



- viii. While a range of issues are raised in submissions on the objectives and policies, the key issues relate to the resilience and connectivity of the transport network, and the extent that the objectives and policies address active and public transport modes.
- ix. In response to the submissions, this report recommends a number of amendments to objectives and policies, particularly in relation to resilience of the transport network.

## **2. Engineering Standards for the Transport Network**

- x. The approach of the Proposed Plan Change to engineering standards for the transport network has been to adopt nationally recognised standards unless it is considered appropriate for a specific standard to be developed for the district.
- xi. The engineering standards of the Proposed Plan Change address the design of roads, site accesses, manoeuvring areas, car parking facilities, and loading and unloading facilities.
- xii. Several submissions have been received on the engineering standards of the Proposed Plan Change. The submissions relate to the impact of the engineering standards on the safety of the transport network, provision for active transport modes, practicality for developers and access for fire fighting vehicles.
- xiii. A key recommendation of this report is for the transport network hierarchy of the Proposed Plan Change to be amended to align with the One Network Road Classification hierarchy, a hierarchy that is being developed by the New Zealand Transport Agency that will allow for a more consistent approach to the provision of roads nationally.
- xiv. The report also recommends some other minor amendments to the engineering standards.

## **3. Carparking requirements**

- xv. The approach of the Proposed Plan Change for carparking requirements has been to remove carparking requirements in the Central Commercial and Petone Commercial Activity Areas and to reduce the number of carparks that are required for dwellings. However, where a proposed development would be a High Trip Generator, the effects of the development on the transport network, including the impacts on on-street parking, would be assessed through the resource consent process.
- xvi. Few submissions were received on the carparking requirements of the Proposed Plan Change. Submissions were received in support of the removal of carparking requirements in the Central Commercial and Petone Commercial Activity Areas. A submission was received in opposition to the approach of the Proposed Plan Change of giving decision makers discretion on the effects of High Trip Generators on on-street parking. Submissions were also received on the carparking requirements for childcare facilities, schools and tertiary education facilities.
- xvii. The only amendments that are recommended in this report in relation to carparking requirements relate to education facilities.

## **4. Approach to Active Transport Modes**

- xviii. The approach of the Proposed Plan Change to active transport modes has been to:
  - a. Specifically include pedestrian and cycle routes and cycle parking facilities in the District Plan's definition of the Transport Network;
  - b. Support provision for active transport modes through the objectives and policies;
  - c. Require cycle parking and showers to be provided for employees at places of employment as well as at places of assembly; and
  - d. Enable an assessment of the effects of High Trip Generators on active transport modes through a resource consent process.
- xix. This approach acknowledges that the District Plan is not the only method for providing for active transport modes. The Council also provides for active transport modes as a road controlling authority and through advocacy for active transport modes.
- xx. Several submissions have been received on the approach of the Proposed Plan Change for active transport modes. Key issues raised in submissions are:

- a. The objectives and policies do not support/encourage provision for active transport modes;
  - b. A transport network hierarchy should specifically include pedestrian and cycle routes;
  - c. Permitted activity standards should include cycle parking requirements for visitors and within residential developments;
  - d. Design standards should be included for cycle parking facilities;
  - e. Cycle parking and shower requirements should not apply to retail premises and should only apply to new buildings and developments.
- xxi. This report recommends only two changes in relation to active transport modes. The recommended changes are in relation to:
- a. Amending Policy 14A 4.7 to refer to the provision for all modes of transport as part of the transport network and development; and
  - b. Amending the cycle parking and shower requirements so that they only apply to new buildings and developments.
- xxii. While this report does not recommend the inclusion of permitted activity standards for the design of cycle parking facilities, in response to submissions the Council has produced a non-statutory cycle parking design guide to provide advice to developers.

### **5. Reverse Sensitivity Effects on State Highways and Railways**

- xxiii. The Proposed Plan Change proposes a permitted activity standard for properties within 40m of state highways and railways to address the potential for reverse sensitivity effects on the state highways and railways from future development of noise sensitive activities. The standard would require new buildings that contain noise sensitive activities and existing buildings with new noise sensitive activities to be designed, constructed and maintained to meet specific vibration, noise and ventilation standards within the building.
- xxiv. Submissions have been received both in support and opposition to the proposed standard.
- xxv. The key issues from submissions in support of the proposed standard are:
- a. The proposed standard gives effect to the Regional Policy Statement;
  - b. A separate standard should be imposed to address noise and vibration generated from rail traffic;
  - c. A schedule of building solutions should be included in the District Plan to demonstrate how a developer could demonstrate compliance with the standard.
- xxvi. The key issues from submissions in opposition to the proposed standard are:
- a. The standard would add significant cost to development in these areas;
  - b. It may not be reasonable/practical for developers to meet the standard; and
  - c. The agencies in charge of managing the state highways and railways should be responsible for addressing the effects of noise and vibration, and not the owners of adjacent properties.
- xxvii. In response to the submissions, this report recommends:
- a. That the standard is retained, to address the potential reverse sensitivity effects and give effect to the Regional Policy Statement;
  - b. That specific noise levels are added to the standard to address noise from rail traffic;
  - c. That a schedule is included in the District Plan that would give building solutions that could be adopted to meet the proposed standard. If a developer proposes an alternative building solution, they would need to provide documentation from a qualified acoustics specialist to show that the standard would be met.

### **Recommendation**

xxviii. This report recommends that the Proposed Plan Change as notified be supported, subject to the amendments that are recommended in this report.

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## 1. INTRODUCTION

- (1) This report discusses and makes recommendations on submissions received in relation to Proposed Plan Change 39 - Transport ("the Proposed Plan Change").
- (2) The purpose of the Proposed Plan Change is to review the transport provisions of the City of Lower Hutt District Plan ("the District Plan").
- (3) The Proposed Plan Change contains a complete review of Chapter 14A Transport, but also reviews other related transport provisions throughout the District Plan.
- (4) The main reasons for this Proposed Plan Change are:
  - Council's obligation to review District Plan provisions at least every 10 years;
  - The need to update the District Plan to give effect to the Regional Policy Statement;
  - The current transport provisions of the District Plan primarily focus on private car transport and do not suitably address active travel modes;
  - Carparking requirements are perceived to be unduly restrictive for development; and
  - The District Plan refers to engineering standards that have often been superseded.
- (5) The chapters in the District Plan which are affected by the Proposed Plan Change are:
  - Chapter 3 - Definitions;
  - Chapter 4 - Residential;
  - Chapter 5 - Commercial;
  - Chapter 6 - Business;
  - Chapter 7 - Recreation;
  - Chapter 8 - Rural;
  - Chapter 9 - Community Health;
  - Chapter 10 - Community Iwi;
  - Chapter 11 - Subdivision;
  - Chapter 13 - Network Utilities, including the National Grid;
  - Chapter 14 - General Rules; and
  - District Plan Maps.
- (6) Although this report is intended as a stand-alone document, a more in-depth understanding of the Proposed Plan Change, the process undertaken, related issues and the submissions received can be gained from the Proposed Plan Change documents (including the Section 32 Evaluation) as publicly notified in October 2016, the Summary of Decisions Requested in Submissions, and the full set of submissions received.

### **Statement of Experience Nathan Geard**

- (7) My name is Nathan Geard. I hold a Bachelor of Science (majoring in Geography) from the University of Canterbury.
- (8) I have 9 years of experience in planning, including regional council and city council planning. My work experience includes the processing of resource consent applications and development of policies.
- (9) I have been employed by Hutt City Council since November 2014. I was initially employed as a Resource Consents Planner for 6 months. My main roles were the processing of resource consent applications and responding to public enquiries on resource management issues. Since June 2015 I have been employed as an Environmental Policy Analyst. My main role is reviewing and developing planning provisions of the District Plan.
- (10) Prior to working at Hutt City Council, I was employed by the West Coast Regional Council for 6 years as a Resource Consent Officer. My work included processing resource consent applications for a range of activities in the West Coast region.



- (11) I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014), have complied with it, and will follow the Code when presenting evidence. I also confirm that the matters addressed are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

### **Statement of Experience Lindsay Daysh**

- (12) My name is Lindsay John Daysh. I hold a Bachelor of Regional Planning Degree from Massey University and a graduate qualification in Transport Systems Engineering from the University of South Australia. I am a member of the New Zealand Planning Institute and the Resource Management Law Association.
- (13) I have 30 years' experience in town planning and resource management in New Zealand and in Britain. This includes extensive experience in central government agencies, local authorities and since 2004 as a consultant carrying out a broad range of planning matters including strategic planning, policy development, and project development particularly for infrastructure providers particularly transport. I am also an independent commissioner with a chairmanship endorsement.
- (14) My current position is as a Director of Incite, a resource management and environmental consultancy. I am based in Wellington.
- (15) Prior to my move to Incite in 2010 I was New Zealand Planning Manager with GHD Ltd, where I held national responsibility for all planning matters. Preceding this I was Regional Planning Manager at Transit New Zealand for Wellington/Nelson/Marlborough/Tasman, had two periods of employment at Wellington City Council, worked for the London Borough of Hillingdon, and the former Ministry of Works and Development.
- (16) I am very familiar with the planning framework in Hutt City having worked on a number of planning tasks in the region at strategic, policy development and project consenting levels for the majority of my career. I also have strong familiarity with the practical application of a number of Policy Statements and Plans and strategic documents throughout New Zealand but in particular those in the Wellington region.
- (17) In relation to Plan Change 39 I was the author of the initial Issues and Options Report and assisted Hutt City Council officers with the preparation of the Plan Change and the s32 Report.
- (18) I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014), have complied with it, and will follow the Code when presenting evidence. I also confirm that the matters addressed are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

## **2. BACKGROUND**

### **2.1 Process**

- (19) At its 9 March 2015 meeting, the Council's Policy and Regulatory Committee considered an Issues and Options report prepared by consultants Incite that identified transport matters in the operative District Plan that needed attention. At that meeting, the Committee resolved to instruct officers to undertake a comprehensive review of Chapter 14A (Transport) of the District Plan. As a result of this review, Council staff and Incite prepared the Proposed Plan Change, which was approved for public notification by the Council at its 20 September 2016 meeting.
- (20) The Proposed Plan Change was publicly notified on 4 October 2016 through a public notice in the Hutt News. Direct notification letters were sent to all owners and occupiers of properties that would be subject to proposed Permitted Activity Standard 6 (Development within the State Highway & Railway Corridor Buffer Overlays). The public notice advised where the relevant plan change documents could be found, how copies could be obtained, how to make a submission, and the stages involved in the plan change process under the Resource Management Act ("the RMA").
- (21) The submission phase closed on 4 November 2016. A total of 25 submissions were received, including four late submissions (including one that was received after the further submission phase) and two submissions that were withdrawn.

- (22) Following the close of the submission period, officers summarised the decisions requested in the submissions. The summary of decisions requested was publicly notified for further submissions on 17 January 2017 through a public notice in the Hutt News. Submitters were directly notified. The further submission period closed on 1 February 2017, with five further submissions being received.

## **2.2 Consultation**

- (23) The following statutory authorities and mana whenua were consulted during the preparation of the Proposed Plan Change, in accordance with Schedule 1 of the RMA:

- Ministry for the Environment;
- Greater Wellington Regional Council (GWRC);
- 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 Trust.

