Significance Assessment

### **Introduction**

26. Under s32(1)(c) of the RMA, this evaluation report needs to:
- contain a level of detail that corresponds to the **scale and significance** of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal (**emphasis added**).*
27. The following Scale and Significance Assessment discusses the Proposed Plan Change in terms of 8 factors, and scores each factor out of 5.
28. The Assessment concludes with a table summarising the factors and scores, and gives a final overall score for the scale and significance of the Proposed Plan Change.

### **Factor 1 Reason for the Change**

29. The review of the transport provisions of the Plan is required for the following reasons:
- 29.1. The RMA requires plan provisions to be reviewed at least every 10 years. There hasn't been a comprehensive review of the transport provisions of the Plan since it became operative in 2003.
- 29.2. The Plan needs to be updated to give effect to the Regional Policy Statement for the Wellington Region 2013, particularly in regard to:
- Regionally significant infrastructure;
  - Travel demand management; and
  - Integration of land use and transport.
- 29.3. The Plan's transport provisions focus on private car transport and do not suitably address active travel modes.
- 29.4. Carparking policy and requirements are perceived to be unduly restrictive of development.
- 29.5. The Plan refers to engineering standards that have often been superseded by updated versions.
30. *Factor 1 Reason for Change* scores 5 due to being driven in part by statutory requirements.

### **Factor 2 Resource Management Issues / Problem Definition**

31. The resource management issues to be addressed are:

### **Issue 14A 2.1**

A safe, efficient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing.

### **Issue 14A 2.2**

The construction, operation and maintenance of the transport network can have adverse effects on the surrounding environment, including noise, vibration and visual effects.

### **Issue 14A 2.3**

Noise sensitive activities can have reverse sensitivity effects on the transport network, potentially affecting the construction, operation and maintenance of the network.

### **Issue 14A 2.4**

Land use and development can adversely affect the safety and efficiency of the transport network through the generation of additional traffic.

### **Issue 14A 2.5**

Land use and development can adversely affect the safety and efficiency of the transport network through inappropriate design of on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities).

32. Effective, efficient transport is essential to community wellbeing. Transport networks need to be facilitated and protected while being a compatible, integrated part of business and residential communities.
33. *Factor 2 Problem / Issue* scores 5 for the above reasons.

### ***Factor 3 Degree of Shift from the Status Quo***

34. The existing transport provisions are dated and focused on private cars. The Proposed Plan Change addresses other transport modes and encourages integration of transport and land use.
35. The Proposed Plan Change intends to provide a clearer regulatory framework with the potential to reduce barriers to investment growth and employment. It also aims to reduce regulatory costs and bring the Plan in line with current legislation.
36. *Factor 3 Degree of Shift from the Status Quo* scores 3 due to its moderate shift from current practice.

### ***Factor 4 Who and How Many Will be Affected/Geographical Scale of Effects***

37. Transport affects all residents and visitors and all business activity throughout the City.
38. *Factor 4 Who and How Many Will be Affected/Geographical Scale of Effects* scores 5 for its scale of influence.

### ***Factor 5 Degree of Impact On or Interest from Iwi/Maori***

39. No impacts on or interest from Iwi/Maori over and above the general population have been identified to date. The score for this factor may be updated following feedback from Iwi/Maori.
40. *Factor 5 Degree of Impact On or Interest from Iwi/Maori* scores 1.

### **Factor 6 Timing and Duration of Effects**

41. The effects of the Proposed Plan Change will be ongoing from the time any of its provisions become operative.
42. *Factor 6 Timing and Duration of Effects* scores 5 due to the ongoing nature of effects.

### **Factor 7 Type of Effects**

43. The Proposed Plan Change reduces some regulatory requirements including car parking requirements for residential activities. Reduced regulation may promote business and investment activity.
44. The Proposed Plan Change increases some regulations in an effort to promote active transport modes.
45. *Factor 7 Type of Effects* scores 4 due to the significance of the effects.

### **Factor 8 Degree of Risk and Uncertainty**

46. The degree of risk and uncertainty is low. The engineering standards being applied are well understood industry standards.
47. There is an element of uncertainty around the changing nature of private car transport but widespread change is likely to be beyond the 10 year planning horizon of the Proposed Plan Change.
48. *Factor 8 Degree of Risk and Uncertainty* scores 1 due to the certainty provided by industry standards.

### **Overall Scale and Significance**

49. Table 1 *Summary of Scale and Significance* below lists the factors discussed above and the scores for each factor. The scores are then combined to give a total scale and significance score for the Proposed Plan Change.
50. The scale and significance of the Proposed Plan Change is high (29 out of 40).

**Table 1 Summary of Scale and Significance**

<b>Factor</b>	<b>Score</b>
1. Reason for Change	5
2. Problem / Issue	5
3. Degree of Shift from Status Quo	3
4. Who and How Many Affected, Geographic Scale of Effects	5
5. Degree of Impact on or Interest from Maori	1
6. Timing and Duration of Effects	5
7. Type of Effect	4
8. Degree of Risk or Uncertainty	1
<b>Total</b> (out of 40)	<b>29</b>

### **Total Score Interpretation**

- 0-10 Scale and Significance = Low  
11-20 Scale and Significance = Moderate  
21-30 Scale and Significance = High  
31-40 Scale and Significance = Very High

## **Methodology and Approach to Evaluation**

51. Council is developing a standard methodology and approach to its s32 evaluations. This approach is being developed taking into account guidance from the Ministry for the Environment, the Quality Planning website, case law and best practice approaches throughout the country, including the work of Sweetman Planning Ltd for Porirua City Council.

### ***Evidence Base - Research, Information and Analysis undertaken***

52. The Council has reviewed the current District Plan, commissioned technical advice and assistance from external experts including Lindsay Daysh and Tom Anderson of Incite Consultants Ltd, Tim Kelly of Tim Kelly Transportation Ltd and Laura Skilton of GHD Ltd. This input, along with workshops with the Council's Road and Traffic Division and Resource Consents Team and community feedback assisted with developing the proposed framework and provisions.

### ***Quantification***

53. Section 32(2)(b) requires that if practicable the benefits and costs of a proposal are quantified. Given the assessment of the scale and significance of the proposal above it is considered that quantifying costs and benefits would add significant time and cost to the s32 evaluation processes, therefore exact quantification of the benefits and costs in this report was not considered necessary, beneficial or practicable. Rather, this report identifies where there may be additional costs or cost savings.

### ***Consultation***

54. The following statutory authorities and mana whenua have been consulted prior to the notification of this Proposed Plan Change in accordance with Schedule 1 of the RMA:
- Ministry for the Environment;
  - Greater Wellington Regional Council;
  - Porirua City Council;
  - South Wairarapa District Council;
  - Upper Hutt City Council;
  - Wellington City Council;
  - Port Nicholson Block Settlement Trust;
  - Te Runanga o Toa Rangatira;
  - Wellington Tenth's Trust.
55. Hutt City Council undertook targeted (non-statutory) consultation with stakeholders in July

2015. The stakeholders consulted were:

<b>Group</b>	<b>Organisations Consulted</b>
Regulatory Authorities	Greater Wellington Regional Council
Transport Network Providers	New Zealand Transport Agency
	KiwiRail
	Greater Wellington Regional Council
Property Industry	Maycroft Construction
	NME
	Urban Partners
	Value Property Services
	Hodge Properties Ltd
	Wilmshurst Property Group
	Zadimas Properties
	Van Baarle Construction
	Urban Plus Limited
	Penrith Holdings Limited
Transport Interest Groups	Automobile Association
	Cycle Aware Wellington
	City Living
	Heavy Haulage Association

56. A public notice was also placed in the Hutt News, to provide any other interested parties with an opportunity to input into the process.

57. The feedback received is summarised as follows:

- Replacement chapter needs to give effect to the Regional Policy Statement.
- The Roding Hierarchy should be expanded to include the role of different transport modes in the provision of access and mobility. The refined hierarchy should use the NZTA 'One Network Classification' and regionally significant infrastructure should be identified.
- Strengthen the land use/transport integration and intensification around centres and transport routes, reference growth strategies.
- Ensure parking provisions for new land use support public transport, walking and cycling (for example ensure street layout provides for efficient public transport, stops and shelters, pedestrian connectivity, safe and attractive cycling facilities).
- Residential parking volumes should be reduced for multi-unit developments, as currently these require carparks that are underutilised, and consequently have an

impact on the Urban Growth Strategy's aim of intensification on the valley floor.

- Public transport is required to support city wide commercial areas, not just Westfield.
- Reverse sensitivity provisions are needed around significant infrastructure. NZTA preference is a 40m no build buffer established adjacent to state highways and some acoustic installation required for new noise sensitive activities 40-100m from highway.
- Engineering standards are needed around railway level crossings and for accesses onto State Highways.
- Use of Integrated Traffic Assessments (ITAs) – high traffic generators should be managed and a threshold established to determine when an ITA is required.
- Objectives, policies and rules should be required around implementation of safe cycling infrastructure, and encouragement of cyclists.
- Plan should use best practice design principles for cycleway design.
- Specific standards around access so that fire trucks can enter properties.

### ***Analysis of Other Recent Plans***

58. In order to assess what is seen to be current best practice elsewhere in New Zealand the transport and parking provisions of the following three plans were analysed:

- Hamilton Proposed District Plan
- Proposed Auckland Unitary Plan
- Proposed Christchurch Replacement District Plan

59. The above plans are considered to provide recent examples of plan provisions and an appropriate range of plan approaches for evaluation purposes.

60. The following analysis focuses on key provisions from each plan relating to the objectives and policies, transport hierarchy, general provisions, technical standards and parking provisions.

61. A full evaluation of the plans is included in Appendix 2.

#### Analysis of Objectives and Policies

62. The three plans vary in respect of numbers of transport related objectives. Hamilton sets a single city-wide objective, the proposed Christchurch Plan two city-wide objectives and Auckland six city-wide objectives.

63. In terms of objective intent, all three plans focus on providing for an integrated transport network.

64. All three plans seek to ensure high traffic generating activities are assessed to ensure appropriate design and location, provide for the establishment of a transport network hierarchy and minimise adverse effects of the transport network.

65. A number of different policies seek to promote active modes of transport and public transport.

66. Parking policies generally seek to reduce reliance on parking provision in central areas, with the Christchurch Proposed Plan providing for parking reduction factors based on location and design matters and the Auckland Unitary Plan seeking to limit the supply of parking in central areas and for office activity in general.

#### Analysis of Transport Hierarchy

67. The transport hierarchies of the three plans generally relate to roads. Christchurch links cycle

and pedestrian networks through a non-statutory document while Hamilton includes pedestrian focused areas within the hierarchy. Auckland includes only Arterial Roads in the Proposed Plan planning maps however guidelines for preparing Integrated Transport Assessments (ITA's) make reference to The Regional Arterial Road Plan which includes the identification of a Regional Cycle Network.

#### Analysis of General Provisions

68. Non-compliances with transport provisions generally trigger restricted discretionary activity status although the Proposed Auckland Unitary Plan sets discretionary and non-complying activity status for car parking activities and identified vehicle access restriction areas.
69. High traffic generator rules are generally activity-based. Auckland, Christchurch and Hamilton all require ITA's at set thresholds, although for Auckland an ITA is only required for the higher level traffic generating activities. For Christchurch and Hamilton, any high traffic generating activity requires either a simple or complex ITA depending on set thresholds.

#### Analysis of Technical Standards

70. The plans are generally consistent in terms of technical traffic engineering standards (dimensions, tracking curves, gradients etc.).
71. The primary difference in the standards surrounds restrictions on the number of vehicle crossings, with Auckland allowing two crossings per frontage (except for identified restricted frontages), Christchurch allowing between one to three based on the frontage length and type of road frontage, and Hamilton providing for one vehicle crossing for residential activities, one per frontage along strategic transport routes and two for sites with greater than 20m of frontage.

#### Analysis of Parking Provisions

72. Parking provisions generally see a lower requirement in higher density areas (both residential and non-residential zones). All three plans set no minimum requirements for car parking in the central city areas (including residential activities). In Auckland a mix of maximum and minimum standards apply to different zones. Other plans include standards for car parking buildings/sites that trigger the requirement for resource consent.
73. Cycle parking spaces and end of trip facilities for cycling are required for the majority of activities in Auckland, Christchurch and Hamilton. For Auckland and Christchurch end trip facilities are required for certain activities (offices, education facilities, hospitals, commercial activities) whereas for Hamilton facilities are required in certain zones (Central City and business zones).

## **Policy Framework**

74. The following sections discuss the national, regional and local policy framework that provides the context for the Proposed Plan Change.

### ***Resource Management Act 1991***

75. A section 32 evaluation includes analysis of how the Proposed Plan Change achieves the purpose and principles contained in Part 2 (sections 5-8) of the RMA.
76. Section 5 sets out the purpose of the RMA, which is to promote the sustainable management of natural and physical resources. Section 5 states:

*Sustainable Management means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people*



*and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –*

- (a) *Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and*
- (b) *Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) *Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

77. The Proposed Plan Change ensures the Plan's objectives, policies and rules for transport have been tested in terms of section 32 and the provisions selected are the best way of meeting the purpose of the RMA.

78. In achieving the purpose of the RMA, Council needs to recognise and provide for the Matters of National Importance identified in section 6:

*In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:*

- (a) *the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*
- (b) *the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
- (c) *the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
- (d) *the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- (e) *the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:*
- (f) *the protection of historic heritage from inappropriate subdivision, use, and development:*
- (g) *the protection of protected customary rights.*

79. No section 6 matters are relevant to transport.

80. The Plan change must also have particular regard to the Other Matters referred to in section 7:

*In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—*

- (a) *kaitiakitanga:*
  - (aa) *the ethic of stewardship:*
- (b) *the efficient use and development of natural and physical resources:*
  - (ba) *the efficiency of the end use of energy:*
- (c) *the maintenance and enhancement of amenity values:*

- (d) *intrinsic values of ecosystems:*
- (e) *[Repealed]*
- (f) *maintenance and enhancement of the quality of the environment:*
- (g) *any finite characteristics of natural and physical resources:*
- (h) *the protection of the habitat of trout and salmon:*
- (i) *the effects of climate change:*
- (j) *the benefits to be derived from the use and development of renewable energy.*

81. The efficient use and development of natural and physical resources, the maintenance and enhancement of amenity values and the maintenance and enhancement of the quality of the environment are section 7 matters relevant to transport.

82. Section 8 Treaty of Waitangi states:

*In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).*

83. No section 8 matters have been identified in the Proposed Plan Change.

### **National Instruments**

84. No national instruments are relevant to transport.

### **National Guidance Documents**

85. No national guidance documents are relevant to transport.

### **Heritage Places Register**

86. No entries on the Heritage Places Register are relevant to transport.

### **Fisheries Regulations**

87. No Fisheries Regulations are relevant to transport.

### **Any other relevant legislation or regulations**

88. The Plan should not regulate matters covered by other legislation. The following other legislation is relevant to transport:

- Civil Aviation Act 1990, which regulates safety aspects of heliports.

### **Regional Policy Statement for the Wellington Region**

89. The Regional Policy Statement for the Wellington Region (“the RPS”) was made operative by Greater Wellington Regional Council in 2013. It is described as “*an integral document in helping the Wellington Regional Council and the region’s city and district councils support the achievement of this region’s community outcomes*”.

90. There are 10 ‘Community Outcomes’, two of which are relevant to the Proposed Plan Change – ‘Connected community’ and ‘Essential services’:

**Connected community** – Our connections and access are efficient, quick and easy – locally, nationally and internationally. Our communication networks, air and sea ports, roads and public transport systems enable us to link well with others, both within and outside the region.

**Essential services** – High quality and secure infrastructure and services meet our everyday needs. These are developed and maintained to support the sustainable growth of the region, now and in the future.

91. The RPS outlines Objectives and Policies which are designed to assist in achieving the Community Outcomes. There are three objectives in two sections of the RPS that are relevant to the Proposed Plan Change.
92. Section 3 of the RPS contains the resource management issues and objectives and a summary of policies and methods to achieve the objectives. The first relevant section is Section 3.3, which relates to the broader topic of Energy, Infrastructure and Waste.

#### RPS Recognition of Infrastructure

93. Section 3.3 of the RPS recognises some infrastructure as being a significant physical resource:

*The roading network, airports, the port, telecommunication facilities, the rail network and other utilities and infrastructure, including energy generation, transmission and distribution networks, are significant physical resources. This infrastructure forms part of national or regional networks and enables communities to provide for their social, economic, and cultural wellbeing and their health and safety. The efficient use and development of such infrastructure can be adversely affected by development. For example, land development can encroach on infrastructure or interfere with its efficient use. Infrastructure can also have an adverse effect on the surrounding environment. For example, the operation or use of infrastructure can create noise which may adversely impact surrounding communities. These effects need to be balanced to determine what is appropriate for the individual circumstance.*

94. Following from the introduction to infrastructure, the RPS details objectives and policies in relation to infrastructure.

#### RPS Objective 9

95. Objective 9 states:

*The region's energy needs are met in ways that:*

- (a) *improve energy efficiency and conservation;*
- (b) *diversify the type and scale of renewable energy development;*
- (c) *maximise the use of renewable energy resources;*
- (d) *reduce dependency on fossil fuels; and*
- (e) *reduce greenhouse gas emissions from transportation.*

96. (d) and (e) are relevant to transport as reducing dependency on fossil fuels and reductions in greenhouse gas emissions are achievable with a more efficient, less congested arterial road system combined with a more efficient public transport system and improved cycling and walking.
97. In relation to Objective 9, there are four policies that are directly applicable to the District Plan transport provisions or its administration. These are Policies 7, 10, 39 and 57. Policy 9 (Reducing the use and consumption of non-renewable transport fuels and carbon dioxide

emissions from transport) also has some applicability but this directs the Regional Land Transport Strategy to give effect to the policy not District Plans.