- (24) Non-statutory consultation was also undertaken. Non-statutory consultation involved inviting the general public (through a notice in the Hutt News and a page on the Council website) to provide feedback on the existing transport provisions of the District Plan as well as the findings of the Issues and Options report from Incite Consultants. In addition, the following stakeholders were contacted directly:

- New Zealand Transport Agency (NZTA);
- KiwiRail;
- 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;
- Automobile Association;
- Cycle Aware Wellington;
- City Living;
- Heavy Haulage Association.

- (25) Targeted meetings were also held with transport network providers (GWRC, NZTA, and KiwiRail).

## **2.3 Summary of Proposed Plan Change 39**

- (26) This section is summary of the provisions of the Proposed Plan Change. More detail on the approach of the Proposed Plan Change is available in the Proposed Plan Change's Section 32 Evaluation.

- (27) The Proposed Plan Change includes a complete re-write of Chapter 14A Transport. It also includes consequential changes to other chapters of the District Plan that relate to transport.
- (28) The key issues that are addressed in the objective and policy framework relate to:
- The safety and efficiency of the transport network;
  - Provision of a multi-modal transport network;
  - Effects of land use on the transport network; and
  - Effects of the transport network on adjacent land.
- (29) The Proposed Plan Change includes a suite of Permitted Activity Standards. These standards address:
- a) New roads;
  - b) Site access and manoeuvring areas;
  - c) Minimum sight distances at railway level crossings;
  - d) Car and cycle parking and end of trip facilities;
  - e) Loading and unloading facilities; and
  - f) Reverse sensitivity effects for developments adjacent to state highways and railways.
- (30) If a Permitted Activity Standard would be breached, a resource consent would be required as a Restricted Discretionary Activity, with Council staff and decision makers having discretion over the effects of the Permitted Activity Standards not being met.
- (31) The Proposed Plan Change would also introduce a list of High Trip Generator Thresholds. If a proposed activity would exceed one of these thresholds, a resource consent would be required as a Restricted Discretionary Activity. A resource consent application for a High Trip Generator would need to include an Integrated Transport Assessment from a suitably qualified traffic/engineer/planner, which would inform Council staff and decision makers on the potential effects of the proposed activity on the transport network.
- (32) In addition, the Proposed Plan Change would make consequential changes to several other chapters of the District Plan. Most of the consequential changes have been proposed so that provisions that address the transport network are located in Chapter 14A Transport where possible. However, consequential changes are also proposed to update definitions and references to standards that have superseded.

### 3. ANALYSIS OF SUBMISSIONS AND RECOMMENDATIONS

- (33) The following sections of this report provide a summary of the issues raised in submissions, an assessment and discussion of the issues raised, and a recommendation in response to the decisions sought in submissions. Every effort has been made to cover each matter raised in submissions.
- (34) Where possible, the submissions are addressed in groups based on the specific part of the Proposed Plan Change to which the submissions relate. Where submissions are more general and relate to a wider topic or area of concern, the submissions are addressed in groups based on the topic/area of concern. In summarising submissions, the name of the submitter and the number of their submission point are shown in bold. In summarising further submissions points, the further submission point is indented below the original submission point to which the further submission applies, again with the name of the further submitter and further submission number in bold. For example:

**Hutt Cycle Network [17.1]** submits that the Proposed Plan Change should be redrafted, broadly due to its approach towards active transport modes.

**SIML [F5.3]** made a further submission point to submission point **Hutt Cycle Network [17.1]**, stating that amendments to Standard 4(e) and appropriate controls for cycle parking and end of tip facilities are required to achieve best practice.

- (35) Where amendments to the Proposed Plan Change provisions are recommended as a result of a submission, additional text is shown as double underlined and shaded while text to be removed is shown as being ~~double struck through and shaded~~. For example:

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

- (36) Where changes are recommended as a result of submissions, the effectiveness and efficiency of such changes has been assessed in accordance with the requirements of Section 32 of the RMA, in making that recommendation.

### **Late Submissions**

- (37) Four late submissions were received on the Proposed Plan Change:
- Submission DPC39/22 from Winstone Aggregates, received on 7 November 2016 (one working day after the close of the submission period);
  - Submission DPC39/23 from Firth Industries, received on 7 November 2016 (one working day after the close of the submission period);
  - Submission DPC39/24 from the Minister of Education, received on 8 November 2016 (two working days after the close of the submission period); and
  - Submission DPC39/26 from Tim Julian, received on 21 April 2017 (five months after the close of the submission period).
- (38) Under Section 37 of the RMA, Council has the power to decide whether or not to waive a failure to comply with a set timeframe. Council can decide to waive the failure to comply with a timeframe only after taking into account:
- the interests of any person who, in its opinion, may be directly affected by the waiver;
  - the interests of the community in achieving adequate assessment of the effects of the Proposed Plan Change; and
  - its duty under Section 21 of the RMA to avoid unreasonable delay.
- (39) In considering whether to accept or reject late submissions DPC39/22 and DPC39/23, Council may wish to take into account the following:
- The late submissions were received only one working day after the close of the submission period.
  - The submissions were included in the Summary of Decisions Requested.
  - The Proposed Plan Change process was not been held up in any way by these submissions.
- (40) In considering whether to accept or reject late submission DPC39/24, Council may wish to take into account the following:
- The late submission was received only two working days after the close of the submission period.
  - Tom McKnight of Beca Ltd (acting on behalf of the submitter) contacted the Council prior to the close of the submission period to advise that they would be making a submission, but that they would be unable to lodge their submission before the close of the submission period.
  - The submission was included in the Summary of Decisions Requested.
  - The Proposed Plan Change process was not been held up in any way by this submission.
- (41) In considering whether to accept or reject late submission DPC39/26, Council may wish to take into account the following:
- While the submission was received after the close of the further submission period, the issues raised in the late submission had been raised by other submitters.
  - While the submission was received much later than the other submissions, it has not delayed the progress of the Proposed Plan Change.

- (42) It is my opinion that the failures to comply with the timeframe for making a submission can be waived as:
- No person would be directly affected by the waivers;
  - The waivers have not impacted the assessment of the effects of the Proposed Plan Change; and
  - The waivers have not resulted in any delay to the Proposed Plan Change process.

### 3.1 General

#### Submission

- (43) **The New Zealand Transport Agency (NZTA) [4.1]** submits that the Proposed Plan Change needs to enable and facilitate the development, management and operation of the transport network, to enable communities to provide for their social, economic, and cultural wellbeing.

#### Assessment

- (44) This submission point makes a general point about what the submitter believes should be achieved by the Proposed Plan Change, rather than requesting a specific District Plan response.
- (45) The submitter has made other submission points that do request a specific response. These are assessed elsewhere in this report.

#### Recommendation

- (46) This report recommends that the submission point of **NZTA [4.1]** be accepted insofar as the point is noted, but no alteration to the Proposed Plan Change is recommended in response to the submission point.

#### Submission

- (47) **Bikes Welcome Charitable Trust (BWCT) [7.2]** submits that the transport network should put people first and be integrated, liveable, accessible, sustainable, resilient, and supportive of a healthy connected community.

#### Assessment

- (48) This submission point makes a general point about the transport network, rather than requesting a specific District Plan response.
- (49) The submitter has made other submission points that do request a specific response. These are assessed elsewhere in this report.

#### Recommendation

- (50) This report recommends that the submission point of **BWCT [7.2]** be accepted insofar as the point is noted, but no alteration to the Proposed Plan Change is recommended in response to the submission point.

#### Submission

- (51) **BWCT [7.8]** submits that the council's role in encouraging active transport uptake should be reflected in its role, objectives and powers, and that this should include stronger requirements for provision for active travel within neighbourhoods and subdivision developments and clear direction to prioritise active transport modes within Integrated Transport Assessment.

#### Assessment

- (52) Rather than requesting a specific District Plan response, this submission point broadly requests additional requirements for active transport modes within neighbourhoods and subdivisions, and prioritisation of active transport modes in Integrated Transport Assessments.
- (53) With regard to the provision for active transport modes within neighbourhoods and subdivisions, the approach of the Proposed Plan Change has been to adopt nationally recognised standards unless there is a more appropriate local solution. As part of this approach, the Proposed Plan Change requires roads, including associated pedestrian paths and cycle lanes, to be designed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure. It is my opinion that adopting this standard is appropriate to ensure that the active transport modes are provided for within new subdivisions, without imposing an overly onerous restriction on development.

- (54) However, these standards only apply to future subdivisions. As existing subdivisions are authorised through existing use rights, the provisions of the District Plan would not require any alteration to the transport network within these subdivisions.
- (55) With regard to the submission point's request for a clear direction to prioritise active transport modes within Integrated Transport Assessments, the purpose of an Integrated Transport Assessment is for the effects of a specific activity on the transport network to be assessed, and to indicate how these effects should be addressed. This would include an assessment of how active transport modes are accommodated. The assessment would need to be undertaken by a suitably qualified traffic engineer/planner. It is my opinion that the District Plan should not restrict a traffic engineer/planner over the methods that they may recommended to address the effects of a development including those matters relating to active transport modes.

#### Recommendation

- (56) This report recommends that submission point **BWCT [7.8]** be rejected.

#### Submission

- (57) **BWCT [7.10]** submits that the Proposed Plan Change should consider connectivity, information, productivity and community.

#### Assessment

- (58) This submission point is a statement on matters that the submitter suggests should be considered in the District Plan, rather than requesting a specific District Plan response.
- (59) The submitter has made other submission points that do request a specific response. These are assessed elsewhere in this report.

#### Recommendation

- (60) This report recommends that submission point **BWCT [7.10]** be accepted insofar as the point is noted, but no alteration to the Proposed Plan Change is recommended in response to the submission point.

#### Submission

- (61) **BWCT [7.11]** submits that it is important that a hierarchy of transportation alternatives prioritises and provides for people whose main source of mobility is not private motor vehicles but rather active and public transport.

#### Assessment

- (62) The submission point makes a general point about a hierarchy of transportation alternatives that prioritises and provides for active and public transport, rather than requesting a specific District Plan response.
- (63) The submission point could be interpreted as a request for a hierarchy of transportation alternatives to be included in the District Plan. However, as there is no indication of how the hierarchy would be implemented through the District Plan, it is difficult to comment on the merits of the hierarchy.
- (64) The approach of the Proposed Plan Change has been to ensure that active and public transport modes are provided for as part of the transport network rather than prioritise them over other modes of transport. It is my opinion that this is an appropriate approach to address active and public transport modes within the District Plan, acknowledging that there are measures outside of the District Plan that contribute to the provision for and uptake of active and public transport modes, including the work of the road controlling authorities in providing facilities for active and public transport modes, the role of the Regional Council as the provider of the public transport service, and the role of both the city and regional councils in advocating for active transport.

#### Recommendation

- (65) This report recommends that submission point **BWCT [7.11]** be rejected.

#### Submission

- (66) **BWCT [7.14]** submits that the Proposed Plan Change should reflect the Healthy community and Quality lifestyle aspects of the Regional Policy Statement.

#### Assessment

- (67) This submission point makes a general point about matters that should be considered in the Proposed Plan Change, rather than requesting a specific District Plan response.
- (68) This submission point states that the Proposed Plan Change should reflect the Healthy community and Quality lifestyle aspects of the Regional Policy Statement (RPS). These aspects are not from the objectives and policies of the RPS, but are given as context in the Introduction section of the RPS. They are quotes from the Regional Council's Long Term Council Community Plan 2006 – 2016, a document that has been superseded.
- (69) The submitter has made other submission points that do request a specific response. These are assessed elsewhere in this report.

#### Recommendation

- (70) This report recommends that the submission point of **BWCT [7.14]** be accepted insofar as the point is noted, but no alteration to the Proposed Plan Change is recommended in response to the submission point.

#### Submission

- (71) **BWCT [7.14]** submits that facilities that are designed to promote and support healthy lifestyles should provide the best possible facilities for pedestrians and bike users.

#### Assessment

- (72) This submission point makes a general point about facilities that are designed to promote and support healthy lifestyles, rather than requesting a specific District Plan response. It could be interpreted as a suggestion that additional Permitted Activity Standards should be included or that the policy framework should be altered to further address the design of facilities that promote and support healthy lifestyles. However, as no specific amendment is requested, this is difficult to assess.
- (73) The submitter has made other submission points that do request a specific response. These are assessed elsewhere in this report.

#### Recommendation

- (74) This report recommends that the submission of **BWCT [7.14]** be accepted insofar as the point is noted, but no alteration to the Proposed Plan Change is recommended in response to the submission point.

#### Submission

- (75) **BWCT [7.15]** submits that design aspects such as access ways, signage and site traffic management should make pedestrian and cycle access the first priority and that residential developments should prioritise active transport.

#### Assessment

- (76) The submission point is for the design of accessways, signage and site traffic management to prioritise active transport modes and for prioritisation of active transport within residential developments. However, as there is no indication in the submission on how this would be implemented in the District Plan, it is difficult to comment on the merits of the submission.
- (77) The approach of the Proposed Plan Change towards the design of the transport network has been to adopt nationally recognised standards unless a more appropriate local standard is necessary. In addition, the approach of the Proposed Plan Change towards active transport modes is that they are provided for within the transport network rather than prioritised. In my opinion, the Council would be unable



to implement and enforce the prioritisation of active transport modes in the District Plan. In a resource consent process, it would be difficult for a decision maker to say that the effects of a proposed activity are such that they should be addressed by prioritising active transport modes.

- (78) In addition, there needs to be a balance between providing for active transport modes while not imposing an unnecessary restriction on developers. In my opinion, requiring land use and development to prioritise one mode of transport over others would be an unnecessary restriction.

#### Recommendation

- (79) This report recommends that the submission of **BWCT [7.15]** be rejected.

#### Submission

- (80) **BWCT [7.15]** submits that access should be prioritised over parking to send the message that other modes of transport are possible and attractive.

#### Assessment

- (81) The submission point is for access to be prioritised over parking to send a message that other modes of transport are possible and attractive. However, as there is no indication in the submission point on how this would be implemented in the District Plan, it is difficult to comment on its merits.
- (82) In my opinion, a provision should not be included in the District Plan to “*send a message*”. A provision should only be included in the District Plan to address any actual or potential environmental effect that may need to be managed.

#### Recommendation

- (83) This report recommends that the submission of **BWCT [7.15]** be rejected.

#### Submission

- (84) **BWCT [7.15]** submits that design should enable and encourage active transport and community engagement.

#### Assessment

- (85) The submission point is for design to enable and encourage active transport and community engagement. My interpretation is that this relates to the design of residential developments and the associated transport network. However, as there is no indication in the submission on how this would be implemented in the District Plan, it is difficult to comment on the merits of the submission.

#### Recommendation

- (86) This report recommends that submission **BWCT [7.15]** be rejected.

#### Submission

- (87) **Petone Planning Action Group (PPAG) [9.1]** submits that the Proposed Plan Change does not actively promote active, public or other shared systems of transport, and that it concentrates on achieving sustainable development without promoting sustainable transport.

#### Assessment

- (88) The submission point makes a general point regarding the approach of the Proposed Plan Change towards active, public and shared transport modes, rather than requesting a specific District Plan response.
- (89) The approach of the Proposed Plan Change has been to ensure that multiple modes of transport are provided within the transport network while acknowledging that the District Plan is not the only mechanism to address some issues relating to active, public and shared transport modes.
- (90) It is my opinion that policies for the promotion of active, public and shared transport modes and on promotion of sustainable transport would have little impact during a resource consent application

process except for those activities that generate significant amounts of traffic. It would be more appropriate for policies on promotion to be included in strategic documents outside the District Plan, and that the policies be implemented by road controlling authorities and service providers rather than through a resource consent process.

#### Recommendation

- (91) This report recommends that the submission of **PPAG [9.1]** be accepted insofar as the point is noted, but no alteration to the Proposed Plan Change is recommended in response to the submission point.

#### Submission

- (92) **David Tripp [15.1]** submits that there should be a much greater focus on active transport, given the health benefits of active transport.

#### Assessment

- (93) The submission point makes a general point that there should be greater focus on active transport, rather than requesting a specific District Plan response.
- (94) Active transport modes are not only provided for through requirements of the District Plan, but also by the road controlling authorities and through the Regional and City Council's advocacy for active transport, rather than through the provisions of the District Plan.
- (95) If it is necessary for there to be further recognition of the importance of active transport as part of the transport network over and above the provisions already provided for, it is my opinion that this should be in a strategic document other than the District Plan.

#### Recommendation

- (96) This report recommends that submission point **David Tripp [15.1]** be rejected.

#### Submission

- (97) **David Tripp [15.3]** submits that the RMA clearly supports health as an objective of our planning documents.

#### Assessment

- (98) Section 5(1) of the RMA states:

*The purpose of this Act is to promote the sustainable management of natural and physical resources.*

- (99) Section 5(2) of the RMA then describes sustainable management as:

*managing the use, development, and protection of natural and physical resources in away, 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.*
- (100) As part of development of the District Plan, plan makers need to determine the appropriate District Plan provisions for achieving sustainable management.
- (101) In relation to health, my interpretation of Section 5(2) of the RMA is that use and development of resources needs to be managed to enable people and communities to provide for their health.
- (102) However, imposing regulation through the District Plan is not the only mechanism that is available to enable people and communities to provide for their health, particularly with regard to the transport

network. Healthy lifestyles can be enabled through provision for active transport by road controlling authorities (including the Council) as well as through Council's advocacy for active transport modes.

- (103) Rather than requesting a specific District Plan response, the submission point makes a general point that the RMA "clearly supports health as an objective of our planning documents". However, other submission points have requested specific District Plan response in relation to health. These submission points are assessed in other parts of this report.

#### Recommendation

- (104) This report recommends that submission point **David Tripp [15.3]** be accepted, insofar as the point is noted, but no alteration to the Proposed Plan Change is recommended in response to the submission point.

#### Submissions

- (105) **Hutt Cycle Network [17.1]** submits that the Proposed Plan Change should be redrafted, broadly due to its approach towards active transport modes.
- (106) **SIML [F5.3]** made a further submission point to submission point **Hutt Cycle Network [17.1]**, stating that amendments to Standard 4(e) and appropriate controls for cycle parking and end of trip facilities are required to achieve best practice.

#### Assessment

- (107) The submission point of **Hutt Cycle Network [17.1]** does not contain any details on what provisions should be included in the Proposed Plan Change, but that the Proposed Plan Change should be redrafted in its entirety due to the Proposed Plan Change's approach to active transport modes.
- (108) The approach of the Proposed Plan Change has been to provide for active transport modes as part of the transport network rather than prioritise it over other modes of transport. It is my opinion that this is an appropriate approach to address active transport modes within the District Plan, acknowledging that there are measures outside of the District Plan that contribute to the provision for and uptake of active transport modes, such as the work of the road controlling authorities in providing facilities for active transport users as well as the Regional and City Council's role in advocating for active transport.
- (109) Where the submitter has made other submission points that request a specific response, they have been addressed elsewhere in this report.
- (110) The further submission point of **SIML [F5.3]** also does not request a specific response. The further submission point states that "appropriate controls for cycle parking and end of trip facilities are required to achieve best practice" but does not state what the submitter believes to be "appropriate controls". Where their further submission includes submissions points that do request a specific response (including specific amendments to the cycle parking and end of trip facilities requirements), they have been assessed elsewhere in this report.

#### Recommendation

- (111) This report recommends that the submission of **Hutt Cycle Network [17.1]** be rejected. This report recommends that the further submission of **SIML [F5.3]** be accepted, insofar as the point is noted, but no alteration to the Proposed Plan Change is recommended in response to the submission point.

#### Submission

- (112) **Hutt Cycle Network [17.4]** submits that transport priorities should be clearly stated as reducing dependence on private motor vehicles, and enhancing public transport, cycling and walking.

#### Assessment

- (113) The submission point requests that transport priorities should be stated within the District Plan. However, the submission does not specify how this would be implemented in the District Plan. This makes it difficult to assess the impact of including transport priorities in the District Plan.

- (114) However, the submission point more broadly requests that the provisions of the District Plan reduce the dependency on private motor vehicles and enhance active and public transport modes. Again, the submission does not specify how this would be implemented in the District Plan.
- (115) The approach of the Proposed Plan Change has been to provide for multiple modes of transport as part of the transport network (including active and public transport modes) rather than prioritise one mode of transport over other modes. It is my opinion that this is an appropriate approach to address active transport modes within the District Plan, acknowledging that there are measures outside of the District Plan that contribute to the provision for and uptake of active transport modes, such as the work of the road controlling authorities in providing facilities for active transport users as well as the Regional and City Council's role in advocating for active transport.

Recommendation

- (116) This report recommends that the submission of **Hutt Cycle Network [17.4]** be rejected.

### 3.2 General – Cross References

Submission

- (117) **NZTA [4.2]** submits that providing links to appropriate sections, particularly the utilities chapter, will be helpful for plan users.

Assessment

- (118) While the approach of the Proposed Plan Change has been to locate all transport provisions in the Transport Chapter, it is more appropriate to retain some transport provisions in the Subdivision and Network Utilities chapters. For clarity, it would be useful to have an advice note to advise plan users that the provisions of the Subdivision and Network Utilities chapters may be relevant for both subdivisions and activities being undertaken by a network utility operator.

Recommendation

- (119) This report recommends that the submission of **NZTA [4.2]** be accepted, and that Rule 14A 5.1 be amended as follows:

- (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.

NOTE:

Where an activity is associated with a subdivision, the provisions of “Chapter 11 – Subdivision” also apply.

Where an activity will be undertaken by a network utility operator (as defined by Section 166 of the Resource Management Act), the provisions of “Chapter 13 – Network Utilities, including the National Grid” also apply.

### 3.3 General – Consultation with NZTA

Submission

- (120) **NZTA [4.10]** submits that there should be a reference to consulting with the NZTA, particularly in response to land use that may not be adjacent to the state highway but because of the location, scale or nature of the activity may impact on the road network.

Assessment

- (121) The Council cannot require an applicant for a resource consent to undertake consultation. While it may be recommended, it is my opinion that Council's advice on what parties should be consulted as part of a resource consent process should be provided by a resource consent planner either during a pre-application meeting or while processing a resource consent application.

#### Recommendation

- (122) This report recommends that the submission of **NZTA [4.10]** is rejected.