#### RPS Policy 7

98. Policy 7 states:

*Recognising the benefits from renewable energy and regionally significant infrastructure – regional and district plans*

*District and regional plans shall include policies and/or methods that recognise:*

- (a) the social, economic, cultural and environmental benefits of regionally significant infrastructure including:*
  - (i) people and goods can travel to, from and around the region efficiently and safely;*
  - (ii) public health and safety is maintained through the provision of essential services:*
    - supply of potable water, the collection and transfer of sewage and stormwater, and the provision of emergency services;*
  - (iii) people have access to energy so as to meet their needs; and*
  - (iv) people have access to telecommunication services.*
- (b) the social, economic, cultural and environmental benefits of energy generated from renewable energy resources including:*
  - (i) security of supply and diversification of our energy sources;*
  - (ii) reducing dependency on imported energy resources; and*
  - (iii) reducing greenhouse gas emissions.*

99. Part (a) of Policy 7 directs that district and regional plans shall include policies and/or methods that recognise the social, economic, cultural and environmental benefits of regionally significant infrastructure, including how people and goods can travel to, from and around the region efficiently and safely. The Strategic Transport Network is included in the RPS definition of regionally significant infrastructure, and is defined in the Wellington Regional Land Transport Plan 2015:

*The Strategic Transport Network comprises the following parts of the Wellington region's transport network:*

- All railway corridors and 'core' bus routes as part of the region's public transport network.*
- All strategic roads that are classified as a National High Volume Road, National Road, or Regional Road as part of the region's strategic road network.*
- Any other road classified as a high productivity motor vehicle (HPMV) route.*
- All sections of the regional cycling network classified as having a combined utility and recreational focus. Also included is the Regional Cycling Network.*

#### RPS Policy 10

100. Policy 10 states:

*Promoting travel demand management – district plans and the Regional Land Transport Strategy*

*District plans and the Wellington Regional Land Transport Strategy shall include policies to promote travel demand management mechanisms that reduce:*

- (a) the use and consumption of non-renewable transport fuels; and*
- (b) carbon dioxide emissions from transportation.*

101. The explanation to the policy states that:

*Travel demand management includes a range of mechanisms – such as travel behavioural change programmes, road pricing tools and improvements to the efficiency of the existing network.*

*Land use planning is important in managing demand for travel. Land use patterns – such as higher density or mixed use development in areas close to good public transport links and community facilities, or community facilities and employment close to where people live – can reduce dependence on the private car, the need to travel and journey lengths. It is also important to ensure good connectivity within and between settlements to optimise walking, cycling and public transport.*

RPS Policy 39

102. Policy 39 states:

*Recognising the benefits from renewable energy and regionally significant infrastructure – consideration*

*When considering an application for a resource consent, notice of requirement or a change, variation or review of a district or regional plan, particular regard shall be given to four matters of which only the first two are relevant:*

- (a) the social, economic, cultural and environmental benefits of energy generated from renewable energy resources and/or regionally significant infrastructure; and*
- (b) protecting regionally significant infrastructure from incompatible subdivision, use and development occurring under, over, or adjacent to the infrastructure;*

RPS Policy 57

103. Policy 57 states:

*Integrating land use and transportation – consideration*

*When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district plan, for subdivision, use or development, particular regard shall be given to the following matters, in making progress towards achieving the stated key outcomes of the Wellington Regional Land Transport Strategy:*

- (a) whether traffic generated by the proposed development can be accommodated within the existing transport network and the impacts on the efficiency, reliability or safety of the network;*
- (b) connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity, open spaces or recreational areas;*
- (c) whether there is good access to the strategic public transport network;*

- (d) *provision of safe and attractive environments for walking and cycling; and*
- (e) *whether new, or upgrades to existing, transport network infrastructure have been appropriately recognised and provided for.*

104. The explanation to the policy recognises that the strategic public transport network is those parts of the region's public transport network that provide a high level of service along corridors with high demand for public transport. It further explains that locations with good access to the strategic public transport network include those:

- *Within reasonable walk times to stops or stations on the strategic public transport network (research indicates a walk time of up to 10 minutes is 'reasonable')*
- *With frequent and reliable public transport services*
- *With accessibility, by public transport, to key destinations in the region*
- *Without physical barriers to public transport (for example, busy roads, lack of footpaths or crossing facilities, steep hills)*

#### RPS Objective 10

105. Objective 10 states:

*The social, economic, cultural and environmental benefits of regionally significant infrastructure are recognised and protected.*

106. Policies 7 and 39 are outlined above under Objective 9 are included as policies to achieve this Objective as well as Policy 8, below.

#### RPS Policy 8

107. Policy 8 states:

*Protecting regionally significant infrastructure – regional and district plans*

*District and regional plans shall include policies and rules that protect regionally significant infrastructure from incompatible new subdivision, use and development occurring under, over, or adjacent to the infrastructure.*

108. This is a 'reverse sensitivity' policy that requires policies and rules to protect regionally significant infrastructure from incompatible activities.

#### RPS Objective 22

109. Objective 22 states:

*A compact well designed and sustainable regional form that has an integrated, safe and responsive transport network and:*

- (a) *a viable and vibrant regional central business district in Wellington city;*
- (b) *an increased range and diversity of activities in and around the regionally significant centres to maintain vibrancy and vitality;*
- (c) *sufficient industrial-based employment locations or capacity to meet the region's needs;*
- (d) *development and/or management of the Regional Focus Areas identified in the Wellington Regional Strategy;*
- (e) *urban development in existing urban areas, or when beyond urban areas, development that reinforces the region's existing urban form;*

- (f) *strategically planned rural development;*
- (g) *a range of housing (including affordable housing);*
- (h) *integrated public open spaces;*
- (i) *integrated land use and transportation;*
- (j) *improved east-west transport linkages;*
- (k) *efficiently use existing infrastructure (including transport network infrastructure); and*
- (l) *essential social services to meet the region's needs.*

110. Objective 22 relates to urban form. While urban form is important to the city and the region, it is not the focus of this report. However, the District Plan does need to provide for integration of land use and the transport network. There are 11 policies that relate to Objective 22, including Policy 57, concerning integrating land use with and transportation (outlined above).

### ***Operative and Proposed Regional Plans***

111. No operative or proposed regional plans are relevant to transport.

### ***Other Relevant Statutory and Non-Statutory Strategies and Policies***

112. A number of other non-statutory strategies and policies, produced by Greater Wellington Regional Council (GWRC) and Hutt City Council (HCC), have been considered in preparing the Proposed Plan Change. These are:

- Regional Land Transport Plan;
- Hutt Corridor Plan;
- Regional Road Safety Plan;
- Regional Cycling Plan;
- Regional Walking Plan;
- Regional Travel Demand Management Plan;
- Regional Freight Plan;
- Urban Growth Strategy; and
- Walk and Cycle the Hutt.

### ***Regional Land Transport Plan (GWRC)***

113. The RPS directs the responsibility for a number of the objectives to the Regional Land Transport Strategy as well as to District and Regional Plans. However the Regional Land Transport Strategy and the Regional Land Transport Programme have been replaced by one document known as the Regional Land Transport Plan 2015 (“the RLTP”).

114. The RLTP has policies supporting eight Strategic Objectives:

1. *A high quality, reliable public transport network;*
2. *A reliable and effective strategic road network;*
3. *An effective network for the movement of freight;*



4. *A safer system for all users of our regional transport network;*
5. *An increasingly resilient transport network;*
6. *A well planned, connected and integrated transport network;*
7. *An attractive and safe walking and cycling network; and*
8. *An efficient and optimised transport system that minimises the impact on the environment.*

### **Hutt Corridor Plan (GWRC)**

115. The Greater Wellington Regional Council's Hutt Corridor Plan is one of four corridor plans in the region (the others being the Western Corridor, Wairarapa, and Ngauranga to Airport). The current Hutt Corridor Plan was adopted by the Regional Transport Committee in 2011.
116. The Hutt transport corridor follows State Highway 2 and the railway line from Ngauranga to Upper Hutt. It includes east-west connections between State Highways 2 and 1, including State Highway 58. The Hutt Corridor Plan also seeks improvements to State Highway 2, progress on improving east-west connectivity by specifically promoting links from Petone to Grenada as well as the Cross Valley Link and cycle improvements particularly between Ngauranga and Petone.
117. The objectives of the Corridor Plan are to:
- Prepare for current and future population, employment and freight growth;
  - Reduce severe congestion on the road network;
  - Increase trips made by walking, cycling and public transport;
  - Improve accessibility for, and between, all forms of transport;
  - Improve route security and resilience; and
  - Improve road safety throughout the corridor.
118. The Corridor Plan is a guiding document for future transport investment. The District Plan contains the corridor's designations and manages land use that may affect or be affected by the corridor.

### **Regional Road Safety Plan (GWRC)**

119. The Regional Road Safety Plan was adopted in 2009. Its vision is "*To continuously improve the level of regional road safety based on a firmly established safety culture.*"
120. This is to be achieved by a safer systems approach, which international best practice recommends as having a focus on safer road users, safer roads and roadsides, safer vehicles and safer speeds. This approach uses a combination of engineering, education and enforcement to achieve a safer system. The Ministry of Transport, which is developing a new national road safety strategy, supports a systems approach.
121. The plan includes an action programme aimed at improving the region's road safety outcomes to address the issues highlighted in a road safety study undertaken in 2008.
122. While safety is a key component of the transportation objectives, the emphasis of the Road Safety Plan is on road safety measures, which are the responsibility of road controlling authorities.

### ***Regional Cycling Plan (GWRC)***

123. The Regional Cycling Plan identifies a range of actions and initiatives to achieve the outcomes for cycling set out in the RLTS.

124. The actions include:

- Improve the cycling network
- Improve cycling and public transport integration
- Provide for cyclists in land development
- Influence central government policy
- Seek adequate funding
- Support delivery of cyclist skills training programmes
- Facilitate information sharing
- Improve driver and cyclist awareness
- Improve information about cycling
- Encourage participation in cycling
- Improve cycling connections between local networks
- Support development of the Great Harbour Way.

125. The lead agency for each action varies depending on responsibility. They include Greater Wellington Regional Council, territorial authorities, New Zealand Transport Agency, New Zealand Police, schools and other agencies such as Regional Public Health. It is stated that the effectiveness of the plan relies on a commitment from all key stakeholders. Local councils, in particular, will have a vital role in improving the cycling network.

126. Many of the matters covered in the Regional Cycling Plan concern infrastructure development and encouragement of behavioural change. The key matter for the District Plan is the provision for cyclists in land development.

### ***Regional Walking Plan (GWRC)***

127. The Regional Walking Plan (“RWP”) identifies a range of strategic actions and initiatives that should be implemented in the region to help achieve the outcomes in the RLTS.

128. The actions include:

- Improve the pedestrian network;
- Improve pedestrian access to railway stations;
- Provide for pedestrians in land development;
- Encourage walking to school;
- Influence central government policy;
- Seek adequate funding;
- Facilitate information sharing;
- Promote the wider benefits of walking;
- Improve information for walking; and

- Improve walking connections between local networks.
129. The RLTS outcomes of particular relevance to the RWP are:
- Increased mode share for pedestrians and cyclists;
  - Improved level of service for pedestrians and cyclists; and
  - Increased safety for pedestrians and cyclists.
130. The RLTS 2016 targets of particular relevance to the RWP are:
- Active modes account for at least 15% of region wide journey to work trips;
  - Nearly all urban road frontages are served by a footpath; and
  - Fewer than 100 pedestrians injured in the region per annum.
131. The primary focus for the District Plan is ensuring that pedestrians are adequately catered for in land use development, particularly provision for footpaths in new development and considering pedestrian movement for larger development proposals.

### ***Regional Travel Demand Management Plan (GWRC)***

132. The objectives of the Regional Travel Demand Management Plan (“RTDMP”) are to identify the key travel demand management actions for the region that will contribute towards the RLTS outcomes, help to optimise the use of the region’s transport network and encourage sustainable transport choices.
133. Travel demand management (“TDM”) is explained as being a collection of measures used to make best use of the existing network and reduce the demand for travel, particularly by single occupancy vehicles. TDM seeks to modify travel behaviour and mode choice to reduce the negative impacts of car use. Measures include road network management tools, land use policies, behaviour change tools, economic pricing measures and new technology.
134. The RLTS 2016 targets of particular relevance to the RTDMP are:
- All large subdivisions and developments include appropriate provision for walking, cycling and public transport;
  - Passenger transport accounts for at least 21% of all region wide journey to work trips;
  - Active modes account for at least 15% of region wide journey to work trips;
  - Private vehicles account for no more than 62% of region wide journey to work trips;
  - Vehicles entering the Wellington CBD during the 2 hour AM peak contain on average at least 1.5 people per vehicle;
  - Transport generated CO<sub>2</sub> emissions remain below 1,065 kilotonnes per annum;
  - No more than 442 mega litres of petrol and diesel per annum will be used for transport purposes; and
  - Average congestion on selected roads will remain below 20 seconds delay per km travelled despite traffic growth.
135. While the District Plan has limited influence on TDM, car parking, cycle parking, and end of trip facility standards can contribute to TDM. Many of the other methods rely on either behavioural change (i.e. car sharing) or demand side factors such as greater use of pricing, which cannot be controlled through the District Plan.

### **Regional Freight Plan (GWRC)**

136. The Regional Freight Plan (“RFP”) identifies a range of strategic actions and initiatives that should be implemented in the region to help achieve the outcomes in the RLTS.
137. The strategic targets of the RLTS of particular relevance to the RFP are:
- Improved road journey times for freight traffic between key destinations; and
  - Improved safety, efficiency and reliability of strategic freight links to the north of the region.
138. The Greater Wellington Regional Council website explains that there have been a number of changes to the context within which the region is planning. These include:
- the growth of just-in-time delivery of services;
  - the consolidation of freight distribution hubs (with one being in Seaview);
  - trends pointing towards a doubling of the amount of freight moving throughout New Zealand in the next 30 years; and
  - the price of diesel expected to become more volatile but increase overall.
139. The RFP responds to these changes by including relevant work being done at a national level by the New Zealand Transport Agency (namely the Roads of National Significance and the introduction of over-weight over-dimension commercial vehicles) and the KiwiRail Turnaround Plan – which focuses on improving the reliability and economic performance of rail freight. Apart from providing for safe on and off site movement for freight vehicles there is limited direct influence on overall planning for freight movement through the District Plan.

### **Urban Growth Strategy (HCC)**

140. The Council’s UGS sets the scene for policy initiatives to enhance social and economic development for Hutt City, with a time horizon of 2032. The UGS includes aspirations for residential and business intensification and associated land supply.
141. In terms of transport, the UGS has the goal of:
- A city that is connected, driving opportunities for commerce, living and playing.*
142. The means of achieving the goal are:
- The city and its major centres have efficient and resilient connections to the region, driving opportunities for commerce to become more efficient and grow, opening new areas for development, and helping ensure adequate mobility in times of natural disasters and emergencies. The transport network contributes positively to our social mobility and ability to get to places to enjoy recreational activities.*
143. Under the Hutt Transport section of the UGS, there are four subsections:
144. **State Highway 2:** This outlines that the Hutt Corridor Plan details the region’s aspirations for development of State Highway 2, including four key projects for State Highway 2 (all of which will provide grade separation for the remaining intersections at Petone, Melling, Kennedy-Good and Haywards Hill) as well as removing all minor direct connections from the city to State Highway 2. These projects will improve flow and safety by reducing conflict. They will also potentially reduce congestion along The Esplanade and at Melling in the CBD. Any interchange designs need to incorporate good urban design principles, maintain good provision for cyclists, and avoid worsening community separation, particularly for pedestrians and cyclists on the western hills.

145. **The Esplanade and Cross Valley Link:** Hutt City has aspired to develop an efficient east-west route across the southern half of the city which is an important part of Hutt City's current vision statements for both Petone and for Seaview/Gracefield. The Esplanade currently acts as the main east-west route in the lower part of the city, connecting the rest of the region with Petone and the Wellington region's largest industrial centres, Seaview and Gracefield. However, there are a number of issues with this route that have driven the pursuit for a Cross Valley Link, including capacity and amenity.
146. To address these issues, Hutt City Council has considered the potential for a Cross Valley Link route that would run along Wakefield Street and through the rail corridor to Moera. Following widespread support from the community for a Cross Valley Link, the Regional Transport Committee called for further investigation into the wider economic benefits of the link. As a result, the NZTA has agreed to participate in a study to look at options, including the costs and benefits of the different options.
147. **Greenfield infrastructure:** Council has identified two primary areas that were considered suitable for greenfield expansion. These are upper Wise Street/lower Fitzherbert Road and upper Kelson.
148. **Cycle network:** While it is principally being developed to cater for existing residents and cyclists, cycleway development is also an important aspect of making Hutt City an attractive place to prospective residents and is increasingly considered core infrastructure in many cities. Council intends to develop a comprehensive cycling network that links all key population centres, provides access through the city, and is in alignment with the Great Harbour Way concept.
149. Key aspects of the cycle network are already in place, such as the Hutt River Trail from Stokes Valley through to Petone. Council is investing in developing the network further over the next 20 years, with over \$16m of works planned over the next 20 years. The investment will be used to develop the overall network and address key problem areas such as walking and cycling access to Wainuiomata and Eastbourne.
150. For the transport provisions of the District Plan, the key matter is to complement other initiatives to promote the wider objectives for longer term strategic growth in the City.

### **Walk and Cycle the Hutt (HCC)**

151. Walk and Cycle the Hutt is part of Council's overall approach to achieving its vision of a city which is a great place to live, work and play. Its principal aim is:

*More people in the city will cycle and walk more often and further, for commuting and recreational purposes.*

152. Related aims are:

- *High quality level of service for pedestrians and cyclists*
- *Improved safety for pedestrians and cyclists.*

153. These aims are followed by three objectives, each with their own action points.

1. *Safe and integrated networks for commuting and recreational purposes.*

*Action points:*

- *Prioritising key routes for safe walking and cycling*
- *Improving connections between the key routes*
- *Provide safe cycle routes for commuter cyclists where feasible*

- *Include best practice provision for cycling and walking as part of new development*
  - *Identify and develop safe routes to school*
  - *That road projects and maintenance work take into account of walkers and cyclists*
  - *Continue to develop the network o mountain biking and recreational walking tracks*
  - *Continue to ensure that new and existing footpaths and infrastructure are compatible with a range of needs.*
2. *High quality facilities for pedestrians and cyclists*
- Action points:*
- *Provide well-designed bicycle parking and trip end facilities*
  - *For walking ensure that routes are continuous and connect key destinations, include clear signage, shelter and suitable surfaces*
  - *Clear signage and mapping for key routes and destinations*
3. *Safety and positive promotion – “it’s cool to walk or ride a bike’*
- Action points:*
- *Expand education training and awareness programmes and events*
  - *Branding initiate and support promotional work and positive messages*
  - *Work with partners e.g. schools, employers, GWRC and NZTA to promote walking and cycling*

154. In relation to the District Plan, Walk and Cycle the Hutt acknowledges that work is required to assist in achieving its walking and cycling objectives:

*Council has yet to update the District Plan rules to ensure that developments include provision for pedestrians and cyclists. The District Plan review is ongoing and the transport chapter will be reviewed in 2015. As the city grows it is crucial that we follow best practice in the provision for active travel within neighbourhoods and subdivision developments.*

### ***Iwi Management Plans***

155. There are no relevant Iwi Management Plans.

### ***District Plans of Adjacent Territorial Authorities***

156. Section 74(2)(c) of the RMA requires Council to consider the extent to which the Proposed Plan Change needs to be consistent with the plans or proposed plans of adjacent territorial authorities.