### **3.4 General – People Focussed Transport Hierarchy for Schools**

#### Submission

- (123) **BWCT [7.15]** submits that a people focused transport hierarchy should be proactively applied to schools, that enables schools to exclude private vehicles from school speed zones and creates specially designated school walking and cycling routes.

#### Assessment

- (124) The submission point does not specify what would be included in a “people focussed transport hierarchy” and how it would be implemented in the District Plan. However, the submission point more broadly relates to ensuring that the transport network around schools is safe and provides for active transport modes.
- (125) The provisions of the Proposed Plan Change will have little impact on the transport network around schools as the existing transport network and onsite transport facilities are already authorised through a combination of existing use rights and designations.
- (126) It is my opinion that it would be more appropriate for the safety of the transport network around schools and the provision of active transport modes for schools to be addressed through the Council's function as a road controlling authority in conjunction with the schools, rather than attempting to address it through the District Plan.
- (127) The submission point specifically refers to enabling schools to exclude private vehicles from school speed zones. The District Plan is unable to control the vehicles that can access a particular piece of road.

#### Recommendation

- (128) This report recommends that the submission **BWCT [7.15]** be rejected.

### 3.5 Issues, Objectives and Policies – General Support

#### Submission

- (129) **Ministry of Education (MoE) [24.1]** supports the inclusion of issues, objective and policies which help provide a safe, efficient, and multi-modal transport network; protect the surrounding environment from the effects from the construction, maintenance and development of the transport network; and locate and design a transport network to avoid, remedy or mitigate adverse effects on adjacent land.

#### Recommendation

- (130) This report recommends that the submissions of and **MoE [24.1]** be accepted.

### 3.6 Issues, Objectives and Policies – Focus of Objectives

#### Submission

- (131) **Hutt Cycle Network [17.5]** submits that the neutrality and narrow focus of the proposed objectives do not give voice to Council's intent, and gives no guidance, and therefore broad discretion, to council officers.

#### Assessment

- (132) Rather than requesting a specific amendment to the objectives of the Proposed Plan Change, this submission point is a broad comment on the objectives of the Proposed Plan Change.
- (133) The submission point states that the "neutrality and narrow focus of the objectives do not *give voice* to the Council's intent". It is unclear what the submitter is referring to as the *neutrality* of the proposed objectives. It is also unclear what the submitter is referring to as the *Council's intent*.
- (134) However, my interpretation of the submission point is that the submitter believes that the objectives are broad in scope to the point that they do not provide sufficient direction to plan users and decision makers. It is my opinion that the scope of the objectives, when read in conjunction with the policies, rules and standards, is sufficient to provide direction to plan users and decision makers to address the effects of a proposed activity during a resource consent process.

#### Recommendation

- (135) This report recommends that submission point **Hutt Cycle Network [17.5]** be rejected.

### 3.7 Issues, Objectives and Policies – Connectivity

#### Submission

- (136) **NZTA [4.5]** submits that Hutt City has a number of directives within the Regional Policy Statement, which identifies the need to improve connectivity for the District, and that clear objectives and policies around connectivity can help deliver improvement around the liveability of the city, particularly in terms of integration of transport and land use, and the delivery of key projects.

#### Assessment

- (137) While it is important to have a well-connected transport network, there would be little value in including provisions in the District Plan that specifically address connectivity.
- (138) It is my opinion that the connectivity of the transport network relates to the infrastructure and services that are provided as part of the transport network. The District Plan does not dictate what infrastructure and services are put in place unless they are directly related to the transport effects from a site. If it is necessary for the infrastructure and services to be recognised in a strategic document, it is my opinion that the recognition should be in a document other than the District Plan.

#### Recommendation

- (139) This report recommends that the submission of **NZTA [4.5]** be rejected.

### 3.8 Issues, Objectives and Policies – Economic Wellbeing

#### Submission

- (140) **NZTA [4.3]** submit that the relevance of transport to economic wellbeing has been identified in Issue 14A 2.1, but that this has not been carried through to the objectives and policies.

#### Assessment

- (141) While economic wellbeing has not been specifically referred to in the objectives and policies, the objectives and policies do address the efficiency of the transport network. It is my opinion that the transport network's efficiency is the aspect of the transport network that contributes to economic wellbeing and that should be addressed through the District Plan.
- (142) While connectivity of the transport network is also relevant to economic wellbeing, the connectivity of the transport network should be addressed through infrastructure and services that are part of the transport network. It is my opinion that it is more appropriate for these to be managed by the road controlling authorities and service providers rather than be addressed and regulated through the District Plan.

#### Recommendation

- (143) This report recommends that the submission of **NZTA [4.3]** is accepted in part, insofar as the economic wellbeing of the transport network is addressed through objectives and policies relating to efficiency of the transport network, but no alteration to the Proposed Plan Change is recommended in response to the submission point.

### 3.9 Issues, Objectives and Policies – Resilience

#### Submissions

- (144) **NZTA [4.4]** submits that resilience should be recognised on objectives and policies so that decision-makers have a clear framework to assess proposals. The submission states that this would ensure that new development, and new and upgraded infrastructure, maintains or enhances the resilience of the transport network and that it will help manage proposals that are detrimental to the resilience of the city.
- (145) **BWCT [7.13]** submits that resilience is an important consideration that requires further attention in both objectives and policies.

#### Assessment

- (146) It is accepted that the transport network should be resilient. Not only should the transport network be developed to be resilient, but the potential impacts of land use on the resilience of the transport network should also be addressed.
- (147) While submission points **NZTA [4.4]** and **BWCT [7.13]** do not specify how the objectives and policies of the Proposed Plan Change should address the resilience of the transport network, NZTA has been more specific in submission point **NZTA [4.7]**. A further discussion on how the objectives and policies of the District Plan should address resilience is included in response to that submission in Sections 3.23 and 3.29 of this report.

#### Recommendation

- (148) This report recommends that submission points **NZTA [4.4]** and **BWCT [7.13]** be accepted, insofar as it is recommended that the objectives and policies of the Proposed Plan Change be amended to address the resilience of the transport network. While, no amendments are recommended in response to these submission points, amendments to the objectives and policies of the Proposed Plan Change to address the resilience of the transport network are included in Sections 3.23 and 3.29 of this report.

### 3.10 Issues, Objectives and Policies – Communities and Congestion

#### Submission

- (149) **Hutt Cycle Network [17.5]** submits that the issues and objectives make no mention of creating liveable, people centred communities free of traffic congestion.

#### Assessment

- (150) The submission point does not specify how the issues and objectives should address the creation of liveable, people centred communities that are free of traffic congestion.
- (151) It is my opinion that the issues and objectives of the Proposed Plan Change, when read in conjunction with the policies and rules are sufficient to ensure that when a resource consent is applied for, that plan users and decision makers are able to address the effects of a proposed activity on the communities in the surrounding area.

#### Recommendation

- (152) This report recommends that the submission of **Hutt Cycle Network [17.5]** be rejected.

### **3.11 Issues, Objectives and Policies – Global Warming, Liveable Communities**

#### Submission

- (153) **Hutt Cycle Network [17.5]** submits that the issues and objectives make no mention of reducing the potentially devastating impacts from global warming

#### Assessment

- (154) The submission does not specify how the issues and objectives of the Proposed Plan Change should address the impacts of global warming.
- (155) While the potential impacts from global warming are an important issue, it is my opinion that there is little value in addressing them in the transport chapter of the District Plan.
- (156) The value of an objective in the District Plan is that it provides guidance to plan users and decision makers during resource consent processes on whether the resource consent can be granted, and if so, how the effects of the proposed activity should be addressed. The value of an issue in the District Plan is that it provides context to the other provisions of the plan.
- (157) The effects on global warming of an activity that is proposed through a resource consent application would always be at such a small scale that a plan user or decision maker would never be able to address them through the resource consent process.
- (158) However, in response to other submissions on the Proposed Plan Change, this report recommends amendments to objectives and policies to address the resilience of the transport network (see Sections 3.23 and 3.29 of this report). While the amended objectives and policies do not specifically refer to reducing the impacts from global warming, they will direct plan users and decision makers to consider the potential effects of climate change on the transport network.

#### Recommendation

- (159) This report recommends that the submission of **Hutt Cycle Network [17.5]** be rejected.

### **3.12 Issues, Objectives and Policies – Active and Public Transport Modes**

#### Submissions

- (160) **BWCT [7.1, 7.12]** submits that the transport plan objectives should include the prioritisation of active and public transport along with the integration of transport modes, and reduced reliance on private vehicles.

#### Assessment

- (161) The submission points request objectives that prioritise active and public transport modes, integration of transport modes, and reduction of reliance on private vehicles. However, the submission does not specify the wording for the objectives and how they would be implemented in the District Plan. This makes it difficult to assess the impact of including the objectives in the District Plan.



- (162) With regard to objectives on prioritising active and public transport modes, the approach of the Proposed Plan Change has been to provide for multiple modes of transport as part of the transport network (including active and public transport modes) rather than giving priority to specific modes of transport. It is my opinion that this is an appropriate approach, acknowledging that there are measures outside of the District Plan that contribute to the provision for and uptake of active and public transport modes, such as the work of the road controlling authorities in providing facilities for active and public transport modes, the role of the Regional Council as the provider of the public transport service, and the role of both the City and Regional Councils in advocating for active transport.
- (163) With regard to objectives on integration of transport modes, it is unclear whether the submitter is referring to integration of the transport network with land use and development, or integration of different parts of the transport network. Integration of the transport network with land use has been addressed within the policy framework of the Proposed Plan Change. In particular, Objective 14A 3.1 is specifically for a transport network that is integrated with land use patterns while Policy 14A 4.7 is for land use and development to provide for multiple transport modes. It is my opinion that the objectives and policies of the Proposed Plan Change are appropriate to address the integration of the transport network with land use and development.
- (164) It is my view that the integration of different parts of the transport network is better addressed through the work of the road controlling authorities and public transport service providers.
- (165) The submission points also state that the objectives should reduce the reliance on private vehicles. The value of objectives in the District Plan is that they provide context on the policies and rules of the District Plan, and guidance to plan users and decision makers during a resource consent application process on how to address the effects of the proposed activity. It is my opinion that an objective in the District Plan that is specifically for the reduction of reliance on private vehicles would have little impact on a resource consent application as a decision maker would be unable to say that the effects of a proposed activity were such that they should be addressed by reducing reliance on private vehicles. However, the Proposed Plan Change does attempt to shift reliance on private vehicles through the relaxation of car parking requirements, particularly for the Central and Petone Commercial Activity Areas and dwelling houses throughout the district.

#### Recommendation

- (166) This report recommends that the submissions of **BWCT [7.1, 7.12]** be rejected.

#### Submission

- (167) **Hutt Cycle Network [17.5]** submits that the Issues, Objectives and Policies make no mention of cycling, walking or public transport.

#### Assessment

- (168) Cycling, walking and public transport are all included in the description of the transport network that is given in the Introduction of the proposed Transport Chapter. As the transport network as a whole is mentioned throughout the issues, objectives and policies, they do address cycling, walking and public transport. However, it is accepted that this is unclear.
- (169) In response to submission point **GWRC [20.26]**, this report recommends that a definition be added to the District Plan that defines the transport network to clarify that it includes cycling, walking and public transport (see Section 3.73 of this report).

#### Recommendation

- (170) This report recommends that the submission of **Hutt Cycle Network [17.5]** be rejected, insofar as the issues, objectives and policies do make mention of cycling, walking and public transport.

#### Submission

- (171) **David Tripp [15.2]** submits that policies should be designed to effect a population-level modal shift to more active modes of work commuting, therefore present major opportunities for public health improvement.

### Assessment

- (172) The submission point makes a general point that the policies of the Proposed Plan Change should be designed to shift commuters to using active modes to places of work, rather than requesting a specific District Plan response.
- (173) The approach of the Proposed Plan Change has been to ensure that road controlling authorities can provide for active transport modes within the transport network, and that end of trip facilities are provided at places of employment. It is my opinion that this is an appropriate approach to address active transport modes within the District Plan, acknowledging that there are measures outside of the District Plan that contribute to the provision for and uptake of active transport modes, such as the work of the road controlling authorities in providing facilities for active transport modes and the role of both the city and regional councils in advocating for active transport.
- (174) A more specific

### Recommendation

- (175) This report recommends that the submission of **David Tripp [15.2]** be rejected.

### Submission

- (176) **BWCT [7.9]** submits, in relation to the proposed objectives, that integration of multiple transport modes should be supported.

### Assessment

Proposed Objective 14A 3.1 is specifically for the transport network to be integrated with land use patterns and for the transport network to provide for all modes of transport. This objective and the associated policies address the integration of multiple modes of transport.

### Recommendation

- (177) This report recommends that submission point **BWCT [7.9]** be accepted, insofar as the policy framework of the Proposed Plan Change addresses the integration of multiple transport modes.

### Submission

- (178) **Hutt Cycle Network [17.5]** submits that the issues and objectives make no mention of improving the uptake of active transport modes.

### Assessment

- (179) The submission point does not specify how the issues and objectives should address improving the uptake of active transport modes.
- (180) While there is merit in improving the uptake of active transport modes, it is my opinion that it is of little value to address the uptake of transport modes in the issues and objectives of the District Plan.
- (181) The value of an objective in the District Plan is that it provides guidance to plan users and decision makers during resource consent processes on whether the resource consent can be granted, and if so, how the effects of the proposed activity should be addressed. The value of an issue in the District Plan is that it provides context to the other provisions of the plan.
- (182) It is unlikely that a resource consent application would be received where the effects of the proposed activity on the uptake of active transport modes are of a scale that the activity should not be authorised.
- (183) However, the Proposed Plan Change does include measures that will encourage use of active transport modes. In particular, the Proposed Plan Change proposes a reduction in carparking requirements and new end of trip facilities. The Proposed Plan Change also requires Integrated Transport Assessments (ITA) for High Trip Generators. An ITA will inform Council staff and decision makers on what facilities (including facilities for active transport users) are appropriate to address the impact of a development on the safety and efficiency of the transport network.

- (184) It is my opinion that the Council should continue to encourage the uptake of active transport modes through its role as a road controlling authority, through the provision of facilities for active transport use and through active transport advocacy, rather than attempting to address it through the issues and objectives of the District Plan.

#### Recommendation

- (185) This report recommends that the submission of **Hutt Cycle Network [17.5]** be rejected.

#### Submission

- (186) **BWCT [7.21]** submits that there should be an overall objective which reduces the dependency on private motor vehicles and promotes the use of public and active transport.

#### Assessment

- (187) The submission point does not specify how an overall objective that reduces dependency on private motor vehicles and promotes the use of public and active transport would be implemented in the District Plan.
- (188) The value of objectives in the District Plan is that they provide context on the policies and rules of the District Plan, and provide guidance to plan users and decision makers during a resource consent application process on how to address the effects of the proposed activity. Without having the exact wording of an objective, it is difficult to determine what its impact would be during a resource consent application process.
- (189) It is my opinion that if objectives for the reduction of dependency on private motor vehicles and promotion of active and public transport modes are necessary, it is more appropriate for the objectives to be included in strategy documents other than the District Plan, and that the objective would be better implemented by road controlling authorities and service providers rather than through a resource consent process.

#### Recommendation

- (190) This report recommends that the submissions of **BWCT [7.21]** be rejected.

### **3.13 Issues, Objectives and Policies – Health**

#### Submission

- (191) **Hutt Cycle Network [17.5]** submits that the issues and objectives make no mention of preventing death from obesity and diabetes because of inactivity.

#### Assessment

- (192) The submission point does not specify how the issues and objectives should address the prevention of death from obesity and diabetes through inactivity.
- (193) While the health of the district's residents is an important issue, it is my opinion that it should not be addressed through the issues and objectives of the District Plan.
- (194) The Proposed Plan Change does include provisions that will support active transport modes, including Objective 14A 3.1, which is in part for a transport network that provides for all modes of transport. In addition, in response to submissions on the Proposed Plan Change, this report recommends that proposed Policy 14A 4.7 is amended to give a stronger direction that all modes of transport should be provided for within the transport network, land use, subdivision and development (see Section 3.35 of this report).
- (195) The Proposed Plan Change also supports provision for active transport modes as part of land use, subdivision and development through permitted activity standards on end of trip facilities for places of employment (Standard 4(e)) and by requiring High Trip Generators to provide an Integrated Transport Assessment as part of a resource consent process (Rule 14A 5(c)).

- (196) It is my view that the Council should continue to play a role in addressing the health of the district's residents through providing for and encouraging active transport modes through its role as a road controlling authority and through the provision of facilities for active transport use, rather than attempting to address it through the issues and objectives of the District Plan.

#### Recommendation

- (197) This report recommends that the submission of **Hutt Cycle Network [17.5]** be rejected.

### **3.14 Issues, Objectives and Policies – Cycle Projects**

#### Submission

- (198) **NZTA [4.6]** submits that the District Plan should support the significant investment being made in cycling within the city through its objectives, policies and rules and that a number of cycling projects would benefit from recognition in objectives and policies, such as the Eastern Bays Shared Path, The Beltway and the Wainuiomata Hill Shared Path.

#### Assessment

- (199) It is unclear what benefit would be gained by specifically recognising the Eastern Bays Shared Path, The Beltway and the Wainuiomata Hill Shared Path with the objectives and policies of the District Plan. The District Plan does not dictate what infrastructure projects proceed particularly those that use road or road reserve that are the responsibility of the road controlling authority. However, the Proposed Plan Change is enabling of the cycleways by not adding any unnecessary regulation on their construction.
- (200) If it is necessary for these projects to be recognised in a strategic document, it is my opinion that the recognition should be in a strategic document other than the District Plan.

#### Recommendation

- (201) This report recommends that the submission of **NZTA [4.6]** be rejected.

### **3.15 Issues, Objectives and Policies – Park and Ride Facilities**

#### Submission

- (202) **NZTA [4.11]** submit that objectives and policies should be included that clearly reflect the importance of park and ride facilities.

#### Assessment

- (203) The transport network is described in the Introduction of the proposed Transport Chapter as including car and cycle parking facilities, which would include park and ride facilities. In addition, as a result of a submission point **GWRC [20.26]**, this report is recommending that a definition of the “transport network” is added to the District Plan that would make it clear that car and cycle parking facilities are part of the transport network (see Section 3.73 of this report). This is sufficient to ensure that park and ride facilities are considered within the Transport Chapter of the District Plan.

#### Recommendation

- (204) This report recommends that the submission of **NZTA [4.11]** is rejected.

### **3.16 Issues, Objectives and Policies – Regional Policy Statement and Walk & Cycle the Hutt Strategy**

#### Submission

- (205) **NZTA [4.6]** submits that the policy framework does not satisfy the expectations of either Walk & Cycle the Hutt strategy or the Regional Policy Statement, and that given that Walk and Cycle the Hutt Plan was drafted on the basis that provision for implementation will be considered in the District Plan, greater specificity is required in the Proposed Plan Change. This submission point states that there should be

greater alignment with the Hutt Walking and Cycling strategy as well as stronger and more facilitative objectives and policies that call for active modes and multi modal choice.

#### Assessment

- (206) The submission point does not request any specific amendment to the provisions of the Proposed Plan Change. It is more a general comment that the Proposed Plan Change does not address the Walk & Cycle the Hutt Strategy or the Regional Policy Statement.
- (207) A Regional Policy Statement (RPS) is a document that is prepared by Greater Wellington Regional Council and is a document that the District Plan must *give effect to* under Section 73(4) of the RMA. The RPS was considered in the development of the Proposed Plan Change, and it is my opinion that the proposed provisions are appropriate to give effect to the Regional Policy Statement.
- (208) The Walk & Cycle the Hutt strategy is a strategy document of the Hutt City Council that has the principal aim of “More people in the city will cycle and walk more often and further, for commuting and recreational purposes.” It is a document that the Council takes into account under Section 74(2A) of the RMA when preparing a plan change, but is not a document that the Council must give effect to.
- (209) The Walk & Cycle the Hutt strategy was taken into account during the development of the Proposed Plan Change. The strategy includes some expectations for the transport chapter of the District Plan that have not been implemented through the Proposed Plan Change. This is because it was determined during the development that of the Proposed Plan Change that some of the provisions that the strategy suggested should be included in the District Plan were inappropriate for the District Plan, and are better addressed through other council functions, such as the council’s role as a road controlling authority, investment in facilities that provide for active transport modes, and advocacy for active transport modes.
- (210) It is my opinion that the Council has taken the Walk & Cycle the Hutt strategy into account and given effect to the Regional Policy Statement appropriately in the development of the policy framework of the Proposed Plan Change.

#### Recommendation

- (211) This report recommends that the submission of **NZTA [4.6]** be rejected.

### 3.17 Section 14A 1 – Introduction

#### Amendment 2 – Section 14A 1 - Introduction

##### Submission

- (212) **NZTA [4.2]** submits that the links between the District Plan and key urban development planning processes should be strengthened, that it is important that plan users understand that the District Plan is only one of a suite of plans by which the Council seeks to achieve its vision and desired outcomes, and that it is useful to decision makers if they are directed to documents that provide context when considering complex applications. The submitter also submits that there should be stronger and clearer alignment between the objectives and policies of the District Plan, the Regional Policy Statement, and the Regional Land Transport Plan.
- (213) The Submitter seeks an amendment to the Introduction as follows:

*This transport chapter contains city-wide objectives, policies and rules relevant to the transport network. It seeks to implement transport related resource management solutions from various strategic documents such as Making Places, The Urban Growth Strategy 2012-2032, Walk and Cycle the Hutt Strategy and the Wellington Regional Land Transport Plan 2015.*

##### Assessment

- (214) While plan users and decision makers need to be aware of the wider strategic framework that is in place for resource management and the transport network, it is unnecessary for the Transport Chapter to identify selected documents that are part of the framework and may change over time.
- (215) District Plan users and decision makers can be advised of the framework through mechanisms outside of the plan, such as advice from council staff, pre-application meetings, and through the Council's website. It is my opinion that it is better to provide this advice through mechanisms outside the plan as the framework can change relatively frequently, and the information that would be provided in the District Plan would become out of date.

##### Recommendation

- (216) This report recommends that the submission of **NZTA [4.2]** be rejected.

##### Submission

- (217) **PPAG [9.2]** submits that Paragraph 6 of the Introduction be amended as follows:

*Activities that do not meet the standards or that generate significant volumes of traffic are assessed on a case by case basis through the resource consent process.*

##### Assessment

- (218) This submission is a grammatical issue. It is my opinion that the wording of both the Proposed Plan Change and submission point **PPAG [9.2]** are grammatically correct, but that the wording of **PPAG [9.2]** is clearer.