157. The District Plan approaches taken by Wellington City Council, Porirua City Council and Upper Hutt City Council are summarised below. While South Wairarapa District Council is an adjacent territorial authority, the transport provisions of its District Plan have not been assessed as the District is considered to be different in nature to Hutt City (mostly rural with only small urban areas) and the transport network does not cross the boundary between the South Wairarapa District and Hutt City.

### Wellington City Council (WCC)

158. Summary of transport provisions of the Wellington City Council District Plan (WCCDP):

<b>Wellington City Council</b>
<b>General</b> The WCCDP does not have a main transport chapter. The transport provisions are within the zone-specific chapters.
<b>Objective and Policy Framework</b> The objective and policy framework in the WCCDP mostly focuses on ensuring safety and efficiency of the transport network. However, it also refers to the convenience of the transport network and the provision of multiple modes of transport (specifically public transport, cycling, and pedestrians). There is also a policy on land use that generates significant levels of traffic.
<b>Roading Hierarchy</b> The roading hierarchy is not included in the WCCDP. It is set out in the WCC 2012 Code of Practice. This Code of Practice also includes the design standards for roads.
<b>Design Standards for On-Site Transport Facilities</b> Design standards for on-site transport facilities (for example, car parking and manoeuvring space) are in the zone-specific chapters. These often refer to the AS/NZS standards.
<b>Reverse Sensitivity</b> There are no provisions that relate directly to managing reverse sensitivity effects on the Strategic Transport Network.
<b>Car Parking Requirements</b> Car parking requirements are within the zone-specific chapters. Of note is a minimum standard of one space per residential unit in residential areas (with visitor parking required for multi-unit developments) and no minimum parking requirements in the Centres and Central Area zones. For the Centres and Central Area zones, exceeding one car park per 100m <sup>2</sup> GFA triggers the need for a resource consent.
<b>Cycle Parking and End of Trip Facilities</b> No cycle parking or end of trip facility requirements.
<b>High Trip Generators</b> No provisions for High Trip Generators but any development involving the provision of more than 70 vehicle parking spaces is a Restricted Discretionary Activity, with the requirement of a traffic report.

159. A further assessment of the WCC District Plan is included in Appendix 2 of this report.

### Porirua City Council (PCC)

160. Summary of transport provisions of the Porirua City Council District Plan (PCCDP):



<b>Porirua City Council</b>
<p><b>General</b></p> <p>The PCCDP has a specific chapter for the transport objectives and policies. The rules relating to transport are within the zone-specific chapters. The design standards are in a specific transport design standard chapter.</p>
<p><b>Objective and Policy Framework</b></p> <p>The objective and policy framework focusses on the safety and efficiency of the transport network, as well as managing the effects of the network on the environment and the adverse effects of land use and development on the transport network.</p> <p>There are also policies on encouraging major road improvements to be undertaken “in a timely manner” and on ensuring that activities provide on-site visitor parking.</p>
<p><b>Roading Hierarchy</b></p> <p>Porirua uses a roading hierarchy system with categories that are similar to that of the Proposed Plan Change. The design standards for the roads are included in the plan, rather than referring to national standards or an external document.</p>
<p><b>Design Standards for On-Site Transport Facilities</b></p> <p>Design standards for on-site transport facilities (for example, car parking and manoeuvring space) are in the chapter dedicated to transport design standards.</p>
<p><b>Reverse Sensitivity</b></p> <p>The only reverse sensitivity provisions regarding the transport network are specific to the Judgeford Hills Zone.</p>
<p><b>Car Parking Requirements</b></p> <p>Car parking requirements are mostly generic and based on Gross Floor Area, with few activity-specific standards.</p>
<p><b>Cycle Parking and End of Trip Facilities</b></p> <p>No cycle parking or end of trip facility requirements.</p>
<p><b>High Trip Generators</b></p> <p>No provisions for High Trip Generators.</p>

Upper Hutt City Council (UHCC)

161. Summary of transport provisions of the Upper Hutt City Council District Plan (UHCCDP):

<b>Upper Hutt City Council</b>
<p><b>General</b></p> <p>The UHCCDP does not have a main transport chapter. The transport provisions are mostly within zone-specific chapters. However, car parking rules and standards are in a specific car parking chapter.</p>
<p><b>Objective and Policy Framework</b></p> <p>The objective and policy framework of the UHCCDP is mostly associated with ensuring the</p>

safety and efficiency of the transport network, as well as managing the effects of the network on adjacent land.

### **Roading Hierarchy**

The UHCCDP has a road hierarchy that is similar to that of the Proposed Plan Change. It is set out in the UHCC Code of Practice for Civil Engineering Works, a document that is referred to in the HUCCDP. The Code of Practice includes a table that specifies the design standards for the different categories of the roading hierarchy (similar to that of the WCC Code of Practice).

### **Design Standards for On-Site Transport Facilities**

Design standards for on-site transport facilities (for example, car parking and manoeuvring space) are in the UHCC Code of Practice for Civil Engineering Works. The Code of Practice refers to a range of standards as that may be acceptable in different situations, including AS/NZS standards, Austroads and the New Zealand Building Code.

### **Reverse Sensitivity**

There are no provisions that are specific to managing reverse sensitivity effects on the Strategic Transport Network. However, there are more generic provisions for reverse sensitivity effects on regionally significant network utilities, which includes the Strategic Transport Network.

### **Car Parking Requirements**

Car parking requirements are in a specific car parking chapter. They are based on a list of activities similar to that of the Proposed Plan Change. The number of car parks required is linked to several different factors, including the net floor area, number of employees, and number of persons the building is designed to accommodate.

### **Cycle Parking and End of Trip Facilities**

No cycle parking or end of trip facility requirements.

### **High Trip Generators**

No provisions for High Trip Generators.

## Summary

162. There are differences between the Proposed Plan Change and the District Plans of adjacent territorial authorities as well as between the District Plans of those adjacent Councils.
163. As the District Plans of the adjacent territorial authorities were developed prior to the current RPS, they do not yet give effect to the RPS. Some of the differences for the Proposed Plan Change are a result of the Council giving effect to the RPS. This includes:
  - Provisions to protect state highways and the railways from reverse sensitivity effects from noise sensitive activities;
  - Additional requirements for cycle parking and end of trip facilities; and
  - Provisions to manage the effects of High Trip Generators on the transport network.
164. Other inconsistencies include:
  - The location of the roading hierarchy and design standards;
  - The location of design standards for on-site transport facilities.

- Car parking requirements.
165. With regard to roading hierarchy and design standards, there is a mix of approaches to these provisions. However, the different approaches ultimately achieve the same outcome, with roads classified into a hierarchy, and standards setting the design requirements. The approach of WCC and UHCC of including the roading hierarchy and standards in an external Code of Practice is useful as all development standards (including subdivision standards) can be included in one document. However, for Hutt City Council to take this approach there would need to be large scale changes to other chapters of the District Plan. It would be more appropriate to implement the approach through a separate plan change process.
166. With regard to the location of design standards for on-site transport facilities, there would be little value in relocating these standards to other chapters of the District Plan.
167. With regard to car parking requirements, the inconsistency in requirements are partly due to the different natures of the different territorial authorities, with Wellington having a relatively high density of development, Upper Hutt having a relatively low density of development, and Porirua and Hutt City falling between the two. The car parking requirements of the Proposed Plan Change are based on what is appropriate for Hutt City.

## Resource Management Issues Analysis

168. The following resource management issues have been identified for the Proposed Plan Change:

### **Issue 14A 2.1**

A safe, efficient, multi-modal transport network that is well integrated with land use and development is essential for both sustainable development and social and economic wellbeing.

### **Issue 14A 2.2**

The construction, operation and maintenance of the transport network can have adverse effects on the surrounding environment, including noise, vibration and visual effects.

### **Issue 14A 2.3**

Noise sensitive activities can have reverse sensitivity effects on the transport network, potentially affecting the construction, operation and maintenance of the network.

### **Issue 14A 2.4**

Land use and development can adversely affect the safety and efficiency of the transport network through the generation of additional traffic.

### **Issue 14A 2.5**

Land use and development can adversely affect the safety and efficiency of the transport network through inappropriate design of on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities).

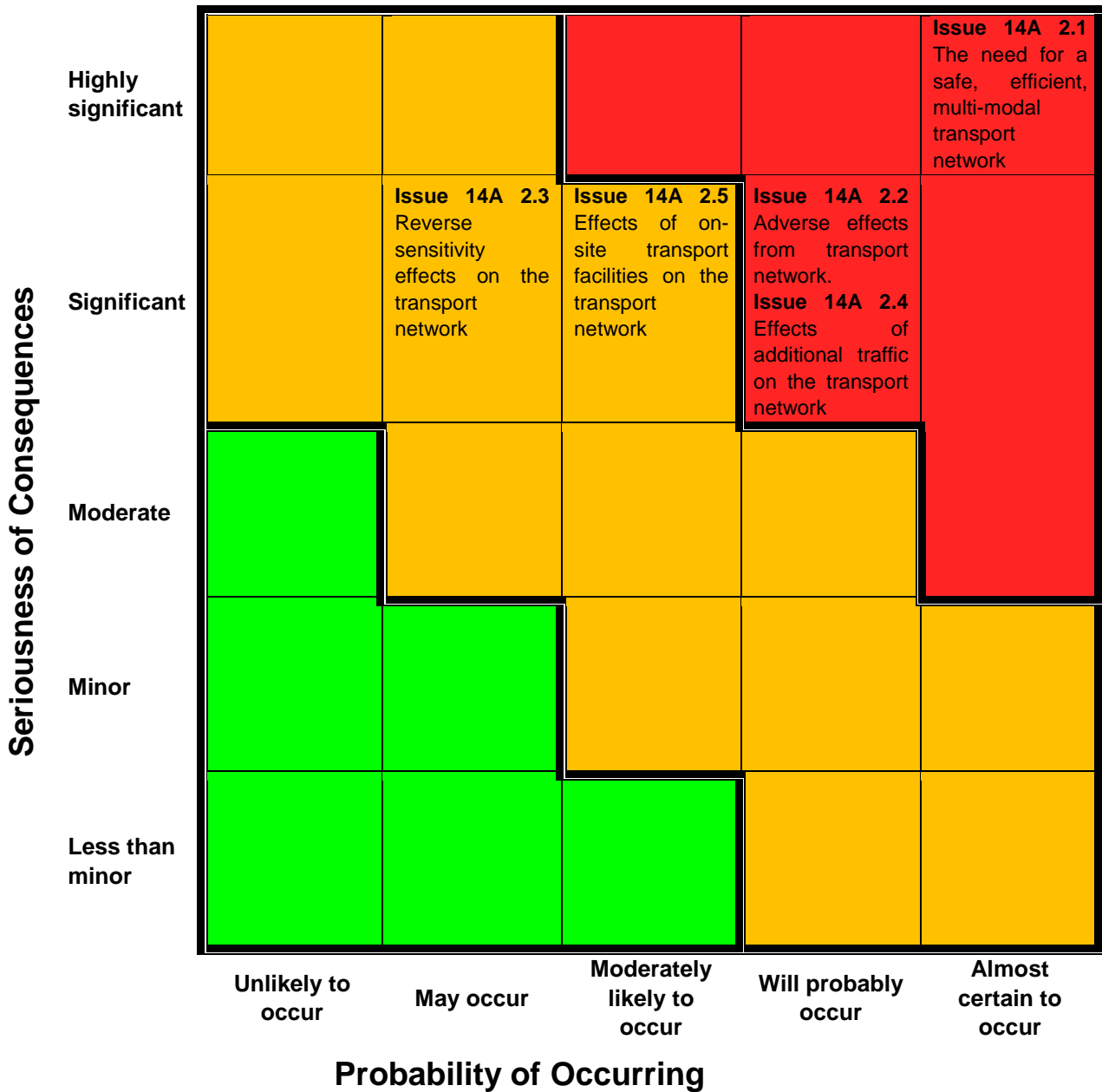
169. Effective, efficient transport is essential to community wellbeing. Transport networks need to be facilitated and protected while being compatible, integrated components of business and residential communities.

## ***Risk Matrix***

170. To help guide the overall approach to managing transport in the Plan, this report considers the issues in terms of a Risk Matrix (Figure 1 below).

171. Risk is a function of the probability of an occurrence and the seriousness of the consequences should it occur.
172. The consequences of not achieving the objectives may include the following:
- Businesses and people may encounter significant transportation constraints, impacting on the provision of goods and services which constrains the ability of people and the community to achieve their social, economic and cultural wellbeing.
  - Ongoing health and safety of transport network users may be at risk.
  - The levels of service of transport corridors may be reduced.
  - Transportation interventions may become more ad-hoc in the absence of strategic direction. This may include reactionary solutions involving costly investment in infrastructure.
173. The issues associated with the Proposed Plan Change are placed in the Risk Matrix according to their probability of occurrence and the consequence of that occurrence. Issues in the green zone (lower left) may not require action. Issues in the red zone (top right) almost certainly require action. Issues in the orange zone (top left to lower right) may require action.
174. Issues 2.1, 2.2 and 2.4 score in the red zone of the Risk Matrix, suggesting that action is required. Issues 2.3 and 2.5 score in the orange zone, suggesting that action may be required.
175. The Risk Matrix scores are considered in the Approaches analysis that follows.

Figure 1 Risk Matrix



**Evaluation of Objectives**

176. The Proposed Plan Change’s objectives are evaluated below.

<p><b>Objective 14A 3.1</b></p> <p>A safe and efficient transport network that is integrated with land use patterns, meets local, regional and national transport needs and provides for all modes of transport.</p>
<p><b>Why this provision is included in the plan</b></p> <p>A safe and efficient transport network is necessary for the functioning of Hutt City. People must be able to move around Hutt City in order to go about their lives. The efficiency of the transport network is influenced through promotion of land use development patterns that are integrated with a fit for purpose transport network, reduction in the need for unnecessary</p>

movements along the network, and provision for a range of travel modes.

This objective responds to Issue 14A 2.1.

### **How this provision achieves the purpose of the RMA**

The transport network is a significant physical resource that is critical in providing for the social, economic and cultural well-being of people and the community. The objective is considered to be appropriate to achieve the purpose of the RMA because:

A safe and efficient integrated transport network contributes towards:

- i. Ensuring people and communities will be able to provide for their ongoing social, economic and cultural wellbeing.
- ii. Ensuring the efficient use and development of natural and physical resources.
- iii. Ensuring the efficiency of end of use energy through providing for a multi-modal transport network.

A safe network contributes towards protecting the health and safety of people and communities.

This objective also gives effect to the RPS, which promotes that District Plans provide for an integrated, multi-modal transport network.

### **Objective 14A 3.2**

Adverse effects from the construction, maintenance and development of the transport network on the adjacent environment are managed.

### **Why this provision is included in the plan**

While a safe, efficient and integrated transport network is critical to the success of Hutt City, establishing and maintaining the transport network can give rise to adverse effects such as noise and visual effects.

The objective provides assurance to those communities that are adjacent to the transport network that they will be considered in the decision making process for any construction, maintenance and operation of the network where resource consent is required. It is important that the transport network is maintained and operated in a manner that achieves a balance between providing for the wider community and managing effects on the local environment.

This objective responds to Issue 14A 2.2.

### **How this provision achieves the purpose of the RMA**

Considering the adverse effects of construction, operation and maintenance of the transport network ensures that:

- Provision is made for people and communities' social, economic and cultural well-being; and
- There is a higher level direction that adverse effects on the environment must be managed.

### **Objective 14A 3.3**

Reverse sensitivity effects on the transport network from sensitive activities are managed.

#### **Why this provision is included in the plan**

Noise sensitive land uses in proximity to the transport network have the potential to create reverse sensitivity effects, potentially hindering the efficient operation of the network. These effects need to be recognised to ensure that both land use and the transport network are sustainably managed.

This objective responds to Issue 14A 2.3.

#### **How this provision achieves the purpose of the RMA**

Considering the adverse effects of sensitive activities on the transport network ensures that:

- Provision is made for people and communities social, economic and cultural well-being; and
- There is a higher level direction that reverse sensitivity effects on the environment must be managed.

This objective also gives effect to the RPS, which requires District Plans to give protection to regionally significant infrastructure from incompatible new subdivision, use and development.

### **Objective 14A 3.4**

Adverse effects on the safety and efficiency of the transport network from land use and development that generate high volumes of traffic are managed.

#### **Why this provision is included in the plan**

High trip generating activities may affect the safe and efficient use of the transport network by increasing traffic where the network lacks the capacity to cater for it. This objective enables policies and rules that require case-by-case assessment of high trip generating activities so that appropriate measures can be applied to avoid, remedy or mitigate the effects on the transport network.

The objective responds to Issue 14A 2.4.

#### **How this provision achieves the purpose of the RMA**

Considering the adverse effects of land use and development that generate high volumes of traffic ensures that:

- Provision is made for people and communities' social, economic and cultural well-being;
- There are appropriate safeguards for the life-supporting capacity of air, water, soil and ecosystems; and
- There is a higher level direction that adverse effects on the safety and efficiency of the transport network from high trip generating activities must be managed.

The objective also gives effect to the RPS, to the extent that it protects regionally significant infrastructure from the effects of high trip generating activities.



### **Objective 14A 3.5**

Adverse effects on the safety and efficiency of the transport network from on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities) are managed.

#### **Why this provision is included in the plan**

On-site transport facilities need to be designed and constructed so connections with the road network operate safely and efficiently, enabling traffic flows and suitable levels of on-street parking availability.

The objective recognises the link between the transport network and on-site transport facilities.

The objective responds to Issue 14A 2.5.

#### **How this provision achieves the purpose of the RMA**

Considering the adverse effects of construction, operation and maintenance of the transport network ensures that:

- Provision is made for people and communities social, economic and cultural well-being; and
- There is a higher level direction that adverse effects on the environment must be managed.