##### Recommendation

- (219) This report recommends that submission point **PPAG [9.2]** be accepted, and that Paragraph 6 of the Introduction be amended as follows:

<i>Activities that do not meet the standards or <u>that</u> generate significant volumes of traffic are assessed on a case by case basis through the resource consent process.</i>
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##### Submission

- (220) **GWRC [20.1]** seeks an amendment to the Introduction to be consistent with the Regional Public Transport Plan. The following amendment is requested:

- pedestrian and cycling facilities within the road corridor, and off-road where primarily for transport purposes; cycle routes, whether they be within a road corridor or not;
- public transport services and their associated infrastructure (including bus, ~~commuter railway~~ train and ferry services, and their associated stops, stations and terminals train stations, harbour ferry wharfs, bus stops and Park and Ride car parks at train stations).

#### Assessment

- (221) The description of the transport network should be consistent with the Regional Public Transport Plan. The proposed amendment would also retain consistency between the description in the Introduction and the definition of the transport network that is proposed in submission point **GWRC [20.26]** (see Section 3.73 of this report).

#### Recommendation

- (222) This report recommends the submission of **GWRC [20.1]** be accepted, and that Paragraph 1 of the Introduction be amended as follows:

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 cycling facilities within the road corridor, and off-road where primarily for transport purposes ~~cycle routes, whether they be within a road corridor or not;~~
- all railway corridors;
- car and cycle parking facilities;
- loading facilities; and
- public transport services and their associated infrastructure (including bus, train ~~commuter railway~~ and ferry services, and their associated train stations, harbour ferry wharfs, bus stops and Park and Ride car parks at train stations ~~stops, stations and terminals~~).

### **3.18 Issue 14A 2.1**

#### **Amendment 3 – Issue 14A 2.1**

##### Submissions

- (223) **NZTA [4.7]** submits that Issue 14A 2.1 be amended as follows:

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

*Opportunities exist for improving the transport network to ensure the continued development of the cycling network, and improving the resilience of the city's transport network and transport connections. There are particular opportunities to improve connections to and from State Highway 2 and east west connections across the southern half of the city and to the wider region. There is potential to improve safety for all road users, including pedestrians and cyclists.*

##### Assessment

- (224) It is accepted that it is important for the transport network to be resilient, and that not only should the transport network be developed to be resilient, but that the impact of land use on the resilience of the transport network should also be addressed.
- (225) However, the submission of NZTA not only requests that Issue 2.1 makes reference to the resilience of the transport network, but also requests that the issue includes descriptions of several potential projects that could contribute to resilience of the transport network. My opinion is that the value of an issue in the District Plan is that it can provide plan users and decision makers with context on the objectives,

policies and rules that are included in the District Plan. Specifically referring to these projects in an Issue of the District Plan will not make them any more likely to progress. It would be more appropriate for the importance of these projects to be recognised in other strategic documents that have influence on the resourcing and funding of the projects, such as the Regional Land Transport Plan and Urban Growth Strategy.

- (226) If it is determined that specific reference to these projects is necessary, I would recommend that this reference is made in the Introduction of the chapter, and not within an issue.

#### Recommendation

- (227) This report recommends that the submission of **NZTA [4.7]** be accepted in part, and that Issue 14A 2.1 be amended as follows:

#### **Issue 14A 2.1**

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

#### Submissions

- (228) **PPAG [9.3]** submits that Issue 14A 2.1 be amended as follows:

*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 and the wellbeing of the physical environment.*

- (229) **NZTA [F4.9]** opposes the amendment as the meaning of the term “*wellbeing of the physical environment*” is unclear, and as there is a reference to “sustainable development” in Issue 14A 2.1, there is no need for the additional reference.

#### Assessment

- (230) Submission point **PPAG [9.3]** requests that Issue 14A 2.1 be amended to identify that a safe, efficient, multi-modal transport network that is well integrated is also essential for the wellbeing of the physical environment. However, I concur with further submission point **NZTA [F4.9]** that the meaning of the term “wellbeing of the physical environment” is unclear, and that as the issue already refers to sustainable development, that no additional reference is necessary.

#### Recommendation

- (231) This report recommends that the submission of **PPAG [9.3]** be rejected and the further submission of **NZTA [F4.9]** be accepted.

#### Submissions

- (232) **GWRC [20.2]** and **MoE [24.2]** support Issue 14A 2.1.

#### Recommendation

- (233) This report recommends that the submissions of **GWRC [20.2]** and **MoE [24.2]** be accepted.

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

#### **Amendment 4 – Issue 14A 2.2**

#### Submissions

- (234) **KiwiRail [5.1]** and **GWRC [20.2]** support Issue 14A 2.2.

#### Recommendation

- (235) This report recommends that the submissions of **KiwiRail [5.1]** and **GWRC [20.2]** be accepted.



### **3.20 Issue 14A 2.3**

#### **Amendment 5 – Issue 14A 2.3**

##### Submissions

(236) **KiwiRail [5.2]** and **GWRC [20.2]** support Issue 14A 2.3.

##### Recommendation

(237) This report recommends that the submissions of **KiwiRail [5.2]** and **GWRC [20.2]** be accepted.

### **3.21 Issue 14A 2.4**

#### **Amendment 6 – Issue 14A 2.4**

##### Submission

(238) **GWRC [20.2]** support Issue 14A 2.4.

##### Recommendation

(239) This report recommends that the submission of **GWRC [20.2]** be accepted.

### **3.22 Issue 14A 2.5**

#### **Amendment 7 – Issue 14A 2.5**

##### Submissions

(240) **KiwiRail [5.3]** and **GWRC [20.2]** support Issue 14A 2.5.

##### Recommendation

(241) This report recommends that the submissions of **KiwiRail [5.3]** and **GWRC [20.2]** be accepted.

### 3.23 Objective 14A 3.1

#### Amendment 8 – Objective 14A 3.1

##### Submission

(242) **NZTA [4.7]** submit that Objective 3.1 be amended as follows:

*A safe ~~and~~ efficient and resilient transport network that:*

- *Is integrated with land use and development patterns,*
- *~~Meets-Provides for local, regional and national transport needs and provides for all modes of transport,~~ including improved regional and cross valley connectivity,*
- *Has particular regard for public transport and active travel modes.*
- *Provides for economic wellbeing.*

##### Assessment

(243) Submission point **NZTA [4.7]** requests several changes to Objective 14A 3.1.

(244) Firstly, the submission point requests that the objective is amended to address the resilience of the transport network.

(245) It is accepted that it is important that the transport network is resilient, and that not only should the transport network be developed to be resilient, but that the potential impacts of land use on the resilience of the transport network should be addressed. This report recommends that Objective 14A 3.1 be amended to address resilience (see below) but also recommends that Issue 14A 2.1 and Policy 14A 4.1 be amended as well (see Sections 3.18 and 3.29 of this report).

(246) Secondly, the submission point requests a reference to the transport network providing improved regional and cross valley connectivity. It is my opinion that there would be no additional value in specifically referring to these in the District Plan. If projects to improve regional and cross valley connectivity are proposed, it is highly likely that they would be authorised through a designation, where the objectives and policies of the District Plan are only one matter to be considered. If a formal recognition is needed of the importance of these projects, it would be more appropriate for the projects to be recognised in strategic documents that have an influence on the resourcing and funding of the projects, such as the Regional Land Transport Plan.

(247) Thirdly, the submission point requests that Objective 14A 3.1 state that the transport network should have particular regard for public transport and active travel modes. As active and public transport modes are part of the transport network, plan users and decision makers will already need to have regard to active and public transport modes when addressing this objective. The additional text would add no value to the objective.

(248) Fourthly, the submission point requests that Objective 14A 3.1 states that the transport network should provide for economic wellbeing. It is my opinion that the contribution that the transport network can make to economic wellbeing is through the efficiency of the transport network. Objectives and policies have been included in the Proposed Plan Change that specifically address the efficiency of the transport network. These objectives and policies are appropriate to ensure that the transport network provides for economic wellbeing.

(249) More broadly, the approach of the Proposed Plan Change has been to use clear and concise objectives and policies. It is my opinion that concise objectives and policies are easier to use during resource consent processes and are easier to communicate to plan users. The wording proposed by NZTA is less clear and concise than the wording of the Proposed Plan Change, as it attempts to address too many issues in a single objective and refers to matters that are of little value in an objective of the District Plan.

##### Recommendation

(250) This report recommends that the submission of **NZTA [4.7]** be accepted in part, insofar as Objective 14A 3.1 be amended to address the resilience of the transport network, and that Objective 14A 3.1 be amended as follows:

### **Objective 14A 3.1**

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

- (251) However, this report recommends that the submission of **NZTA [4.7]** be rejected with respect to the other requested amendments to Objective 14A 3.1.

#### Submission

- (252) **PPAG [9.4]** submits that Objective 14A 3.1 should be amended as follows, to overtly promote active transport:

*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 in particular walking, cycling and use of public and shared transport.*

#### Assessment

- (253) The submission point states that particular regard be given for active, public and shared transport modes. As these modes of transport are part of the transport network, no value is added by specifically referring to them in this objective. Plan users and decision makers will need to take account of public, active and shared transport modes when addressing this objective without the additional text.

#### Recommendation

- (254) This report recommends that the submission of **PPAG [9.4]** be rejected.

#### Submissions

- (255) **KiwiRail [5.4]** and **GWRC [20.3]** support Objective 14A 3.1.

#### Recommendation

- (256) This report recommends that the submissions of **KiwiRail [5.4]** and **GWRC [20.3]** be accepted.

### **3.24 Objective 14A 3.2**

#### **Amendment 9 – Objective 14A 3.2**

#### Submissions

- (257) **GWRC [20.4]** and **MoE [24.3]** support Objective 3.2.

#### Recommendation

- (258) This report recommends that the submissions of **GWRC [20.4]** and **MoE [24.3]** be accepted.

### **3.25 Objective 14A 3.3**

#### **Amendment 10 – Objective 14A 3.3**

#### Submissions

- (259) **KiwiRail [5.5]** and **GWRC [20.5]** support Objective 14A 3.3.

#### Recommendation

- (260) This report recommends that the submissions of **KiwiRail [5.5]** and **GWRC [20.5]** be accepted

### **3.26 Objective 14A 3.4**

#### **Amendment 11 – Objective 14A 3.4**

#### Submission

(261) **GWRC [20.6]** supports Objective 3.4.

Recommendation

(262) This report recommends that the submission of **GWRC [20.6]** be accepted

### **3.27 Objective 14A 3.5**

#### **Amendment 12 – Objective 14A 3.5**

Submissions

(263) **KiwiRail [5.6]** and **GWRC [20.7]** support Objective 3.5.

Recommendation

(264) This report recommends that the submissions of **KiwiRail [5.6]** and **GWRC [20.7]** be accepted.

### **3.28 Policy 14A 4.1 – General Support**

#### **Amendment 13 – Policy 14A 4.1**

Submission

(265) **GWRC [20.8]** supports Policy 14A 4.1.

Recommendation

(266) This report recommends that the submission of **GWRC [20.8]** be accepted.