177. Alternative objectives are considered below.

### **One all-encompassing Objective**

#### **Discussion**

Consideration was given to one all-encompassing objective to emphasise to plan users that the transport network is to be considered as a holistic system, and that effects must be considered in an integrated manner.

However, by providing only one objective, detail can either be lost or become confusing for plan users, and links between Issues, Objectives, Policies and Rules can be unclear. As such, breaking down the proposed objectives into separate, but inter-related objectives was considered more appropriate for managing the transport network and for achieving the purpose of the RMA.

### **Retain the Existing Objectives**

#### **Discussion**

The existing objectives are less effective in achieving the purpose of the RMA and giving effect to the RPS.

They are relatively car-centric and area-centric in their approach. While there are some existing objectives that cover themes of an integrated transport network policy, these are dislocated with no obvious link or clear direction as to how land use and transportation should be integrated.

## Approach Analysis

178. There are 3 main approaches to the review of transport provisions:

- 178.1. **Approach A** is the **Do Nothing** option of leaving the Plan as it is (except for minor updating of references and standards).
- 178.2. **Approach B** is **Update References and Standards, Retain Permitted Activity Thresholds and Give Effect to RPS**. This is a moderate approach of updating standards and references, leaving compliance thresholds as they stand, and adding additional provisions to comply with the Regional Policy Statement.
- 178.3. **Approach C** is **Revise Objectives and Policies, Link Effects-based Rules to Industry Engineering Standards, Review Permitted Activity Thresholds and Give Effect to RPS**. This is a full ‘first-principles’ review approach of restructuring the Transport chapter to provide clear, simple objectives and policies, an effects-based rule structure that links to industry engineering standards and reviewed Permitted Activity thresholds.

179. The approaches are identified and assessed at a high level.

<b>Approach A – Do Nothing</b>	
<b>Opportunities for Economic Growth and Employment</b>	
A.1	Would leave the Plan in an unsatisfactory state due to confusing and out of date provisions, which could lead to misdirection or increased transaction costs for Plan users, hindering economic growth and employment opportunities.
<b>Benefits</b>	
A.2	Would reduce Council costs associated with a plan change.
<b>Costs</b>	
A.3	Fails to meet objectives.
A.4	Fails to address issues.
A.5	Fails to give effect to the Regional Policy Statement.
A.6	May increase costs for Plan users seeking to engage in Plan change process.
A.7	Leaves the Plan containing provisions leading to confusion, misinterpretation and increased costs to Plan users and administrators.
A.8	Retains unnecessary complexity and potential barriers to investment and development.
<b>Risk of Acting or Not Acting</b>	
A.9	The issues score in the orange or red zone of the Risk Matrix, suggesting that action is likely to be required. Therefore, Approach A is not appropriate. Without a change to the Plan there is a likelihood that a safe, efficient transport network will not be achieved.
<b>Efficiency and Effectiveness</b>	
A.10	The efficiency of Approach A is low because the costs significantly outweigh the benefits.
A.11	The effectiveness of Approach A is low because the objectives are not met.

### **Overall Assessment of Approach A**

- A.12 Approach A is not recommended since it does not meet the objectives and leaves the Plan in an unsatisfactory state. Efficiency and effectiveness are low.

### **Approach B – Update References and Standards, Retain Permitted Activity Thresholds and Give Effect to RPS**

#### **Opportunities for Economic Growth and Employment**

- B.1 Retains existing Permitted Activity thresholds which may be well understood by Plan users but foregoes the opportunity to remove complexity, review standards and thresholds and remove potential barriers to development.

#### **Benefits**

- B.2 May limit costs associated with a plan change compared with those of a larger scale review.
- B.3 Gives effect to the Regional Policy Statement.

#### **Costs**

- B.4 Fails to fully achieve the objectives.
- B.5 Retains unnecessary complexity and potential barriers to investment and development.

#### **Risk of Acting or Not Acting**

- B.6 The issues score in the orange or red zone of the Risk Matrix, suggesting that action is likely to be required. Without change to the Plan there is a likelihood that a safe, efficient transport network will not be achieved.

#### **Efficiency and Effectiveness**

- B.7 The efficiency of Approach B is low because the costs outweigh the benefits.
- B.8 The effectiveness of Approach B is low because the objectives are not fully met

### **Overall Assessment of Approach B**

- B.9 Approach B is not recommended since it does not achieve the objectives.

### **Approach C – Revise Objectives and Policies, Link Effects-Based Rules to Industry Engineering Standards, Review Permitted Activity Thresholds and Give Effect to RPS**

#### **Opportunities for Economic Growth and Employment**

- C.1 Reviews existing compliance thresholds with the specific intention of reducing potential barriers to investment growth and employment.
- C.2 Reduces Plan complexity by using accepted industry engineering standards unless a specific local solution is required.

#### **Benefits**

- C.3 Achieves the objectives.

C.4	Reduces potential barriers to investment growth and employment.
C.5	Reduces Plan complexity by using accepted industry engineering standards unless a specific local solution is required.
C.6	Gives effect to the Regional Policy Statement.
C.7	Improves provisions for active modes of transport.
<b>Costs</b>	
C.8	Increases the costs of developing the Plan change.
C.9	The change to provisions may reduce certainty for Plan users in the short term.
<b>Risk of Acting or Not Acting if Information is Uncertain or Insufficient</b>	
C.10	The issues score in the orange or red zone of the Risk Matrix, suggesting that action is likely to be required. Without change to the Plan there is a likelihood that a safe, efficient transport network will not be achieved.
<b>Efficiency and Effectiveness</b>	
C.11	The efficiency of Approach C is high because the benefits outweigh the costs.
C.12	The effectiveness of Approach C is high because the objectives are achieved.
<b>Overall Assessment of Approach C</b>	
C.13	Approach C achieves the objectives and provides a clearer regulatory framework with the potential to reduce barriers to investment growth and employment. It also reduces significant regulatory costs and brings the Plan in line with current legislation. The Risk Matrix supports Approach C.

180. Approach C is the recommended approach for the Proposed Plan Change.

## Evaluation of Plan Structure and Transport Corridors

### *Structure of District Plan Transport Provisions*

181. Transport provisions could be housed in the Plan in a standalone transport chapter or in each zone-based chapter or a combination of the two. The following summarises the advantages and disadvantages of each approach.

<b>Plan Structure 1 - Standalone Transport Chapter</b>	
<b>Benefits</b>	
Structure 1.1	All transport provisions in one place with cross referencing in activity based chapters.
Structure 1.2	Reduces repetition.
Structure 1.3	Consistent with current structure of the District Plan.
Structure 1.4	The same standards i.e. carparking can apply to a land use form regardless of the zone unless specified.
<b>Costs</b>	
Structure 1.5	Applicants need to consider several different parts of the Plan.

Structure 1.6	Adds potential for additional complexity.
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**Plan Structure 2 – Objectives and Policies in a Transport Chapter, Rules and Standards as zone based provisions**

<b>Benefits</b>	
Structure 2.1	Transport standards located with other development standards (such as bulk and location standards).
Structure 2.2	Easier for one-off users of the plan.

<b>Costs</b>	
Structure 2.3	Confusing for Plan users, adds to complexity.
Structure 2.4	Duplication of provisions throughout the plan, adding to size of the document.
Structure 2.5	Inconsistent with approach taken in existing provisions.

**Plan Structure 3 – Zone Based Provisions**

<b>Benefits</b>	
Structure 3.1	All provisions relating to a parcel of land in one place.
Structure 3.2	Easier for one-off users of the plan.

<b>Costs</b>	
Structure 3.3	Duplication of provisions throughout the plan, adding to size of the document.
Structure 3.4	Inconsistent with approach taken in existing provisions.

182. The advantages of a transport chapter as opposed to an individual zone-based approach outweigh the disadvantages particularly as there is consistency with the current District Plan. There is no direct requirement to consider the costs and benefits of this matter further.

***Providing for Transport Corridors in the Plan***

183. State Highways and rail corridors are identified and managed via designations. Where a designation is provided in a plan, any provisions that might normally apply - including zoning and land use controls - do not extend to works or projects consistent with the purpose of the designation. This can include routine maintenance and minor upgrading.

184. All roads (including State Highways) are identified in the Plan by lines at the boundary of the road reserve and adjoining property. Under the current District Plan provisions roads have no zoning but the provisions of the adjoining zone apply (to the road centreline in cases where there are different zones on each side of the road). This approach comes with the significant problem that when a road is partially stopped, the parcel created by the stopping has no zone until a zone is assigned via a Plan change process. This is a significant administrative burden.

185. The Proposed Plan Change identifies roads as an overlay that sits on top of zoned land. This is an administrative change with no impact for Plan users but would mean that when a road is stopped the underlying zone is revealed without further formality. A plan change

would still be required to amend the road overlay but that could be done as a group of changes if and when required or on a regular basis (e.g. every 2 or 3 years). Council has obtained legal advice which identifies the road overlay as the preferred approach. (Appendix 3)

186. An alternative approach is to provide a road zone that allows activities on legal road to be managed through the Plan noting that the responsibility for management of the road lies with a road controlling authority (in this case the Council) under the provisions of the Local Government Act 2002. The road zone would mean the management of activities in road reserve would have to be provided for in the provisions of the road zone, which may be unduly complex. Amending the road zone would need a plan change so this approach would not remove the administrative burden.
187. Another alternative approach is to identify roads using designations. Designations may be amended to a minor extent through a relatively simple procedure. However, the initial establishment of designations is likely to be complicated and time-consuming. Council's legal advice is that designations are not the preferred approach.

## Evaluation of Policies

188. The Proposed Plan Change's policies are evaluated below.

### **Policy 14A 4.1**

Additions and upgrades to the transport network should be designed to meet industry standards that ensure that the safety and efficiency of the transport network is maintained.

#### **Why this Policy is proposed**

Policy 14A 4.1 details how a safe and efficient transport network can be achieved through the use of transport industry design standards. These are discussed in more detail in the assessment of standards undertaken later in this evaluation.

The policy highlights that Council recognises there is a wealth of national transport knowledge and experience that is suitable for urban areas.

#### **How this Policy achieves the Objectives**

The policy achieves Objective 14A 3.1 by ensuring that the transport network is engineered to acceptable standards for the safety of people and the efficient movement of all transport modes.

### **Policy 14A 4.2**

Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network.

#### **Why this Policy is proposed**

Policy 14A 4.2 provides for land use and transport network integration, requiring plan users to consider how any proposed land use may impact the transport network.

#### **How this Policy achieves the Objectives**

The policy has elements of safety, efficiency, integration and transport mode consideration. It contributes to achieving Objective 14A 3.1 by protecting the safety of the transport network

from land use, subdivision and development. It also contributes to achieving Objectives 14A 3.3 and 14A 3.4 with respect to protecting the transport network from reverse sensitivity and high trip generating activities.

### **Policy 14A 4.3**

The transport network should be located and designed to avoid, remedy or mitigate adverse effects on adjacent land.

#### **Why this Policy is proposed**

The policy provides direction that the construction, use and operation of the transport network should avoid, remedy or mitigate effects on adjacent land users. It provides assurance to any landowners adjacent to the transport network that effects on them will be considered when works to the transport network require a resource consent.

#### **How this Policy achieves the Objectives**

The policy provides direction as to how Objective 14A 3.2 will be implemented in terms of effects on land adjacent to the transport network.

### **Policy 14A 4.4**

Land use, subdivision or development containing noise sensitive activities should be designed and located to avoid, remedy or mitigate adverse effects which may arise from the transport network.

#### **Why this Policy is proposed**

Sensitive activities can affect the operation of the transport network where they are located in close proximity to elements of the transport network.

Modern construction materials and techniques can appropriately mitigate reverse sensitivity effects on the transport network from sensitive activities. Under the RPS, the District Plan must protect 'regionally significant infrastructure' (which includes the state highway and railway networks) from reverse sensitivity effects.

The policy gives effect to the RPS through the recognition and protection of Regionally Significant Infrastructure (RPS Policies 7, 8 and 39).

#### **How this Policy achieves the Objectives**

The policy provides direction on how Objective 14A 3.3 will be implemented in terms of reverse sensitive effects on the transport network from noise sensitive activities.

### **Policy 14A 4.5**

Any activity that is a High Trip Generator must be assessed on a case by case basis. Adverse effects of High Trip Generators on the safety and efficiency of the transport network should be managed through the design and location of the land use, subdivision and development.

#### **Why this Policy is proposed**

There are a number of activities that generate high volumes of traffic. In some instances,

primarily due to the location of the activity and the capacity of the transport network, there can be adverse effects on the safety and efficiency of the transport network. This potential outcome is not considered to be effective integration of land use and transport. However, effects can be managed through appropriate design and location, and in some instances, changes to the transport network. This policy directs developers to consider how proposed land use, subdivision and development of high-trip generating activities will impact the transport network.

The Policy also partly addresses Policy 57 of the RPS, which requires the Council to have particular regard to whether traffic generated by a proposed development can be accommodated within the existing transport network (RPS Policy 57(a)).

### **How this Policy achieves the Objectives**

The policy provides direction on how Objective 14A 3.4 should be implemented through requiring developers to consider the effects of their High Trip Generating activity on the safety and efficiency of the network.

The policy also contributes to Objective 14A 3.1 in terms of the safety and efficiency of the transport network and integration of the transport network with land use. Objective 14A 3.1 requires that land use and the transport network be integrated. Ensuring High Trip Generating activities are appropriately designed and located (or appropriate changes are made to the transport network) ensures that there is integration.

### **Policy 14A 4.6**

Vehicle access, parking, manoeuvring and loading facilities should be designed to standards that ensure they do not compromise the safety and efficiency of the transport network.

### **Why this Policy is proposed**

On-site transport facilities are at the interface of land use and transport network integration. Where engineering standards are not met for on-site transport facilities, the safety and efficiency of the transport network can be adversely affected. This can include poor visibility at access points and limited space for vehicle movements, and can lead to inefficient use of space on the transport network itself (such as service vehicles using road space to undertake loading activities). As such, provisions that control how land uses provide for on-site transport facilities have a positive effect on the safety and efficiency of the transport network.

### **How this Policy achieves the Objectives**

The policy achieves Objective 14A 3.5 by managing the effects of on-site transport facilities on the safety and efficiency of the transport network through appropriate design standards.

Similarly to Policy 14A 4.5, Policy 14A 4.6 achieves Objective 14A 3.1 through land use and transport network integration. There is also a safety and efficiency consideration. Ensuring that movements between sites and the transport network occur in a safe manner, and ensuring that sites are appropriately serviced, means demand for space on the transport network is reduced, therefore improving its efficiency.



<p><b>Policy 14A 4.7</b></p> <p>The transport network, land use, subdivision and development should provide for multiple transport modes.</p>
<p><b>Why this Policy is proposed</b></p> <p>A theme of the RPS and other strategic transport documents is that in considering transport outcomes, the requirements of all forms of transport need to be considered.</p> <p>The Policy also partly addresses Policy 57 of the RPS, which requires the Council to have particular regard to (amongst other matters):</p> <ul style="list-style-type: none"> <li>• Whether there is good access to the strategic public transport network (RPS Policy 57(c); and</li> <li>• Provision of safe and attractive environments for walking and cycling (RPS Policy 57(d).</li> </ul>
<p><b>How this Policy achieves the Objectives</b></p> <p>Similarly to Policy 14A 4.5, Policy 14A 4.7 achieves Objective 14A 3.1 by promoting multiple transport modes.</p>

189. Alternative policies are considered below.

<p><b>Retain the Existing Policies</b></p>
<p><b>Discussion</b></p> <p>The operative policies are well known and understood to plan users.</p> <p>While retaining the operative policies would continue to provide for issue specific management of roads in Hutt City, the policies would only address the existing issues identified in the District Plan, not the new issues identified in this report. The operative policies would not give effect to the proposed objectives, and do not provide for the clear safe, efficient and integrated management of the transport network. They are focussed primarily on private vehicles rather than a multi-modal system, and do not align with the Council’s urban growth intentions. Further, the operative policies do not give effect to the RPS.</p>

<p><b>No Policies</b></p>
<p><b>Discussion</b></p> <p>A transport chapter with no policies may provide greater flexibility to developers in the design, construction and operation of new development and transport infrastructure. However, it would give no direction to plan users (particularly resource consent decision makers) nor would it provide certainty that a safe, efficient and integrated transport network would be implemented. No policies would be unlikely to promote all modes of transport and would not provide for the sustainable management of a physical resource (and would be inconsistent with Part 2 of the RMA).</p> <p>It also would not provide for the protection of the transport network and adjacent land uses in a way that enables people, communities and businesses to provide for their social economic</p>

and cultural wellbeing would not manage adverse effects of the transport network on the environment and would not give effect to relevant national and regional policies, plans and strategies. Lastly it would not meet the legislative requirements regarding the functions of territorial authorities.

## Evaluation of Rules

190. The use of one permitted activity rule, subject to compliance with standards and thresholds, is preferred to multiple permitted activity rules covering each of those matters for which the standards seek to control. Multiple permitted activity rules, which would likely utilise a similar format, would become repetitive and decrease the legibility and clarity of the chapter. Having one permitted activity rule that is succinct and provides clarity to developers and plan users.
191. The rules link standards and thresholds to those matters raised in the issues, objectives and policies sections of the Proposed Plan Change in terms of the safety, efficiency and integration of the Hutt City transport network.
192. If the standards and thresholds are not complied with by a developer, then resource consent is required as a Restricted Discretionary Activity, with Council's discretion restricted to the effects generated by not meeting a standard, or the effects on the transport network of a High Trip Generator.
193. The Proposed Plan Change's rules are evaluated below.

### Rule 14A 5.1

- (a) Any activity is **permitted** if it:
- (i) Complies with the standards listed in Appendix Transport 1; and
  - (ii) Does not exceed the high trip generator thresholds specified in Appendix Transport 2.
- (b) Any activity that does not comply with the standards listed in Appendix Transport 1 is a **Restricted Discretionary Activity**.
- Discretion is restricted to:**
- (i) The effects generated by the standard(s) not being met.
- (c) Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a **Restricted Discretionary Activity**.
- Discretion is restricted to:**
- (i) The effects of the activity on the transport network including impacts on on-street parking.

An Integrated Transport Assessment, prepared by a suitably qualified traffic engineer/planner, must be submitted with any resource consent application under this rule.

*NOTE: The New Zealand Transport Agency guidelines "Research Report 422: Integrated Transport Assessment Guidelines, November 2010" should be used to inform any Integrated Transport Assessment.*

Rule 1.1 The rule recognises that activities that have effects that are predictable and acceptable are able to be managed as permitted activities. Accepted industry standards provide the appropriate design and engineering controls. Thresholds for

	<p>matters such as car parking are set based on Hutt City experience, experience in other urban centres and Council's obligations and aspirations in terms of transport demand management.</p>
Rule 1.2	Development proposals that cannot meet a specified standard trigger a case-by-case assessment of the relevant matters through the resource consent process.
Rule 1.3	Development proposals that are High Trip Generators and therefore have the potential to cause significant adverse effects trigger a case-by-case assessment through the resource consent process.
Rule 1.4	National guidance has been issued by NZTA, and as such, Rule 14A 5.3 directs plan users to utilise that guidance. This is the most efficient method for assessing High Trip Generators.
<b>Opportunities for Economic Growth and Employment</b>	
Rule 1.5	The rule is permissive of well-designed transport proposals to minimise the cost of regulation on development. Resource consent is triggered only in cases where case-by-case assessment is appropriate. The rule is therefore supportive of economic growth and employment.
<b>Benefits</b>	
Rule 1.6	The rule is clear and concise, providing certainty to plan users.
Rule 1.7	The rule clearly links objectives and policies with the standards.
<b>Costs</b>	
Rule 1.8	No costs.
<b>Risk of Acting or Not Acting</b>	
Rule 1.9	The issues score in the orange or red zone of the Risk Matrix, suggesting that action is likely to be required. Rules are required to ensure that transport infrastructure including roads and on-site facilities are designed to be fit for purpose.
<b>Efficiency and Effectiveness</b>	
Rule 1.10	The proposed rule aims to minimise costs to ensure efficiency. Achieving transport objectives would be unlikely in the absence of appropriate rules.
<b>Overall Assessment of Rule 14A 5.1</b>	
Rule 1.11	The proposed rule strikes the appropriate balance of being generally enabling while providing for assessment in cases of potentially significant adverse effects.

194. The operative Plan contains a rule controlling helicopter landing areas. Civil Aviation Rule Part 157 controls aerodromes and heliports in terms of air safety and safety to people and property on the ground. Matters controlled in legislation should not be regulated also in district plans. A major new aerodrome with the potential for significant traffic and amenity effects is not a realistic scenario for Hutt City. A new heliport would be unlikely to have significant adverse resource management effects except potentially in terms of noise, which is managed by the provisions of Chapter 14C Noise. The costs of imposing additional regulations in the Transport provisions outweigh the benefits, therefore the Proposed Plan Change deletes the provisions controlling helicopter landing areas.

195. Taking into account the above, the rules in the proposed chapter are the most appropriate to achieve the objectives.

## **Evaluation of Standards and Thresholds**

196. The following sections provide an evaluation of the proposed standards which have been set to achieve the proposed objectives.
197. The standards used are the industry-accepted engineering standards such as Australian and New Zealand Standards except when there are good reasons to adopt a specific local standard.

### ***Standard 1 - Standards for New Roads***

198. Standard 1 aligns with Objective 14A 3.1 and Policies 14A 4.1, as engineering standards provide for a safe and efficient transport network that meets industry standards. The engineering standards provide the community and Plan users with certainty as to how the City's roads should be designed, constructed and maintained, what the function of each road is to be and how new or upgraded roads should be developed.
199. The Transport Hierarchy Network category names have been retained from the operative plan. With the exception of Primary Distributors, each level of the hierarchy is linked to *NZS 4404:2010 Land Development and Subdivision Infrastructure* to better link to the relevant engineering standards.
200. *NZS 4404:2010 Land Development and Subdivision Infrastructure* does not provide engineering standards for arterial roads, which includes Primary, Major District, or Minor District Distributors. As Council or the New Zealand Transport Agency would be the only parties that would design roads of this scale, it is not necessary to include design standards for these roads in the District Plan.
201. Changes were considered to 'streamline' the Hierarchy Levels and to make it consistent with the New Zealand Transport Agency 'One Network Classification' standards. Hutt City Council's Road and Traffic Division has previously reviewed the existing hierarchy and compared it to the 'One Network Classification', and determined that the 'One Network Classification' is not fit for purpose in Hutt City.
202. The operative Plan's provisions for the classification or reclassification of roads have been included in Standard 1.
203. The matters of sight distance and provision for pedestrians, berms and cycleways within the road carriageway are covered in *NZS 4404:2010* and do not need to be repeated in the Plan.
204. Consideration was given to including specific design standards for cycleways. However, it was decided that the standards are unnecessary. For Local Distributors, Access Roads and Pedestrian Roads, *NZS 4404:2010* provides for cycleways as part of the road design standards. For Primary, Major District and Minor District Distributors, given the scale of these roads it is likely that they will only be constructed by either the Council or NZTA, and it would be inappropriate to restrict their design through the Plan when their design can be managed by the Council and NZTA as road controlling authorities. For cycleways outside of the road carriageway, it is likely that these would also only be constructed by the Council or NZTA, and their design can also be managed through the road controlling authority functions.

### ***Standard 2 - Site Access and Manoeuvring Area***

205. Standard 2 aligns with Objectives 14A 3.1 and 14A 3.5, as well as Policies 14A 4.2 and 14A

4.6, as access to the transport network is a key aspect of safety and efficiency, and effects management.

206. Standard 2 deals with vehicle access and manoeuvring area. 2(a) links to the appropriate engineering standard. 2(b) continues the operative Plan's distances for the separation of accessways from intersections. 2(c) simplifies the operative Plan's manoeuvring requirements on the basis that the existing prohibitions on vehicles reversing into or out of properties were largely unnecessary and unenforceable. 2(d) simplifies the standard for service stations, referring to the appropriate industry standard.

### ***Standard 3 - Minimum Sight Distances at Railway Level Crossings***

207. Standard 3 aligns with Objectives 14A 3.1 and Policies 14A 4.2 and 14A 4.6, as minimum sight distances for railway crossings contribute to safety of the transport network and protection of the transport network from inappropriate land use.
208. New railway level crossings are highly unlikely to arise in Hutt City, and in any case, are controlled by Kiwirail. For the avoidance of doubt, Standard 3 is included and refers to the appropriate industry standard to ensure safety at new railway level crossings.

### ***Standard 4 - Car and Cycle Parking and End of Trip Facilities***

209. Standard 4 aligns with Objectives 14A 3.1 and 14A 3.5 and Policy 14A 4.6, as the provision of parking and end of trip facilities is a key aspect of land use and transport network integration and can also impact the safety and efficiency of the transport network.
210. Standard 4 sets out the requirements for the number and design of car and cycle parks and end of trip facilities for cycling and other active transport modes.
211. When appropriate, the parking requirements are calculated from Gross Floor Area on the basis that, at the time of parking area design and construction, information on building floor area is likely to be readily available but the number of employees of future tenancies may not be.
212. Minimum Parking Spaces are to be used for Residential and Education Activities. The key change between the Operative and Proposed Chapter 14A in terms of residential car parking is a minimum requirement of 1 rather than 2 spaces for new single units. During the initial consultation phase, it was outlined that the operative requirement to produce 2 spaces was an impediment to development. Further, given that the requirements are a minimum, should a developer or landowner wish to place more than 1 space on a site, it can be achieved as a permitted activity subject to compliance with density, bulk and location standards in the relevant activity area chapter. The requirement for a minimum of 1 space per new residential unit can also assist with travel demand management, reducing reliance on private vehicles and encouraging alternative transport. Therefore, 1 space is consistent with the objectives and policies of the Proposed Chapter 14A.
213. Education has been retained as a minimum primarily due to the extensive consideration which the Council has previously undertaken with regard to parking in the Tertiary Education Precinct. Given the consideration previously undertaken in this area, retention of the education parking standards as minimums was considered efficient and appropriate.
214. With regard to all other activity types, minimum parking space requirements are proposed. Maximum parking space requirements were considered but rejected.
215. A study of London's 2004 shift from minimum parking requirements with no maximum, to maximum parking limits with no minimum found that developers voluntarily provided 52% of the parking they were previously required to supply and only 68% of the new maximum

allowed. The study concluded that the reduction in the minimum requirement caused 98 percent of the reduction in parking spaces, while imposing the maximum caused only 2 percent (Zhan Guo and Shuai Ren. 2013 Urban Studies 50(6)).

216. The Christchurch Replacement Plan Independent Hearing Panel (Decision 7) considered a maximum parking requirement and concluded:

*There is no satisfactory evidence that it will induce further use of private motor vehicles, and the cost is to the developer. As well, the evidence satisfies us that there are often good reasons as to why an oversupply may be provided, including land banking and the constraints of a site. This leads to efficient land use.*

217. The Panel also concluded there was no evidence that constraining parking would directly lead to increased uptake of active and public transport and provide opportunities for modal choice.

218. Location of parking spaces has been rolled over from the Operative Chapter 14A, as it provides absolute clarity that the required parking spaces must be located on an application site (with the exception of the recently developed Tertiary Education Precinct provisions).

219. Cycle Parking requirements were included in the Operative Chapter 14A standards. However, given the emphasis in the objectives and policies on land use and transport network integration and on providing a multi-modal transport network, a minimum provision for cycle parking and end of trip facilities is considered necessary.

220. The standard is focussed on encouraging people to cycle to places of employment, rather than a ubiquitous requirement for all activities undertaken in Hutt City. A focus on employment is proposed as a mechanism to reduce private vehicle volumes on the transport network at peak times, therefore providing a more efficient transport network.

221. Consideration was given to a 'carrot and stick' type approach, where a developer would provide additional cycle parking and end of trip facilities with a consequent reduction in the number of car parking spaces they were required to comply. This method was disregarded as it could potentially be exploited, resulting in a developer undersupplying car parking spaces and oversupplying cycle parking, leading to an inefficient use of the transport network (such as saturating any on-road parking in close proximity).

222. Availability of cycle parking spaces at places of assembly and sporting facilities has also been included, again as a method of encouraging alternative transport modes to private vehicles. There are no requirements to provide end of trip facilities at places of assembly and sporting facilities, as the activities which occur in these places are more transitional and generally for a shorter duration than people accessing their places of work.

223. The standard seeks to simplify the operative Plan's treatment of special parking areas. Different parking standards applied to:

- Station Village
- Boulcott Village
- Inner CBD Parking Area
- Outer CBD Parking Area
- Petone Commercial Activity Area
- Suburban Commercial Activity Area.

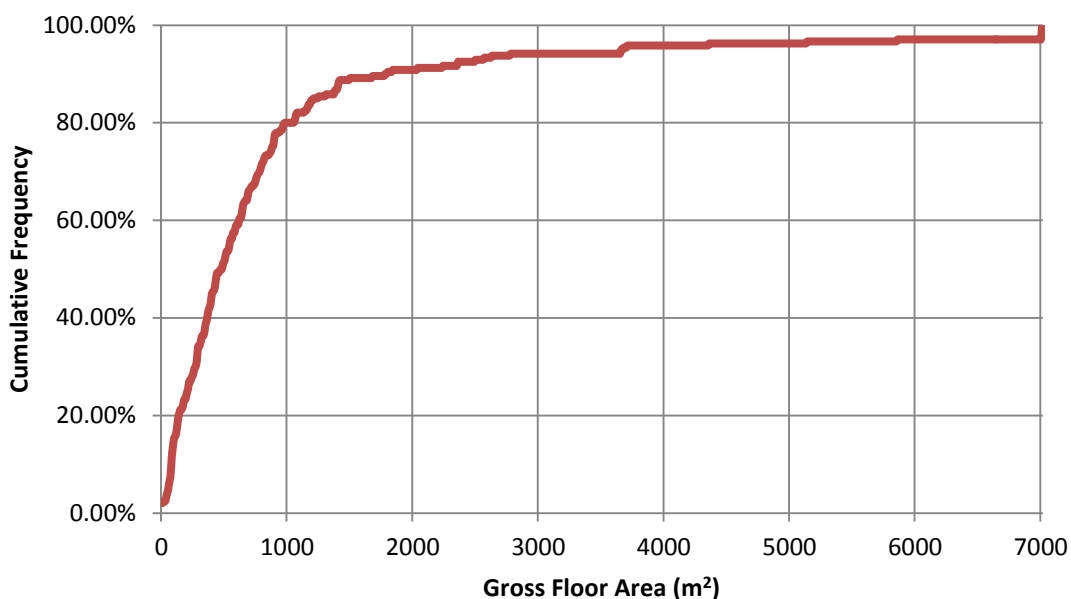
These areas are considered below.

224. Station Village and Boulcott Village currently have specified parking requirements that relate

to historic and out of date assumptions and aspirations about the use of those areas. The proposal is to remove the specified requirements and calculate parking requirements for new activities in those locations according to Table 4-1 and 4-2. Under the Proposed Plan Change, the parking requirements for the Special Commercial Activity Area are the same as the requirements for the Suburban Commercial Activity Area.

- 225. The Inner CBD Parking Area and Outer CBD Parking Area are proposed to be merged, with the boundary matching the Central Commercial Activity Area. The Plan would therefore not need to identify a CBD Parking Area as the provisions would simply apply to the Central Commercial Activity Area.
- 226. Analysis of the GFA of retail activities in the Central Commercial Activity Area (Figure 1) shows that approximately 80% of activities have GFA of less than 1000m<sup>2</sup>. The Inner CBD Parking Area currently has no parking requirements. The Outer CBD Parking Area has no requirements for activities with GFA less than 500m<sup>2</sup> except for residential. The merging of the parking areas would mean reducing requirements for residential activities and controlling the transport effects of larger commercial activities as High Trip Generators through Rule 14A 5.1(c). This is a deliberate approach to encourage residential and small business activities in the Lower Hutt CBD without allowing commercial parking to unduly spill over into the streets of existing residential areas.
- 227. Parking requirements have also been removed from the Petone Commercial Activity Area to encourage residential and small business activities.
- 228. For the Suburban Commercial Activity Area, the parking requirements for retail activities and licensed premises under the operative District Plan are calculated through an unduly complicated formula (similar to the formula for Central Commercial and Petone Commercial Activity Areas). This formula has been simplified, and parking requirements reduced for larger developments to reduce regulation and encourage business investment and employment.

**Figure 1 Cumulative frequency of retail and multi-use premises in the Central Commercial Activity Area.**



*Note to Figure 1. Based on sites categorised by QV as having a property use of any type of retail or multi-use (which may include retail).*

### **Standard 5 - Loading and Unloading**

229. Standard 5 aligns with Objective 14A 3.1 and 14A 3.5 and Policies 14A 4.6. Similarly to access, loading is a key aspect of land use and transport network integration, as well as influencing the efficiency of the network.
230. Standard 5 simplifies and reduces the requirements for loading and unloading facilities for non-residential activities. Accepted industry standards are applied.

### **Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays**

231. Standard 6 is a proposed new standard that aligns with Objective 14A 3.1 and Policy 14A 4.4 as it contains the 'on the ground' provisions for managing reverse sensitivity effects from noise sensitive activities.
232. District Plans are also directed by the RPS to *protect* regionally significant infrastructure (in this instance the state highway and railway corridors) from reverse sensitivity effects.
233. The only national guidance available on this matter is the New Zealand Transport Agency '*Guide to the management of effects on noise sensitive land use near to the state highway network*' (2015). This guidance contains a set of model district plan provisions.
234. These model provisions have been analysed with regard to Hutt City, and have been adapted to ensure that they are fit for purpose in the context of Hutt City. The approach of providing a buffer area (where additional controls to mitigate noise and vibration are imposed) is considered to be an appropriate approach. While this approach could be seen as adversely impacting on private land within the buffer area, the standards are designed to protect any noise sensitive activities from being adversely affected by roads and railway corridors that are considered to be regionally significant. This in turn protects the roads and rail from complaints. Further, the rule does not create a 'blanket ban' on development within the buffer area. Rather, if a developer wishes to construct a noise sensitive activity in the buffer area without meeting appropriate vibration, noise and ventilation standards, then justification and mitigation can be offered through the resource consent process.
235. Further, Standard 4 does not apply to activities which are not deemed to be noise sensitive activities (as defined in the District Plan), and these can occur without needing approval under this standard.
236. Consideration was given as to whether existing buildings containing existing noise sensitive activities should also be included in Standard 4. However this could become overly onerous and difficult to enforce. Further, adverse effects from the state highway and railway corridors on existing noise sensitive activities within the buffer and effects areas form part of the existing environment. As such, Standard 4 has been drafted to only apply to new buildings proposed to contain noise sensitive activities, or where existing buildings are to be reused for new noise sensitive activities.
237. In the absence of any guidance from KiwiRail, the NZTA '*Guide to the management of effects on noise sensitive land use near to the state highway network*' (2015) has been applied for reverse sensitivity effects from both the state highway and the railway corridors.
238. A buffer area 40m from the edge of state highway carriageway or railway track is proposed for this provision.

### **Appendix Transport 2 - High Trip Generation Thresholds**

239. Appendix 2 aligns with Objectives 14A 3.1 and 14A 3.4 and Policies 14A 4.2 and 14A 4.5. Land uses which are considered to be High Trip Generators can have significant adverse



impacts on the transport network, and as such appropriate integration between High Trip Generators and the transport network is necessary.

240. The threshold levels for High Trip Generators in Appendix Transport 2 have been adapted to the District Plan from the thresholds detailed in the *NZTA Research Report 422: Integrated Transport Assessment Guidelines, November 2010*, again ensuring consistency with the methodology that national guidelines are to be utilised where appropriate.
241. The approach also draws from the Proposed Christchurch Replacement District Plan. The Independent Hearings Panel concluded that, for a plan user wanting to understand plan requirements, a table identifying High Trip Generators by activity and GFA thresholds is more accessible than a requirement to identify by forecasting the number of vehicle movements.

## Consequential Changes

242. The Proposed Plan Change includes consequential changes to the following Chapters of the Plan:

- Chapter 3 Definitions
- Chapter 4A General Residential Activity Area
- Chapter 4B Special Residential Activity Area
- Chapter 4D Hill Residential Activity Area
- Chapter 4E Landscape Protection Residential Activity Area
- Chapter 5A Central Commercial Activity Area
- Chapter 5B Petone Commercial Activity Area
- Chapter 5C Suburban Commercial Activity Area
- Chapter 6A General Business Activity Area
- Chapter 6C Avalon Business Activity Area
- Chapter 6D Extraction Activity Area
- Chapter 7B Special Recreation Activity Area
- Chapter 8A Rural Residential Activity Area
- Chapter 8B General Rural Activity Area
- Chapter 9A Community Health Activity Area
- Chapter 10A Community Iwi Activity Area
- Chapter 11 Subdivision
- Chapter 13 Network Utilities
- Chapter 14 General Rules
- Chapter 14J Temporary Activities
- Chapter 14K Filming
- Chapter 14L Renewable Energy Generation

243. A review of the District Plan shows that currently a large number of Chapters include objectives, policies and rules that refer to and address transport issues, particularly traffic

effects and parking effects. The proposed consequential amendments recognise that the proposed Chapter 14A Transport appropriately addresses and manages any potential adverse effects relating to the transport network, traffic generation and parking.