### **3.29 Policy 14A 4.1 and Policy 14A 4.3 – Request for Policies to be Combined**

Submission

(267) **NZTA [4.7]** submits that Policies 14A 4.1 and 4.3 should be combined, and that the new policy should be as follows:

*Provide for the construction, use, operation, maintenance and development of the transport network in a manner which:*

- *Improves safety with a focus on serious injury and fatal crashes,*
- *Improves the efficiency of the network,*
- *Improves regional and district connectivity,*
- *Is designed to be resilient to, and enable appropriate restorations after major events and is integrated to provide network options,*
- *Contributes to the operation of an integrated multi-modal transport system including facilities such as park and rides,*
- *Achieves an effective public transport system and provides for safe and convenient active travel,*
- *Recognises the benefits to Hutt City, regional and national economic wellbeing brought by an effective transport network, particularly through providing for the efficient movement of freight,*
- *Appropriately manages adverse effects on adjacent land.*

Assessment

(268) The policy that is proposed by submission point **NZTA [4.7]** requests a significant alteration to Policies 14A 4.1 and 4.3. This section of this report will address each part of the policy that is proposed by the submission point in turn.

- (269) In general, it is my opinion that submission point **NZTA [4.7]** is trying to introduce a policy into the District Plan that is an all-encompassing policy to address multiple facets of the transport network. While the issues that are covered by the policy that is requested by NZTA may be important, the District Plan is not always the appropriate document tool to address these issues.
- (270) Firstly, the approach of the Proposed Plan Change has been to use clear and concise provisions, particularly for the objectives and policies. It is my opinion that concise objectives and policies are easier to use during resource consent processes and easier to communicate to plan users. The wording proposed by NZTA is less clear and concise than the wording of the Proposed Plan Change and is a departure in the style of the other objectives and policies of the Proposed Plan Change.
- (271) The policy proposed by **NZTA [4.7]** is in part for the “*construction, use, operation, maintenance and development of the transport network*”. It is my opinion that the policies of the Proposed Plan Change are sufficient to address the construction, maintenance and development of the transport network. However, as the District Plan does not manage how the transport network is used and operated, it is my opinion that they should not be referred to in the policies of the District Plan.
- (272) The policy proposed by **NZTA [4.7]** is in part for the improvement of safety with a focus on serious injury and fatal crashes. The function of a policy of the District Plan is to inform plan users and decision makers during a resource consent process. However, where a resource consent is granted, the council is only able to require a resource consent holder to address the effects of the proposed activity on the transport network, not improve the quality of the transport network. If it is necessary for improvements to the transport network to be recognised in a strategic document, it is my view that this recognition should be in a document other than the District Plan.
- (273) In addition, it is my opinion that there would be no benefit in specifying a focus on serious injury and fatal crashes over other aspects of safety.
- (274) The policy proposed by **NZTA [4.7]** is in part for the improvement of both the efficiency of the transport network and regional and district connectivity.
- (275) While the existing policies of the Proposed Plan Change already address the efficiency of the transport network, they do not directly address connectivity. It is my opinion that there is little value in addressing the connectivity of the transport network in the policies of the District Plan as connectivity is better addressed through the functions of road controlling authorities and public transport service providers.
- (276) The policy proposed by **NZTA [4.7]** is in part for the transport network to be designed to be resilient. It is accepted that it is important that the transport network is resilient, and that not only should the transport network be developed to be resilient, but that the potential impact of land use on the resilience of the transport network is addressed. Sections 3.18 and 3.23 of this report recommend that Issue 14A 2.1 and Objective 14A 3.1 be amended to address the resilience of the transport network. This report also recommends that Policy 14A 4.1 be amended to address resilience (see below).
- (277) However, it is my opinion that the policies of the District Plan should not be as specific as requested in submission point **NZTA [4.7]**, which refers specifically to restoration after major events.
- (278) The policy proposed by **NZTA [4.7]** is in part for the transport network to be integrated to provide network options, and to contribute to the operation of an integrated multi-modal transport system. It is my opinion that Policy 14A 4.7 of the Proposed Plan Change is sufficient to ensure that multiple modes transport modes are provided as part of the transport network, and that the transport network is integrated with land use and development.
- (279) The policy proposed by **NZTA [4.7]** is in part for an effective public transport system. The provision of public transport is a function of the regional council and generally does not require any approval under the District Plan as either no approval is required or the activities are authorised under designations. While bus stops and shelters are unlikely to be authorised through a designation due to their small scale, they are already provided for within the District Plan as permitted activities under Rule 13.3.1.37.
- (280) The policy proposed by **NZTA [4.7]** is in part for recognition of the benefits to district, regional, and national economic wellbeing brought by an effective transport network, particularly through providing for the efficient movement of freight. In my opinion, the key aspect of the transport network for economic wellbeing is the efficiency of the transport network, which is addressed through the policies of the Proposed Plan Change.

- (281) The policy proposed by **NZTA [4.7]** is in part for the management of adverse effects on adjacent land. This is addressed by Policy 14A 4.3 of the Proposed Plan Change.

Recommendation

- (282) This report recommends that submission point **NZTA [4.7]** be accepted in part, insofar as Policy 14A 4.1 be amended to address the resilience of the transport network. The recommended amendment is as follows:

**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 and resilience of the transport network is maintained.

- (283) However, this report recommends that the submission of **NZTA [4.7]** be rejected with respect to the other requested amendments to Policies 14A 4.1 and 4.3.

### 3.30 Policy 14A 4.2

#### Amendment 14 – Policy 14A 4.2

Submissions

- (284) **NZTA [4.12]** submits that as Policy 10 of the Regional Policy Statement specifically requires the promotion of travel demand management to be covered in District Plans, Policy 14A 4.2 should be amended as follows:

*Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network, and particular regard should be given to travel demand management as a mitigation measure.*

- (285) **KiwiRail [5.7]** and **GWRC [20.9]** support Policy 14A 4.2.

Assessment

- (286) The impact of the decision requested in submission point **NZTA [4.12]** would be that the policy would indicate to resource consent applicants and decision makers that they should consider travel demand management as a mitigation measure for effects of an activity on the connectivity, accessibility and safety of the transport network.
- (287) The effects of an activity on the connectivity, accessibility and safety of the transport network can be mitigated in a number of ways, including the design, location and timing of a proposed activity, as well as through travel demand management. It is my opinion that there is little value in directing applicants and decision makers to one type of mitigation measure over all others.

Recommendation

- (288) This report recommends that the submissions of **NZTA [4.12]** be rejected and the submissions of **KiwiRail [5.7]** and **GWRC [20.9]** be accepted.

### 3.31 Policy 14A 4.3

#### Amendment 15 – Policy 14A 4.3

Submission

**GWRC [20.10]** supports Policy 14A 4.3.

Recommendation

This report recommends that the submission of **GWRC [20.10]** be accepted.

### Submission

- (289) **KiwiRail [5.8]** submits that there is limited practical ability to change the location of the rail corridor, other than slight adjustments, and that avoiding, mitigating or remedying adverse effects is not always practical. The Submitter seeks the following amendment to Policy 14A 4.3:

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

### Assessment

- (290) As the existing rail corridor is currently authorised through both existing use rights and designations within the District Plan, Policy 14A 4.3 would have no impact on the existing rail corridor.
- (291) It is my opinion that if a new rail line was proposed or if the rail corridor were to be moved or extended, it would be appropriate for the new rail line to be located and designed to avoid, remedy or mitigate adverse effects, and that there should not be an exception that suggests that the effects do not need to be addressed in some cases.

### Recommendation

- (292) This report recommends that the submission of **KiwiRail [5.8]** be rejected.

### Submissions

- (293) **MoE [24.4]** supports the inclusion of Policy 14A 4.3, but requests that the policy is amended to refer to “*the adjacent environment*” instead of “*adjacent land*” as the environment is a defined term in the RMA that includes people and communities along with natural and physical resources, where land does not provide this level of coverage.
- (294) **PPAG [9.5]** submits that Policy 14A 4.3 be amended as follows:

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

- (295) **NZTA [F4.10]** opposes the submission as the proposed additional term “*general environment*” is unclear.

### Assessment

- (296) It is accepted that the policy should apply to more than just the adjacent land as the intention of the policy is to address effects not only on the physical land but also the effects on the people and communities. Referring to the “adjacent environment”, as suggested in submission point **MoE [24.4]**, is appropriate for Policy 14A 4.3 as it is defined in the RMA, and refers to people and communities in addition to the land. While the term “general environment”, as suggested in submission point **PPAG [9.5]**, also covers more than land, it is less clear than “adjacent environment”.

### Recommendation

- (297) This report recommends that the submission of **MoE [24.4]** and further submission of **NZTA [F4.10]** be accepted, that the submission of **PPAG [9.5]** be accepted in part, and that Policy 14A 4.3 is amended as follows:

#### **Policy 14A 4.3**

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

## **3.32 Policy 14A 4.4**

### **Amendment 16 – Policy 14A 4.4**

#### Submissions

- (298) **KiwiRail [5.9]** and **GWRC [20.11]** support Policy 14A 4.4.

### Recommendation

- (299) This report recommends that the submissions of **KiwiRail [5.9]** and **GWRC [20.11]** be accepted.

## **3.33 Policy 14A 4.5**

### **Amendment 17 – Policy 14A 4.5**

#### Submission

- (300) **GWRC [20.12]** supports Policy 14A 4.5.

#### Recommendation

- (301) This report recommends that the submission of **GWRC [20.12]** be accepted.

## **3.34 Policy 14A 4.6**

### **Amendment 18 – Policy 14A 4.6**

#### Submissions

- (302) **KiwiRail [5.10]** and **GWRC [20.13]** supports Policy 14A 4.6.

#### Recommendation

- (303) This report recommends that the submissions of **KiwiRail [5.10]** and **GWRC [20.13]** be accepted.

## **3.35 Policy 14A 4.7**

### **Amendment 19 – Policy 14A 4.7**

#### Submissions

- (304) **GWRC [20.14]** supports Policy 14A 4.7, but recommends that the policy is amended to refer to “all modes of transport” rather than “multiple transport modes” as the two have different meaning and the former is what should be sought through this policy. The amendment is also recommend for consistency with Objective 14A 3.1.
- (305) **MoE [24.5]** supports the inclusion of Policy 14A 4.7, and supports a transport network that provides for multiple transport mode options for school students and school communities.

#### Assessment

- (306) I agree that the transport network, land use, subdivision and development should provide for all modes of transport.
- (307) Policy 14A 4.7 of the Proposed Plan Change refers to multiple transport modes as there was a concern that in some cases it is inappropriate for land use, subdivision and development to provide for some transport modes. For example, it would be unreasonable to expect a subdivision to provide for public transport where it is unlikely that there would ever be a public transport service to that subdivision.
- (308) However, following further consideration, and discussions with Resource Consent Planners of the Council (the officers who process resource consent applications), I am satisfied that decision makers will be able to take the practicality of providing for some transport modes into account.

#### Recommendation

- (309) This report recommends that the submission of **GWRC [20.14]** be accepted, and that Policy 14A 4.7 be amended, and new Policy 14A 4.8 be added, as follows:

#### **Policy 14A 4.7**

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



- (310) This report recommends that the submission of **MoE [24.5]** be accepted in part, insofar as the policy that is recommended above would still provide for multiple transport modes options for school students and school communities.