244. The proposed introduction of High Trip Generator thresholds in particular eliminates the need to address the potential effects of these activities in individual activity area chapters throughout the plan.
245. It is no longer necessary to address transport related issues and potential adverse effects individually throughout the different chapters of the plan. The Proposed Plan Change removes any reference to traffic effects or parking effects from individual chapters as they are addressed and provided for in the new Transport Chapter.
246. The proposed changes do not include any provisions focussing on amenity values especially in relation to parking.
247. Further consequential amendments include updating the Definitions Chapter and replacing references to out of date transport standards.

## Conclusion

248. The Proposed Plan Change has been evaluated under the requirements of Section 32 of the RMA and is the best available means to achieve the objectives for the management transport and the sustainable management purpose of the RMA.

## Documents Referenced

1. *Issues and Options, Hutt City Council District Plan, Transportation Provisions in particular Chapter 14A* from Incite for the Policy and Regulatory Committee – TRIM DOC/16/132045
2. Guo, Zhan, and Shuai Ren. *From Minimum to Maximum: Impact of the London Parking Reform on Residential Parking Supply from 2004 to 2010? Urban Studies* (2012) – TRIM DOC/16/132069
3. Christchurch Replacement District Plan, Independent Hearings Panel. *Decision 7, Transport (Part)(and Relevant Definitions)* – TRIM DOC/16/132072
4. *Guide to the management of effects on noise sensitive land use near to the state highway network, September 2015*, New Zealand Transport Agency – TRIM DOC/16/132081
5. *Integrated Transport Assessment Guidelines, November 2010*, New Zealand Transport Agency Research Report 422 – TRIM DOC/15/168301

## Appendices

Appendix 1 - Issue Identification in Operative Transportation Chapter

Appendix 2 - Evaluation of Other District Plans

Appendix 3 - Legal Advice from DLA Piper on Stopped Roads and Zoning

## Appendix 1 - Issue Identification in Operative Transportation Chapter

### Issue Identification in Operative Transportation Chapter

Prior to commencing this evaluation, a report<sup>1</sup> scoping the issues, options and opportunities was carried out and used as the basis for considering the range of possible changes and why.

In summary, the District Plan has served the City well but is now dated with the base transport provisions operative in 2003. The focus of the operative transport provisions is also considered to be relatively “car-centric”. However from discussions with the Resource Consent and the Roading and Traffic teams within Council and from council’s consultant traffic engineer, it is understood that there have been few fundamental problems with the interpretation and administration of the operative transport provisions.

In carrying out this evaluation though there have been a number of issues identified in the Issues and Options Report that have assisted in determining what approach the Council is taking to the transport provisions review particularly those contained in Chapter 14A. These issues, replicated from the scoping report are:

#### **Issue 1: Currency**

Although operative in 2003 the District Plan was notified in 1995 and has its origins in the early 1990s. In the 11 years since the Plan was made operative there have been a number of changes in local context. For example on SH2 the Dowse to Petone improvements have been carried out, Council has evaluated what it wishes to achieve through Urban Growth in the city and there has been further work on transport initiatives to promote walking and cycling. There have also been considerable improvements to the quality of the public transport service for the city and its connections to the remainder of the region. Significant Plan Changes at Petone West and in relation to the Tertiary Education Precinct have also had a focus on parking supply and demand. At the very least and at the appropriate time an update is necessary.

#### **Issue 2: Giving effect to the RPS**

Under the Resource Management Act 1991 District Plans are required to give effect to the RPS. As has been outlined earlier in this report the 2013 RPS firstly directs Councils to consider methods of promoting and protecting regionally significant infrastructure. It also directs District Plans to consider methods of travel demand management and further it requires when considering applications for a resource consent, notices of requirement or a change, variation or review of a District Plan methods of achieving integration of land use and transportation. The existing District Plan in some way mentions these matters in broad terms but it is considered that it does not explicitly address the intent of the RPS on these issues.

#### **Issue 3: Reference to Regionally Significant Infrastructure**

While the focus of this evaluation has been on transport where the Strategic Transport Network is included in the definition of Regionally Significant Infrastructure, the District Plan does not in all circumstances contain explicit methods of promoting and secondly protecting regionally significant infrastructure. The current road hierarchy in Appendix 14A 1 of the District Plan is used as the basis of some decision making but it only includes roads and does not specifically include the Public transport network of the rail network and key bus routes nor any strategic cycling or walking routes.

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<sup>1</sup> Hutt City District Plan- Transportation Provisions Issues and Options Incite – February 2015

Further there is no explicit policy framework around protecting Regionally Significant Infrastructure from inappropriate land use, subdivision and development. In the case of transport the effects of adjoining land uses due to proximity to State highways or the rail lines could be usefully considered.

#### **Issue 4: Travel Demand Management**

Policy 10 of the RPS requires District Plans to include policies to promote travel demand management techniques that reduce the use and consumption of non-renewable transport fuels and CO2 emissions from transport. Travel demand is influenced by two primary matters being firstly supply of alternatives to the use of the private car particularly for commuting and potentially long stay parking restraint. In addition the supply of good quality infrastructure for active modes such as a cycle network and end user facilities such as cycle parking and workplace showers will also assist. Demand side measures that reduce demand for travel such as teleworking, flexible working hours, work place travel plans and encouragement of home occupations can also be considered.

The issue is complex and it relies on various factors only some of which can be achieved through District Plan policies and rules such as requiring developers to provide cycle facilities including showers.

#### **Issue 5: Land Use and Transport Integration**

Policy 57 of the RPS requires an assessment to be made of land use and transport integration. This has been described by the NZTA<sup>2</sup> as follows

*Transport and land use are closely related. Land-use activities result in movement of people and goods. The location and design of different land uses determine the distances people travel and the viability of public transport, cycling and walking facilities. Patterns of development that reduce journey distances tend to provide greater travel choices.*

The District Plan currently provides significant guidance on this matter but again it is not explicit. Factors such as that encountered in Petone West where the location of the area involved is in close proximity to effective road and public transport services is a key matter in terms of residential and commercial density. Further work resulting from the Urban Growth Strategy and the initiatives of other agencies could be investigated further.

#### **Issue 6: Chapter 14A - Objectives and Policies**

As stated above the existing Objectives and Policies in Chapter 14A are relatively focused on the demands of car based travel. For the vast majority of developments under the District Plan the influence of the road hierarchy and the provision of safe efficient loading and servicing is a legitimate consideration. However there is a lack of policy guidance and promotion of the role that walking and cycling activities can have on sustainable land use choices and as stated previously there is limited direction in the Plan on travel demand management techniques.

Transport also has an influence on urban design outcomes where Council explicitly does want to promote good quality development. The objectives and policies also rely exclusively on rules as the primary method of achieving the outcomes sought. It may be useful to describe the other methods available including any direction that Council is promoting such as urban cycleway planning and other policy initiatives that GW are implementing such as travel planning.

#### **Issue 7: The Road Hierarchy**

Appendix 1 of Chapter 14A specifies the roading hierarchy and this has a direct relationship with the Issue, Objective, Policies and Rules at the beginning of the Chapter. In discussions with the

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<sup>2</sup> <http://nzta.govt.nz/planning/process/integrated/index.html>

Road and Traffic team, the road hierarchy is considered to be fundamentally sound but a check would need to be made about whether all roads included particularly in the third (Minor District Distributors) and in the fourth (Local distributors) categories have been defined correctly and are current. This categorisation also includes the key bus routes but these are not specifically defined even though some assessment criteria mention proximity to key bus routes as a matter whereby reduced carparking standards can be considered.

It is considered that it would also be worthwhile including a similar plan and categorisation of the primary cycle networks within the city and that this be allied to enhanced Objectives and Policies around promoting safe and effective walking and cycling.

### **Issue 8: Property Access and Manoeuvring Space/ Loading and Unloading**

These two matters are the primary engineering based standards that apply to development within the city. They include such matters as accessway design, proximity to intersections, the necessity for particular loading provision and other related standards such as dimensions and traffic generation figures. The foundation of these provisions is in Austroads which is the accepted traffic engineering basis for determining site development matters based on land use and traffic generation in the interests of safety and efficiency of the road network.

The transport team and the resource consent teams as well as Council's traffic engineering adviser were asked whether there were any particular matters that have arisen out of the administration of the plan since 2003. They advised that there were not but a check on whether any updates as a result of new policy guidance from Austroads would be worthwhile.

### **Issue 9: Carparking Policy**

There are several issues around carparking policy that can be considered. The existing approach (with some limited exceptions) is that carparking required for development be based on a minimum parking requirement depending on use, size or intensity of development and location. In the core part of Lower Hutt CBD there is no requirement for carparking except for residential activities. This takes into account the fact that for commercial activities there is already provision for both on street and off street shared parking provision much of it provided by Council.

Put simply there are two schools of thought on parking generally. The first is to maintain the status quo as insufficient carparking related to a development can mean that cars that cannot park on site, park on the adjacent street network. This can lead to residents or business owners being unable to rely on finding space on street in close proximity particularly in areas where there are limited alternatives to the use of the car. In some cases cars do park illegally. A key example of when this tension was evident was at the time the Tertiary Education Precinct in Petone was introduced.

The second is that there should be no minimum carparking requirements rather, as is the case in Wellington CBD, developments with proposed carparking above a certain number require consent. Alternatively minimums can be changed to maximum parking as oversupply of carparking for say offices activities can defeat the purpose of constraining commuter travel and do not support initiatives of promoting alternatives to the private car. Parking restraint is also seen as a key component of many travel demand strategies.

There is also the amenity related matter of large carparking areas with large amounts of hard surfacing required to satisfy minimum carparking standards and this can readily be seen in parts of the city.

As with travel demand management carparking policy is a complex issue but the District Plan is the key place that can have an influence on both carparking numbers and amenity effects. It could also be that a hybrid approach of some minimums and some maximums could be pursued. In any event if a quantum change to approach is undertaken it would need to be backed up by hard data.

## **Issue 10: Carparking Standards**

Appendix 3 of Chapter 14A contains the Minimum Parking Standards required. From discussions with Council officers and with Councils Consultant traffic engineer the general consensus was that the current standards are fit for purpose. However to help in administering the graduated scale parking requirement, a definition of “commercial services” needs to be provided. At present it is not clear whether it includes office activities.

However if a comprehensive review was to be undertaken the following questions would need to be answered to confirm that the current standards are working.

- a) Are there too many or not enough land use categories?
- b) Are there examples of mismatch of supply and demand?
- c) Is there any hard data about on street v off street capacity?
- d) What sort of differentiation would be needed in the Hutt CBD (Inner and Outer Central Parking Districts)?
- e) What are the primary issues in Petone including Jackson Street, The Esplanade and in Petone West?
- f) Any other problem “hotspots” that need to be thought about?

An issue was raised by officers about the lack of any specific guidance on bus parking. Normally this is provided at a depot but in some cases alternative parking facilities will need to be found. The extent of and the solutions to this issue could be investigated further.

## **Issue 11: Cycle parking/ Pedestrian Connectivity**

Chapter 14A has one mention of cycle parking being a requirement for larger scale commercial developments. In other Plans reviewed this has become commonplace with Nelson going to the extent of giving a discount on numbers of carparking spaces if a greater number of cycle spaces are provided. In Queenstown a requirement is also that if new commercial developments require cycle parking they should also provide facilities such as showers which is commonplace now in new employment locations. It has also been that the cycle parking requirements are also only targeted at employees not users. Further specificity on the location of such facilities being well located and of a suitable standard for all cycle users could be investigated.

In addition pedestrian connectivity could be enhanced by consideration of the way in which developments cater for pedestrians.

## **Issue 12: The Urban Growth Strategy**

The Council is promoting actions to achieve the outcomes sought in the Urban Growth Strategy. While issues around intensification, urban form, residential growth and commercial and industrial land availability are key matters for the development of the District Plan the transport actions within it are distinct and could be referred to in some way. In particular Councils objective of promoting the Cross Valley Link and “detrunking” The Esplanade could be developed into some policy guidance although The Esplanade will still be a busy road as it is the most direct way to get from Petone to Seaview and Gracefield.

In addition the role of the Petone to Grenada Link Road and the Hutt Valley to Wellington Walking and Cycling Project could be usefully referenced.

## Appendix 2 - Evaluation of Other District Plans

### Evaluation of Other District Plans

The following is an analysis of the transport provisions in the proposed Hamilton District Plan, Proposed Auckland Unitary Plan, the Proposed Christchurch Replacement Plan and the Operative Wellington District Plan.

The three proposed plans were selected as they were considered to contain the most recent 'best practice' transport planning provisions in the Country, and the Operative Wellington District Plan was selected due to its proximity to Hutt City.

The analysis of these plans is as follows.

### Hamilton City Council Proposed District Plan

The key transport provisions in the PDP are contained within the following chapters:

- Chapter 18 Transport Corridor Zone - relates to the formation of public roads and the Transport Corridor Hierarchy; and
- Chapter 25.14 Transportation - general transport provisions.

### Evaluation of Objectives and Policies

Objectives for the Transport Corridor Zone and Transportation chapter focus on the integration of the transport network. The Transport Corridor Zone objectives seek to provide for an integrated network of transport corridors, minimise adverse effects from the network and to provide for network utilities infrastructure and other activities and structures. The Transportation chapter provides for a single objective as follows:

***Integrated Transport Network 25.14.2.1*** *An integrated multi-modal transport network that meets the transport needs of the City and is:*

- Responsive
- Efficient
- Affordable
- Safe
- Accessible
- Sustainable

Notable policies from the Transport Corridor Zone and Transportation Chapters relate to the following:

- Establishment of a hierarchical network of transport corridors.
- Effective and efficient management of transport corridors.
- Providing for a transport network that is integrated with land use.
- Minimising adverse effects of the transport network:
  - *from new transport infrastructure and changes to the existing transport network;*  
*and*
  - *in the design, location and quantity of parking infrastructure.*

- Avoiding or minimising adverse effects on the transport network.
- The requirement for integrated transport assessments for activities with the potential to generate significant adverse transportation effects.
- The protection of flight paths of aircraft or any other operations associated with Hamilton Airport.

## Evaluation of Hierarchy

The Transport Corridor Zone rules essentially relate to the Transport Corridor Hierarchy as contained within Appendix 15-5 Transport Corridor Hierarchy Plan and Definitions. The hierarchy groups transport corridors into five main classifications based on the transportation functions they perform. These classifications are:

- Major arterial.
- Minor arterial.
- Collector.
- Local.
- Central City.

Two overlays are used to respond to factors that cross over the five classifications. These overlays are:

- Strategic network.
- Pedestrian-focus areas.

Specific cycle and pedestrian paths are not included in the hierarchy although the potential for high pedestrian and cyclist use is recognised in the Central City transport corridor explanation. The pedestrian-focus area overlay applies to parts of the Central City transport corridor which seeks to create pedestrian-focused environments and high-quality public spaces.

The rule framework provides for new works either partly or fully in accordance with the function of the Transport Corridor Hierarchy as permitted activities, and any new works not in accordance with the Hierarchy as discretionary activities.

## Evaluation of General Transport Provisions

Key Provisions	Comment
<p><b>25.14.3 Rules – Activity Status Table</b></p> <p><b>25.14.4 Rules – General Standards</b></p> <p><b>25.14.5 Rules – Specific Standards</b></p>	<p>All non-compliances assessed as restricted discretionary activities.</p>
<p><b>25.14.4.3 Integrated Transport Assessment Requirements</b></p> <p>A Simple or Broad Integrated Transport Assessment (ITA) shall be prepared for activities as required by this rule, in accordance with the following trigger thresholds.</p> <p><u>Non-sensitive</u></p> <p>PA - HIGH 250 - 1499 vpd = Simple</p>	<p>The thresholds differ for permitted and restricted discretionary activities and for areas within identified Sensitive Transport Network corridors.</p> <p>In addition the Plan includes an 'ITA vehicles per day conversion table' which sets threshold/unit equivalents for different activities.</p> <p>For example, for residential activities up to 20 residential units equates to &lt;100 vpd, 21-50</p>



RD - MEDIUM 100 - 249 vpd = Simple RD - HIGH 250 - 1499 vpd = Broad <u>Sensitive</u> PA – MEDIUM = Simple PA – HIGH = Broad RD – MEDIUM/HIGH = Broad <u>All areas</u> SIGNIFICANT >1500 vpd Broad	residential units 100-249 vpd etc. For further guidance in preparing an ITA the provisions refer to Appendix A of New Zealand Transport Agency Research Report No.422 “Integrated Transport Assessment Guidelines”, Abley et al, November 2010.
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## Evaluation of Traffic Engineering Standards

Key Provisions	Comment
<b>25.14.4.1 Vehicle Crossings and Internal Vehicle Access</b> <b>Separation Distances</b> <b>Sightlines</b> <b>Quantity</b> f) Maximum number of vehicle crossings for any site within a Residential or Special Character Zone = One g) Maximum number of vehicle crossings for any site, not within a Residential or Special Character Zone i. One per frontage that is equal to or less than 20m wide ii. Two per frontage that is more than 20m wide (excluding frontages to the strategic network or arterial transport corridor) iii. One per frontage to a strategic network or arterial transport corridor <b>Design and Access Widths</b> k) Vehicle crossings shall be designed for left-in and left-out turning only, when accessing transport corridors that are: i. A major arterial or part of the strategic network, ii. Carrying more than 20,000 vehicles per day, or iii. Have four vehicle lanes.	Sight distances are based on Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections. Sight distance measurement is based on the New Zealand Transport Agency, “Road and Transport Standards: Guidelines for Visibility at Driveways”. Number of vehicle crossings for residential or character zone restricted to one – non-compliance triggers restricted discretionary activity status. Specific thresholds requiring left-in and left-out turning only.

<p><b>25.14.4.2 Parking, Loading Spaces and Manoeuvring Areas</b></p> <p><b>Design</b></p> <p>f) Parking spaces, loading spaces and manoeuvring areas shall:</p> <ul style="list-style-type: none"> <li>i. Comply with the relevant dimensions and layouts in Table 15-2h of Volume 2, Appendix 15-2 and are suitably designed for the vehicles and their occupants.</li> <li>i) All parking space, cycle space, loading spaces or manoeuvring areas, (excluding those for residential activities), which are used during the hours of darkness shall be illuminated in accordance with NZS1158.3.1 Lighting of Pedestrian Areas (P11), during the hours of operation of the activity that the areas serve.</li> <li>j) Sufficient on-site manoeuvring areas shall be provided to avoid the reversing of vehicles off a site: <ul style="list-style-type: none"> <li>i. Where any car park has vehicle access to any arterial transport corridor.</li> <li>ii. Where any car parking areas with vehicle access to any transport corridor contains: <ul style="list-style-type: none"> <li>A. More than five parking spaces, or</li> <li>B. Is located more than 30m from the boundary with the transport corridor.</li> </ul> </li> </ul> </li> </ul>	<p>Acceptable means of compliance for the design of parking spaces (including accessible parking spaces), loading spaces and manoeuvring areas is contained within AS/NZS 2890.1:2004 Parking Facilities – Part 1: Off-Street Car-Parking.</p> <p>Lighting requirement for all activities (except residential) – includes cycle parking areas.</p> <p>On-site manoeuvring required for accesses to arterial roads, higher numbers of car parking spaces (&gt;5) and long driveways (&gt;30m).</p>
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## Evaluation of Parking Provisions

Key Provisions	Comment
<p><b>Table 15-2a: Number of parking, loading and cycle spaces</b></p> <ul style="list-style-type: none"> <li>a) Ancillary residential units and apartment buildings 1 car park per residential unit, 1 visitor cycle space per 4 units.</li> <li>r) Offices: 1 car park per 40m<sup>2</sup> gross floor area, 1 loading space, 1 visitor cycle space per 350m<sup>2</sup> GFA, 1 staff cycle space per 125m<sup>2</sup> GFA</li> <li>z) Retail activities (gross floor area less than 5000m<sup>2</sup>): 1 car park per 20m<sup>2</sup> GFA, 1 loading space, 1 visitor cycle park per</li> </ul>	<p>Outside of Central City zone, all activities require minimum number of parking spaces.</p> <p>Majority of activities (including retail, industrial, schools, offices, hospitals, places of assembly, visitor accommodation) require visitor and/or staff cycle parking spaces.</p>

350m <sup>2</sup> GLFA, 1 staff cycle space per 125m <sup>2</sup> GLFA.	
<p><b>Table 15-2b: Number of parking and loading spaces required – Central City Zone</b></p> <p>a) Residential – none</p> <p>b) All other activities – no car parking space - 1 loading space per site (This standard does not apply where the site has existing development and insufficient space to allow a compliant loading/service space)</p>	No minimum number of car parks required in the Central City Zone although cycle parking generally required for all activities.
<p><b>Table 15-2f: Number of motorcycle parking spaces required – All Zones</b></p> <ul style="list-style-type: none"> <li>• 20-100 spaces = 3 spaces</li> <li>• For every additional 40 car parks above 100 car park spaces = 1 additional space</li> </ul>	Required in addition to car parking and cycle parking spaces.
<p><b>Table 15-2g: Number of bicycle end-of-journey facilities required – Central City Zone and Business Zones 1 to 7</b></p> <p><u>Number of cycle spaces</u></p> <ul style="list-style-type: none"> <li>• 10-50 = 2 showers, 1 locker per 3 spaces, 2 changing rooms</li> <li>• 51-150 = 4 showers, 1 locker per 3 spaces, 2 changing rooms</li> <li>• Each additional 100 cycle spaces = 2 additional showers</li> </ul>	Minimum requirements based on number of spaces required under the Plan.

## Proposed Auckland Unitary Plan

The key transport provisions in the Proposed Auckland Unitary Plan (PAUP) are contained within Chapter H: Auckland-wide rules: 1. Infrastructure: 1.2 Transport.

### Evaluation of Objectives and Policies

The PAUP sets out six objectives that seek to provide for the following:

1. The integration of land use and all modes of transport that enables the adverse effects of traffic generation on the transport network to be managed.
2. An integrated public transport, walking and cycling network.
3. Parking and loading spaces, including cycle parking and associated end-of-trip facilities, that: support intensification; transport network safety, efficiency and effectiveness; the use of more sustainable transport; the economic activity of businesses, and; the efficient use of land.

4. Safe and efficient parking and loading for pedestrians and vehicles which contributes to quality design of the built environment.
5. Development providing safe, efficient and effective access between the road and activities.
6. Safe road / rail level crossings.

The PAUP sets out 25 policies under the following sub-headings:

- Traffic generation
- Parking
- Loading
- Design of parking and loading
- Access
- Access to level crossings

Notable policies include the requirement for an integrated transport assessment for high traffic generating activities, limiting the supply of parking in central areas and for office activity, avoiding the development of long-term parking in central areas, providing for park-and-ride and public transport facilities to support the public transport system, and supporting increased cycling and walking.

## Evaluation of Hierarchy

The PAUP includes Arterial Roads in the planning maps. No other specific transport hierarchy is included however guidelines for preparing ITAs make reference to The Regional Arterial Road Plan which includes the identification of a Regional Cycle Network. Structure plan provisions for future urban zoned greenfield land and brownfield land also require the identification of a road network and hierarchy to support multi modal transport.

## Evaluation of General Provisions

Key Provisions	Comment
<p><b>Table 15-2a: Number of parking, loading and cycle spaces</b></p> <p>a) Ancillary residential units and apartment buildings 1 car park per residential unit, 1 visitor cycle space per 4 units.</p> <p>r) Offices: 1 car park per 40m<sup>2</sup> gross floor area, 1 loading space, 1 visitor cycle space per 350m<sup>2</sup> GFA, 1 staff cycle space per 125m<sup>2</sup> GFA</p> <p>z) Retail activities (gross floor area less than 5000m<sup>2</sup>): 1 car park per 20m<sup>2</sup> GFA, 1 loading space, 1 visitor cycle park per 350m<sup>2</sup> GLFA, 1 staff cycle space per 125m<sup>2</sup> GLFA.</p>	<p>Outside of Central City zone, all activities require minimum number of parking spaces.</p> <p>Majority of activities (including retail, industrial, schools, offices, hospitals, places of assembly, visitor accommodation) require visitor and/or staff cycle parking spaces.</p>
<p><b>Chapter H: 1 Infrastructure: 1.2 Transport: 1. Activity table</b></p>	<p>Non-compliances generally restricted discretionary activities.</p> <p>No controlled activity status.</p>

	<p>Discretionary activity status for short-term parking (non-accessory) in certain zones and locations.</p> <p>Non-complying activity status for long-term parking (non-accessory) in the City Centre and City Centre Fringe and for construction of a vehicle crossing where restrictions apply.</p>
<p><b>Traffic Generation</b></p> <p>Resource consent required as a restricted discretionary activity where thresholds exceeded:</p> <ul style="list-style-type: none"> <li>• Residential 30 dwellings/units/apartments</li> <li>• Education facilities 100 students</li> <li>• Office 1250m<sup>2</sup> GFA</li> <li>• Retail 500m<sup>2</sup> GFA</li> <li>• Industrial activities Warehousing and storage 5000m<sup>2</sup> GFA</li> <li>• Other industrial activities 2500m<sup>2</sup> GFA</li> </ul>	<p>High traffic generator rule - does not apply in the City Centre, Metropolitan Centre, Town Centre or Terrace Housing and Apartment Buildings zones.</p> <p>An ITA not required unless thresholds below exceeded.</p>
<p><b>Thresholds for an Integrated Transport Assessment</b></p> <p>Land use type</p> <ul style="list-style-type: none"> <li>• Residential 120 dwellings</li> <li>• Retail 1000m<sup>2</sup> GFA</li> <li>• Office 5000m<sup>2</sup> GFA</li> <li>• Industrial activities 10,000m<sup>2</sup> GFA</li> <li>• Education facilities 100 students</li> <li>• General trip generation rate 100 vehicles in the peak hour</li> </ul>	<p>Minimum information requirements for an ITA set out in the Plan - no specific requirements for a 'simple' or 'complex' ITA</p>

## Evaluation of Traffic Engineering Standards

Key Provisions	Comment
<p><b>3.3 Design of parking and loading spaces</b></p> <p><b>1. Size and location of parking spaces</b></p> <p><b>3.3.3 Access and manoeuvring</b></p> <p>2. Where dwellings provide more than one parking space, one space per dwelling may be stacked. Stacked parking means access is required through another parking space</p>	<p>Specific provision for stacked parking associated with dwellings as a permitted activity.</p>

<p><b>3.3.4 Reverse manoeuvring</b></p> <p>1. Sufficient space must be provided on the site so vehicles do not need to reverse off the site or onto or off the road from any:</p> <ol style="list-style-type: none"> <li>a. rear site</li> <li>b. other site where any of the following apply: <ol style="list-style-type: none"> <li>i. four or more parking spaces are served by a single access</li> <li>ii. there is more than 30m between the parking space and the road boundary of the site</li> <li>iii. access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in clause 3.4.1</li> </ol> </li> </ol> <p><b>3.3.7 Lighting</b></p> <p>1. Lighting is required where there are 10 or more parking spaces which are likely to be used during the hours of darkness. The parking and manoeuvring areas and associated pedestrian routes must be adequately lit during use in a manner that complies with Auckland-wide lighting rules.</p>	<p>On-site manoeuvring space must be provided for all rear sites, long driveways and arterial roads.</p> <p>Specific requirement for all non-residential activities to provide car park lighting – extends to include associated pedestrian routes.</p>
<p><b>3.4 Access</b></p> <p><b>3.4.1 Vehicle Access Restrictions</b></p> <p><b>3.4.2. Width and number of vehicle crossings</b></p> <p>Maximum number of vehicle crossings and separation distance between crossings. Any part of a site subject to:</p> <ul style="list-style-type: none"> <li>• A Vehicle Access Restriction = 0 or 1 (depending on specific restriction)</li> <li>• All other sites = 2</li> </ul>	<p>Two vehicle accesses permitted except for specific Vehicle Access Restriction areas, including residential zones.</p>

## Evaluation of Parking Provisions

Key Provisions	Comment
<p><b>Application of parking maximums and minimums</b></p> <p>City Centre, City Centre Fringe, Metropolitan, Town and Local Centres:</p> <ul style="list-style-type: none"> <li>• Maximum, no minimum</li> </ul>	<p>Essentially maximums apply to higher density and commercial areas. Minimums come into effect in the lower density outer suburban areas.</p>

<p>Terrace Housing and Apartment Buildings zone:</p> <ul style="list-style-type: none"> <li>• Maximum, no minimum</li> </ul> <p>Mixed Housing Urban zone:</p> <ul style="list-style-type: none"> <li>• Maximum and minimum</li> </ul> <p>All other areas:</p> <ul style="list-style-type: none"> <li>• Minimum, no maximum (except for offices)</li> </ul>	
<p><b>Maximum parking rates for City Centre zone</b></p> <ul style="list-style-type: none"> <li>• Dwellings &lt;75m<sup>2</sup> GFA 0.7 per dwelling</li> <li>• Dwellings ≥75 and &lt; 90m<sup>2</sup> GFA 1.4 per dwelling</li> <li>• Dwellings ≥90m<sup>2</sup> GFA 1.7 per dwelling</li> <li>• Visitor spaces 0.2 per dwelling All other activities 1:200m<sup>2</sup> GFA</li> <li>• All other activities 1:200m<sup>2</sup> GFA</li> </ul>	<p>Similarly minimum requirements increase in lower density areas.</p>
<p><b>Parking rates for other areas where parking maximums apply</b></p> <p>Offices:</p> <ul style="list-style-type: none"> <li>• 1 per 60m<sup>2</sup> GFA within the City Centre Fringe overlay, 1 per 30m<sup>2</sup> GFA elsewhere</li> </ul> <p>Retail Food and beverage:</p> <ul style="list-style-type: none"> <li>• 1 per 10m<sup>2</sup> GFA and outdoor seating area</li> </ul> <p>All other retail:</p> <ul style="list-style-type: none"> <li>• 1 per 20m<sup>2</sup> GFA</li> </ul>	
<p><b>Parking rates for all other areas</b></p> <p>Residential (Mixed housing suburban zone)</p> <ul style="list-style-type: none"> <li>• Studio or 1 and 2 bedroom - 1 per dwellings</li> <li>• Three or more bedrooms - 2 per dwelling</li> </ul> <p>Residential (Mixed Housing Urban zone)</p> <ul style="list-style-type: none"> <li>• Studio or 1 bedroom - a minimum and maximum of 1 per dwelling</li> <li>• Two or more bedrooms - a minimum of 1 per dwelling and a maximum of 2 per dwelling</li> </ul>	
<p><b>Required cycle parking rates</b></p> <p>Residential</p>	<p>Additional requirements set around location, support, secure facilities and manoeuvring</p>

<ul style="list-style-type: none"> <li>• Developments of 20 or more dwellings 1 visitor (short-stay) space per 20 dwellings within a single building, 1 secure (long stay) space per dwelling without a dedicated garage.</li> </ul> <p>Offices</p> <ul style="list-style-type: none"> <li>• 1 visitor per 1000m<sup>2</sup> GFA</li> <li>• 1 secure per 300m<sup>2</sup> of office</li> </ul> <p>Retail</p> <ul style="list-style-type: none"> <li>• &lt;500m<sup>2</sup> GFA Nil visitor required</li> <li>• ≥500m<sup>2</sup> GFA 1 visitor per 500m<sup>2</sup> GFA</li> <li>• All activities: 1 secure per 300m<sup>2</sup></li> </ul>	<p>space. No requirement for covered spaces.</p>
<p><b>Required end-of-trip facilities</b></p> <p>Offices, education facilities, hospitals</p> <ul style="list-style-type: none"> <li>• Secure lockers: 1 per long stay cycle park</li> <li>• ≤1000m<sup>2</sup> GFA: Showers and changing facilities - one unisex or two minimum</li> <li>• Every additional 7500m<sup>2</sup> GFA - one additional shower</li> </ul>	<p>Activity specific based on required number of staff cycle parking spaces for lockers and GFA for shower/changing facilities.</p>

## Proposed Christchurch Replacement District Plan

The Proposed Christchurch Replacement District Plan (pRDP) is being reviewed in a staged process. At the time of writing, a number of decisions have been released by the Independent Hearings Panel including Chapter 7 Transport. This chapter contains the transport provisions for all areas outside of the Central City area. The transport provisions for the Central City area are to be reviewed as part of the Stage 3 process, with decisions on Stage 3 yet to be released. It is noted that for the Central City area the provisions in the operative City Plan have essentially been adopted. The operative City Plan provisions come from *An Accessible City*, the transport chapter of the Christchurch Central Recovery Plan, which was written after the Christchurch earthquake events and replaced the previous transport chapter in October 2013.

### Evaluation of Objectives and Policies

The Transport Chapter of the pRDP sets two objectives as follows:

#### **7.1.1 Objective 1 - Integrated transport system for Christchurch District**

*An integrated transport system for Christchurch District:*

1. that is safe for all transport modes;
2. that is responsive to the current recovery needs, future needs, and enables economic development;
3. that supports safe, healthy and liveable communities by maximising integration with land use;



4. that reduces dependency on private motor vehicles and promotes the use of public and active transport;
5. that is managed using the one network approach.

### **7.1.2 Objective 2 - Adverse effects from the transport system**

*Enable Christchurch’s transport system to provide for the transportation needs of people and freight whilst managing adverse effects from the transport system.*

The Central City Chapter sets out a single objective to provide for “An accessible Central City for all people no matter how they choose to travel”.

The Transport Chapter sets out nine policies under the two objectives relating to the following matters:

- Establishment of a road classification system
- High trip generating activities
- Vehicle access and manoeuvring
- Requirements for car parking and loading
- Design of car parking and loading area
- Promote public transport and active transport
- Rail level crossings
- Effects from transport infrastructure
- Effects from the strategic transport network

Two additional policies are included that relate to managing land-use activities within the Transport Zone.

Notable policies include: managing the adverse effects of high trip generating activities by assessing their location and design; enabling a reduction in the number of car parking spaces required based on location and design circumstances; ensuring new, and upgrades to existing, road corridors provide sufficient space and facilities to promote safe walking, cycling and public transport; ensuring activities provide an adequate amount of safe, secure, and convenient cycle parking and associated end of trip facilities; managing the effects from the strategic transport network whilst recognising the national and regional scale and economic importance of this network, and the role of the strategic transport network in the recovery of Christchurch.

## **Evaluation of Hierarchy**

<b>Key Provisions</b>	<b>Comment</b>
<p><b>Appendix 7.12 – Road classification system</b></p> <p>The traditional four ‘movement’ function categories remain: Major Arterial, Minor Arterial, Collector and Local</p> <p>Four ‘place categories’ now sit within the system to reflect the different ‘place’ requirements: Rural, Industrial, Residential, and Centres.</p>	<p>Includes ‘place categories’ take into account the surrounding land use, and show the role the road plays in contributing to the amenity values, identity and public space of the adjoining area. This gives roads a dual classification, of one ‘place’ function and one ‘movement’ function.</p> <p>A road use hierarchy has also been defined within the Christchurch Transport Strategic Plan (as a non-statutory document) to include</p>

	<p>the following:</p> <ul style="list-style-type: none"> <li>i. the cycle network of major, local and recreational cycle routes (including on and off road cycle ways, and cycle ways within rail corridors);</li> <li>ii. the core public transport route network;</li> <li>iii. the walking network;</li> <li>iv. the freight network (including the rail network); and</li> <li>v. the strategic road network.</li> </ul> <p>These networks are not specifically shown in the District Plan but are able to be considered as part of the Integrated Transport Assessment process</p>
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## Evaluation of General Provisions

Key Provisions	Comment
<p><b>7.2.2 Activity status tables- All zones outside of the Central City</b></p> <p>Controlled activity:</p> <ul style="list-style-type: none"> <li>• high trip generating activity otherwise permitted in zone, does not exceed set thresholds and direct vehicle access is not obtained from a state highway, major arterial road, or crosses a railway line</li> </ul> <p>Restricted discretionary:</p> <ul style="list-style-type: none"> <li>• Any activity that does not comply with general standards</li> </ul> <p>Discretionary:</p> <ul style="list-style-type: none"> <li>• Any residential, industrial or commercial activity in the Transport Zone not provided for as a permitted activity.</li> </ul> <p>Non-complying activity:</p> <ul style="list-style-type: none"> <li>• Any activity in the Transport Zone not provided for as permitted, restricted discretionary, or discretionary.</li> </ul>	<p>Generally non-compliances with traffic standards are restricted discretionary activities.</p> <p>The Transport Zone covers what activities can occur within road and rail corridors (stage 3 of the plan review process – decisions not yet released). Permitted activities include public transport facilities, transport infrastructure, all public artwork, street furniture, community markets, cultural activities or community fund-raising events within road reserve in the Transport Zone.</p>
<p><b>High trip generators</b></p> <ul style="list-style-type: none"> <li>• Central City <math>\geq</math> 250 vehicle trips per day</li> <li>• Outside of Central City: activity based</li> <li>• Education Activities (Schools) <math>&gt;</math> 150</li> </ul>	<p>High trip generators (outside of Central City) require either 'basic' or 'full' ITA depending on whether thresholds meet below.</p> <p>Matters of control or discretion linked to information requirements for basic or full ITA.</p>

<p>Students</p> <ul style="list-style-type: none"> <li>• Office &gt; 1750m<sup>2</sup> GFA</li> <li>• Residential Activities &gt; 60 residential units</li> <li>• Retail Activities &gt; 500m<sup>2</sup> GLFA</li> </ul> <p><b>Thresholds for full Integrated Transport Assessments</b></p> <ul style="list-style-type: none"> <li>• Education Activities (Schools) &gt; 450 Students</li> <li>• Office &gt; 4000m<sup>2</sup> GFA</li> <li>• Residential Activities &gt; 120 residential units</li> <li>• Retail Activities &gt; 1000m<sup>2</sup> GLFA</li> </ul>	
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## Evaluation of Traffic Engineering Standards

Key Provisions	Comment
<p><b>7.2.3.4 Manoeuvring for parking and loading areas</b></p> <p>b. Any activity with a vehicle access to:</p> <ul style="list-style-type: none"> <li>- a major or minor arterial road; or</li> <li>- a collector road where three or more car parking spaces are provided on site; or</li> <li>- six or more car parking spaces; or</li> <li>- a heavy vehicle bay required by Rule 7.2.3.3.</li> </ul> <p>On-site manoeuvring area shall be provided to ensure that a vehicle can manoeuvre in a forward gear on to and off a site.</p>	<p>Tracking curves for manoeuvring purposes based on Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004</p>
<p><b>7.2.3.6 Design of parking and loading areas</b></p> <p>Lighting: For all non-residential activities with parking and/or loading areas used during hours of darkness Lighting of parking and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.</p>	<p>Specific requirement for all non-residential activities to provide car park lighting.</p>
<p><b>7.2.3.7 Access design</b></p> <p>c. Any vehicle access:</p> <ul style="list-style-type: none"> <li>- to an urban road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day;</li> </ul>	<p>Additional pedestrian safety requirement for higher traffic generating activities and identified key pedestrian areas.</p> <p>Landscaping or other features may be contained within the visibility splay areas, as long as it does not exceed 0.5 metres in</p>

<p>and/or</p> <ul style="list-style-type: none"> <li>- on a key pedestrian frontage.</li> </ul> <p>Either an audio and visual method of warning pedestrians of the presence of vehicles or a visibility splay in accordance with Appendix 7.9 shall be provided. If any part of the access lies within 20m of a Residential Zone any audio method should not operate between 8pm and 8am.</p>	<p>height.</p>
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## Evaluation of Parking Provisions

Key Provisions	Comment
<p><b>Car parking - Central City</b></p> <ul style="list-style-type: none"> <li>• No minimum requirements.</li> <li>• No maximum except that any parking area shall be no greater than 50% of the gross leasable floor area of the buildings on the site.</li> </ul>	<p>Disabled spaces required only where:</p> <ol style="list-style-type: none"> <li>i. car parks are provided, or</li> <li>ii. for buildings with GFA of more than 2,500m<sup>2</sup>.</li> </ol>
<p><b>Car parking - Outside of Central City</b></p> <p>Minimum number of car parks required:</p> <p>Offices</p> <ul style="list-style-type: none"> <li>• Visitor = 5% of staff requirement (1 space minimum). Staff = 2.5 spaces/ 100m<sup>2</sup> GFA</li> </ul> <p>Residential</p> <ul style="list-style-type: none"> <li>• 1 space/ unit, where that unit has less than 150m<sup>2</sup> GFA, 2 spaces/ unit otherwise</li> </ul> <p>Retail</p> <ul style="list-style-type: none"> <li>• Visitor = 4 spaces/100m<sup>2</sup> GLFA for the first 20,000m<sup>2</sup> GLFA</li> <li>• Staff = 0.5 spaces/ 100m<sup>2</sup> GLFA</li> </ul>	<p>Activity based minimum requirements for car parking.</p> <p>Appendix 7.14 contains parking reduction adjustment factors that can be considered for reducing parking requirements through the resource consent process.</p>
<p><b>Appendix 7.14 Parking reduction adjustment factors</b></p> <p>Permitted reductions (without the need for a resource consent)</p> <ol style="list-style-type: none"> <li>a. Public transport accessibility – within 400m</li> <li>b. Public transport accessibility – within 200m</li> <li>c. Public parking facility</li> <li>d. Walking accessibility</li> <li>e. Access to a Major Cycle Route</li> </ol>	<p>Provides for a percentage reduction from the minimum parking requirements.</p> <p>As example: Access to a Major Cycle Route - located within 1.2km of a Major Cycle Route.</p> <ul style="list-style-type: none"> <li>• Between 0m and 150m: 15% reduction.</li> <li>• Between 151m and 600m: 10% reduction.</li> <li>• Between 601m and 1,200m: 5% reduction.</li> </ul> <p>If the activity satisfies more than one factor then each percentage can be added together</p>

<p>f. Cycle parking (exceeding required number) Reductions based on assessment through the resource consent process</p> <p>g. Mixed-use development</p> <p>h. Good non-vehicular access to buildings</p> <p>i. Integration with public transport</p> <p>j. Travel plan</p>	<p>to create a combined reduction (for example a 10% suggested reduction + a 5% suggested reduction + a 10% suggested reduction = 25% suggested reduction from the minimum parking requirements).</p> <p>If an activity satisfies a factor (g-j) it is not an automatic entire percentage reduction. If an activity only just satisfies a factor then only part of the suggested percentage reduction is applied. The exact reduction will be determined through the resource consent application.</p>
<p><b>Minimum numbers of cycle parks required within the Central City</b></p> <p>Office</p> <ul style="list-style-type: none"> <li>• Visitor = 1 space/ 500m<sup>2</sup> GFA</li> <li>• Staff = 1space/150m<sup>2</sup> GFA</li> </ul> <p>Residential</p> <ul style="list-style-type: none"> <li>• Visitor = nil</li> <li>• Residents = 1 space / unit unless car parking for that unit is provided in a single or double garage</li> </ul> <p>Retail</p> <ul style="list-style-type: none"> <li>• Visitor = 1 space/350m<sup>2</sup> GLFA</li> <li>• Staff = 1space/200m<sup>2</sup> GLFA</li> </ul>	<p>All activities required to provide cycle parking spaces (except for residential activities below threshold).</p> <p>Additional requirements around dimensions, manoeuvring, visibility, lighting, frame support and secure attachment of stands.</p> <p>Staff and residential cycle parking must provide a stand or enclosed space that allows the bicycle to be secured and is covered.</p>
<p><b>Minimum numbers of cycle parks required (outside of Central City)</b></p> <p>Offices</p> <ul style="list-style-type: none"> <li>• Visitor = 20% of staff requirements (2 spaces minimum)</li> <li>• Staff = 1 space/ 150m<sup>2</sup> GFA</li> </ul> <p>Residential</p> <ul style="list-style-type: none"> <li>• Visitor = 1 space/ 20 units for developments with 20 or more units</li> <li>• Residents = 1 space/ dwelling without a garage</li> </ul> <p>Retail</p> <ul style="list-style-type: none"> <li>• Visitor = 1 space/ 300m<sup>2</sup> GLFA</li> <li>• Staff = 1 space/ 750m<sup>2</sup> GLFA</li> </ul>	<p>All activities generally required to provide cycle parking spaces.</p> <p>Additional requirements for cycle parking relating to dimensions, fixed location, supporting frame.</p> <p>For staff and residential cycle parking must consist of a stand or enclosed space that allows the bicycle to be secured and is covered.</p>
<p><b>Minimum number of cycle parking end of</b></p>	<p>Required only for Commercial activities, Tertiary Education and research activities and</p>

<p><b>trip facilities (outside of Central City)</b></p> <p>11 - 100 staff parks required</p> <ul style="list-style-type: none"> <li>• 1 shower per every 10 staff cycle parks required</li> <li>• 1 locker per every staff cycle park provided</li> </ul> <p>&gt; 100 staff parks required</p> <ul style="list-style-type: none"> <li>• 10 showers for the first 100 cycle parks required + 2 showers for each additional 50 cycle parks required</li> <li>• 1 locker per every staff cycle park provided</li> </ul>	<p>Hospitals.</p> <p>No requirement currently in the Central City area. May change through the hearings process.</p>
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## Wellington City Council District Plan

The Wellington City Council District Plan became operative in July 2000. Since then there have been a number of Plan Changes although notably there have been no significant changes to the transport provisions. Transport rules are contained within each zone chapter.

### Evaluation of Objectives and Policies

Transport related objectives for each of the zones are generally similar, with a single objective seeking to enable efficient, convenient and safe access for people and goods. Policies are also generally similar, seeking to achieve the following:

- Improve access for all people, particularly people travelling by public transport, cycle or foot, and for people with mobility restrictions.
- Manage the road network to avoid, remedy or mitigate the adverse effects of road traffic.
- Provide for and, in certain circumstances, require extensions to the existing road network.
- Require appropriate parking, loading and site access for activities.
- Manage the road system in accordance with a defined road hierarchy.

Additional policies of note for the Centres zone includes the following:

- Ensure that activities and developments are designed to be accessible by multiple transport modes.
- Support the uptake of new vehicle technologies by enabling supporting infrastructure in order to reduce reliance on fossil fuels.
- Ensure that the location and design of activities and developments that generate significant levels of traffic or provide high levels of on-site parking are accessible by multiple transport modes and do not result in:
  - a significant increase in traffic incompatible with the capacity of adjoining, or would lead to unacceptable congestion; or
  - the creation of an unacceptable road safety risk.

In the Central Area zone, additional policies seek to manage the supply of commuter car parking and provide for waivers from parking and loading requirements.

## Evaluation of Hierarchy

The Road Hierarchy as shown in District Plan Maps 33 and 34 provides for the following categories:

- i. Motorway/State Highway One
- ii. Golden Mile
- iii. Arterial Road
- iv. Principal Road
- v. Collector Road
- vi. Local Road

The Road Hierarchy definition extends to include Sub-collector Roads and Local Roads. There is no specific inclusion of pedestrian or cycle pathways.

## Evaluation of General Provisions

Key Provisions	Comment
<p><b>Activity status</b></p> <p>Activities not complying with the standards specified for permitted activities - Parking, Servicing and Site Access</p> <p>Any activity involving the provision of more than 70 carparks</p>	<p>Transport related non-compliances trigger restricted discretionary activity status.</p>
<p><b>High trip generation</b></p> <p>The erection of buildings or structures involving the provision of more than 70 vehicle parking spaces per site, is a Discretionary Activity (Restricted).</p>	<p>The Plan requires that a Traffic Report must be provided for any proposal to provide more than 70 carparks.</p> <p>The high traffic generator rule applies to all zones except the Rural zone.</p>

## Evaluation of Traffic Engineering Standards

Key Provisions	Comment
<p><b>Parking, Servicing and Site Access</b></p> <p>Vehicle parking</p> <ul style="list-style-type: none"> <li>• All parking shall be provided and maintained in accordance with sections 1, 2 and 5 of the joint Australian and New Zealand Standard 3490.1 - 2004, Parking Facilities, Part 1: Off-Street Car Parking</li> </ul> <p>Site access for vehicles</p> <ul style="list-style-type: none"> <li>• Site access shall be provided and maintained in accordance with section 3 of</li> </ul>	<p>Rules refer directly to Australian and New Zealand Standards but not included in appendices. Standards are not readily available online (without purchasing) – difficult for plan end users.</p>





## Appendix 3 - Legal Advice from DLA Piper on Stopped Roads and Zoning

The following email is from Emma Manohar (Senior Solicitor of DLA Piper), in response to an enquiry from Andrew Cumming (Council's Divisional Manager of Environmental Policy) regarding the zoning of stopped roads:

**From:** Manohar, Emma  
**Sent:** Monday, 27 June 2016 8:01 a.m.  
**To:** Andrew Cumming  
**Cc:** Quinn, Stephen  
**Subject:** RE: Stopped Roads and Zoning [DLANZ-CLIENT.FID33198]

Hi Drew,

You have asked for our advice in respect of the interpretation of the District Plan provisions relating to the zoning of roads.

### **Overview of District Plan requirements**

The District Plan maps establish the zoning of all the land in the district. Each zone is assigned a different colour on the legend to the planning maps (for example general residential is yellow, and special commercial is red). The road network has not been given a zone on the planning maps. The road reserve has been left white meaning none of the zones (or activity areas as they are referred to on the maps) apply to the identified road reserve.

As there is no zone that applies to the road reserve, and as the requirements of activities are dependent on the rules of the applicable zone, a nominal zone is applied to the road reserve. This ensures that the Council has some basis to assess and regulate activities undertaken within and adjoining the road corridor. This is applied through District Plan rule 14A(a) Status of Roads:

*The provisions of the activity area where the road reserve is located shall apply. Where the road reserve is between two different activity areas, the centre line of the road reserve will become the boundary between such activity areas.*

This rule allows the Council to regulate activities within the road reserve, and those adjoining it with certainty. It does not, in our opinion, zone that land. It simply applies a zoning for the purpose of regulating activities within that area or adjoining it. This means that activities can be undertaken on the road reserve in accordance with the applicable rules (even though technically that land does not have a zone).

We do not consider that road reserve is subject to a 'roading overlay', with an underlying zone that sits beneath that. There is nowhere within the District Plan that specifies that this is the case (either in the rules or the planning maps). Compare this for example to the Proposed Auckland Unitary Plan where each property within the Auckland region has a allocated zone through the planning maps. There are then a number of overlays that could apply on top of the requirements of that zone. The wording of the rule in terms of 'where the road reserve is located' is simply an indication that road reserve may run through a zone, ie be surrounded by one zone on both sides of the road. The other possibility, where the road reserve separates two different zones, is then addressed in the next part of the rule.

It is notable that the rule directly relates to 'road reserve' rather than areas that are simply marked in white on the planning maps. It follows that this default zoning rule is applicable to all areas of road as defined in section 315 of the Local Government Act 1974. That extended definition includes what is commonly referred to, or understood to be, 'road reserve', which is simply that area of legal road that may not actually be a formed carriageway or footpath.

### **Implications of stopping a road**

There are two statutory processes to stop a road, under the Public Works Act 1981 and the Local Government Act 1974. Irrespective of the process used, both have the same effect, which is to remove the

legal status of roads upon completion of the process. As set out above, rule 14A(a) will have no application once a road is legally stopped.

There is no provision of the RMA or District Plan that enables a default or assessed zoning to be imposed on an area of stopped road, in the absence of a plan change. For this reason, it is appropriate that where land is to be stopped, the plan change process giving that area of land a zoning is sufficiently advanced to ensure that the land has an appropriate zoning (at least in terms of an interim effect of the new zoning under the RMA) before the road is stopped (as a zoning applies pursuant to rule 14A(a) up until the point of stopping of the road).

### **Proposed approach**

The approach mentioned in terms of inserting a rule that states that a stopped road acquires the underlying zoning would need to be considered in light of the above. As there is no underlying zoning in our opinion, the rule would need to effectively give that portion of land a zoning on it being stopped. The planning maps would also need to be amended to show that an area is no longer road reserve and is now land of the relevant zoning. There would be difficulty in this approach as the process of stopping the road under the Local Government Act would effectively trigger a change to the District Plan which would ordinarily require a Resource Management Act process to be followed. This would be, in our opinion, unlikely to be found to be lawful if challenged. We consider that even if the rule proposed were to be inserted, the Council would still need to amend its planning maps so it was clear what zoning applied at any given time (ie what roads have been stopped).

An alternative approach would be to amend the District Plan provisions and planning maps to impose, and show, an underlying zoning for the road reserve. An overlay could then be inserted in terms of the road reserve and the rules worded so that once a road is stopped, the overlay ceases to have effect. For example, the Council could structure the rules in a similar way to how rule 14A(a) is currently worded and tie the relevance of the overlay to the road reserve and not the area shown as road. This would mean that on any given road stopping, the overlay provisions would cease to have effect and the zoning as shown on the planning maps would apply. We consider that this approach would be more straightforward.

Please let us know if you would like to discuss.

Kind regards

Emma

**Emma Manohar**  
Senior Solicitor

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## Part 6: Submission Form

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# Submission on publicly notified Proposed District Plan Change



Clause 6 of the First Schedule, Resource Management Act 1991

To: Chief Executive, Hutt City Council

**1. This is a submission from:**

Full name	<i>Last</i>		<i>First</i>	
Company/organisation				
Contact <i>if different</i>				
Address	<i>Number</i>	<i>Street</i>		
	<i>Suburb</i>			
	<i>City</i>		<i>Postcode</i>	
Address for Service <i>if different</i>	<i>Postal Address</i>		<i>Courier Address</i>	
Phone	<i>Day</i>		<i>Evening</i>	
Fax			<i>Mobile</i>	
Email				

**2. This is a submission on the following proposed change to the City of Lower Hutt District Plan:**

**Proposed District Plan Change No:**

**Title of Proposed District Plan Change:**

**3. The specific provisions of the proposal that my submission relates to are:**

*Please give details:*

*(Please use additional pages if you wish)*

**4. My submission is:**

*Include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:*

*(Please use additional pages if you wish)*

**5. I seek the following decision from Hutt City Council:**

*Give precise details:*

*(Please use additional pages if you wish)*

6. I  **wish**  **do not wish** to be heard in support of my submission.  
*(please tick one)*

7. If others make a similar submission,  
I  **will**  **will not** consider presenting a joint case with them at the hearing.  
*(please tick one)*

Signature of submitter:

*(or person authorised to sign on behalf of submitter)* *Date*

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

Submission number   
**OFFICE USE ONLY**