### 3.36 Rules

#### Amendment 20 – Rule 14A 5.1(c)

##### Submission

- (311) **PPAG [9.6]** submits that the matter of discretion of Rule 14A 5.1(c) be amended as follows:

*The effects of the activity on the transport network including impacts on on-street parking, pedestrians, cyclists and public transport.*

##### Assessment

- (312) Rule 14A 5.1(c) is a restricted discretionary rule that ensures that the effects of high trip generating activities on the transport network are assessed on a case-by-case basis. The matter of discretion enables council to address the effects of the activity on any part of the transport network.
- (313) The transport network is described in the Introduction of proposed Chapter 14A as including pedestrian and cycle routes and public transport infrastructure. In response to submission point **GWRC [20.26]**, this report is also recommending that a definition of the “transport network” is added to the District Plan that would make it clear that pedestrian and cycle routes and public transport infrastructure are part of the transport network (see Section 3.73 of this report).
- (314) As pedestrian and cycle routes and public transport infrastructure are part of the transport network, there is no need to specifically list them in this rule. On-street parking has been specifically listed (despite also being part of the transport network) because there could be some confusion as to whether the effects on on-street parking need to be assessed for high trip generators within the Central Commercial and Petone Commercial Activity Areas, given the permitted activity standards for activities in these activity areas would require no on-site parking. Specifying impacts on on-street parking makes it clear to plan users and decision makers that Council has discretion over the impacts on on-street parking from high trip generators, regardless of where they are located.

##### Recommendation

- (315) This report recommends that the submission of **PPAG [9.6]** be rejected.

### 3.37 Standard 1 Standards for New Roads

#### Amendment 21 – Standard 1 - Standards for New Roads

#### Amendment 40 – Appendix 3 - Transport Network Hierarchy

##### Submission

- (316) **NZTA [4.8]** submits that the Transport Network Hierarchy (Table 1-1) should be amended to align with the One Network Road Classification.

##### Assessment

- (317) The Transport Network Hierarchy is part of proposed Standard 1 of the Proposed Plan Change. It is an updated version of the Road Network Hierarchy from the operative District Plan. The updates that have been made clarify the links between the different levels of the hierarchy with the categories from NZS 4404:2010 Land Development and Subdivision Infrastructure.
- (318) A list of which of the district’s roads come under each level in the hierarchy is included in Appendix Transport 3 of the Proposed Plan Change.
- (319) The One Network Road Classification (ONRC) is a national road classification system. It is similar to the Transport Network Hierarchy in the way it categorises roads. For the ONRC, the category for a road is based on the level of traffic on the road, whether the road connects to important destinations, and whether the road is the only route available to access an area.
- (320) It is agreed that it would be appropriate to adopt the ONRC to enable a nationally consistent approach to roading infrastructure. The change to the Transport Network Hierarchy to align it with the ONRC would be relatively minor, as it would still result in the district’s roads being categorised in a hierarchy.

The only difference is that the hierarchy levels would have names that are consistent with the ONRC, and the district's roads would be reclassified in accordance with the ONRC.

- (321) Of note is that the actual impact of including the Transport Network Hierarchy or ONRC in the District Plan is minimal, as resource consent is already for construction and alteration of roads in other parts of the District Plan.
- a) Where a network utility operator (including the Council) constructs, alters or diverts a road, resource consent is required under Rule 13.3.38 of the District Plan's Network Utilities chapter as a Discretionary Activity.
  - b) Where a developer constructs a new road as part of a subdivision, resource consent is required under the rules of the District Plan's Subdivision Chapter, usually as a Controlled Activity, but potentially as a Restricted Discretionary, Discretionary or Non-Complying Activity (depending on the location and design of the road).
- (322) As a resource consent is always required for the construction and alteration of a road, a permitted activity standard for the design of the road has little impact. While it guides plan users who are applying for a resource consent of the appropriate category from NZS 4404:2010 of the category of road that they are proposing, the vast majority of new roads are Access Roads under the Transport Network Hierarchy, and this guidance could be provided outside the District Plan.
- (323) The main impact of the Transport Network Hierarchy in the District Plan is that it ties in with proposed Standard 2(b), which gives the Permitted Activity Standard for separation distances between vehicle accesses and intersections (proposed Standard 2(b)) based on the roads level in the hierarchy. A change to align the Transport Network Hierarchy with the ONRC would require a consequential change to Standard 2(b) to refer to the ONRC categories.
- (324) The change to the Transport network Hierarchy to align with the ONRC has been discussed with the Council's Road and Traffic division, who support the change.

Recommendation

- (325) This report recommends that the submission of **NZTA [4.8]** be accepted, that Appendix Transport 3 be replaced by Appendix 3 of this report, and that Standard 1(a) be amended as follows:

(a) Road Classification

Roads are classified under the One Network Road Classification ~~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**

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

		area. Low vehicle speeds, pedestrian and local amenity values predominate.
<u>Pedestrian Road</u>	<u>Local Road</u>	A road with a high number of pedestrians, including a high number of pedestrians likely to cross the road.

<u>One Network Road Classification</u>	<u>Description</u>	<u>Category from NZS 4404:2010</u>
<u>National</u>	<u>These roads make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports, and have high volumes of heavy commercial vehicles or general traffic.</u>	<u>1</u>
<u>Regional</u>	<u>These roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports and airports. They are major connectors between regions and, in urban areas, may have substantial passenger transport movements.</u>	<u>Major Arterial Road</u>
<u>Arterial</u>	<u>These roads make a significant contribution to social and economic wellbeing, linking regionally significant places, industries, ports or airports. They may be the only route available to important places in a region, performing a 'lifeline' function.</u>	<u>Major Arterial Road / Minor Arterial Road</u>
<u>Primary Collector</u>	<u>These are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or population areas.</u>	<u>Minor Arterial Road / Connector/Collector Road</u>
<u>Secondary Collector</u>	<u>These roads link local areas of population and economic sites. They may be the only route available to some places within this local area.</u>	<u>Connector/Collector Road</u>
<u>Access</u>	<u>These roads provide access and connectivity to many of your daily journeys (home, school, farm, forestry etc). They also provide access to the wider network.</u>	<u>Local Road</u>
<u>Access Road (low volume)</u>		<u>Lane</u>

- (326) As a result of the recommended change, this report also recommends that a change is made to Standard 2(b) of the Proposed Plan Change (regarding separation distances of vehicle accesses from intersections), to refer to the categories of the ONRC. The recommended change is given in Section 3.39 of this report, which addresses other submissions on Standard 2(b).

#### Submissions

- (327) **Hutt Cycle Network [17.2, 17.6]** submits that the roading hierarchy should make mention of cycling and public transport, and that the inclusion of bus routes and cycle networks into a city transport hierarchy is a sensible way to achieve integration of systems.

#### Assessment

- (328) While the transport network should be integrated and provide for active transport modes and public transport, there is little value in referring to cycling and public transport networks within the Transport Network Hierarchy of the District Plan.
- (329) The purpose of the Transport Network Hierarchy is to categorise the district's roads into a hierarchy, based on the functions of those roads. In response to submission point **NZTA [4.8]**, this report recommends that the Transport Network Hierarchy be aligned with the One Network Road Classification. Both public transport and active modes are considerations when determining the classification of a road in the One Network Road Classification.
- (330) While active transport modes and public transport services have not been specifically included in a hierarchy in the District Plan, this does not mean that they would not be provided for within the transport network. However, it is my opinion that the provision of active transport modes and public transport is better addressed by the road controlling authorities and service providers, rather than be regulated through the District Plan.

#### Recommendation

- (331) This report recommends that the submissions of the **Hutt Cycle Network [17.2, 17.6]** be rejected.

#### Submission

- (332) **GWRC [20.23]** submits that there should be more consideration to the pedestrian/bus conflict on Bunny Street and on Queens Drive from Bunny Street to Waterloo Road, and that Appendix Transport 3 be amended to include a list of street locations that have a high pedestrian/bus conflict.

#### Assessment

- (333) While there may be a conflict between pedestrians and buses in the areas identified in the submission of **GWRC [20.23]**, the roads are authorised through existing use rights, and identifying them in the District Plan would not resolve any pedestrian/bus conflict. It would be more appropriate for the Council to identify and address the conflicts between pedestrians and buses through its functions as a road controlling authority rather than through the District Plan.

#### Recommendation

- (334) This report recommends that the submission of **GWRC [20.23]** be rejected.

### **Amendment 22 – Standard 1(b) - Engineering Standards**

#### Submission

- (335) **GWRC [20.16]** supports Standard 1(b) Engineering Standards.

#### Recommendation

- (336) This report recommends that the submission of **GWRC [20.16]** be accepted.

#### Submission

- (337) **Harriet Fraser [21.9]** submits that it might be useful to include a cross reference to the requirements in Chapter 11 Subdivision relating to private accesses. Otherwise, the Submitter suggests that Permitted Activity Standard 1(b) be amended so that it not only applies to roads, but to private ways as well.

#### Assessment

- (338) It would be useful for plan users to have a reference to the subdivisions standards for private ways below the standard for vehicle access. However, the approach of the Proposed Plan Change is to have all the provisions that relate to the Transport Network within the Transport Chapter unless there is a sufficient reason for them to be located elsewhere in the Plan, rather than including references to other parts of the Plan.

- (339) This report recommends that rather than including a reference to the Subdivision Chapter, that the standards for Service Lanes, Private Ways, Pedestrian Accessways and Walkways are moved to the Transport Chapter under Standard 2(c). This change would not alter the provisions that apply to private ways that are created through subdivisions, just relocates the provisions to the Transport Chapter.

Recommendation

- (340) This report recommends that the submission of **Harriet Fraser [21.9]** be accepted in part, and that a new Standard 1(c) be added as follows:

(c) Service Lanes, Private Ways, Pedestrian Accessways and Walkways

Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404.

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

- (341) This report also recommends that the following consequential change is made to Standard 11.2.2.1(b)(i) and 11.2.2.1(ii):

(i) Access

Compliance with Chapter 14A – Transport. ~~in this Plan and Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering.~~

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

Compliance with Chapter 14A – Transport in this Plan. ~~and Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering.~~

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

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

**3.38 Standard 2 Site Access and Manoeuvring Area – Minimum vehicle access width**

**Amendment 23 – Standard 2(a) Vehicle Access (excluding separation distances from intersections)**

Submissions

- (342) **PPAG [9.7]** submits that residential sites should be restricted to one crossing with a width that is sufficient for one passenger vehicle.
- (343) **NZFSC [F3.1]** made a further submission in opposition to submission 9.7 as there needs to be sufficient room for New Zealand Fire Service vehicles and appliances to access the site. In addition, they submit that there are instances where non-residential activities are developed on residential sites and that these activities may require more than one crossing in a site or a wider crossing point.
- (344) **NZFSC [18.1]** submits that Permitted Activity Standard 2(a) should be amended to require a minimum width of 4m for all new site accesses.

#### Assessment

- (345) With regard to the submission of **PPAG [9.7]**, I agree with the further submission of **NZFSC [F3.1]**. Access to residential sites needs to provide for vehicles other than passenger vehicles, not only for fire service vehicles but also other non-passenger vehicles that will occasionally need access to a residential site. While it is accepted that wide vehicle crossings can have an adverse effect on the streetscape, the Proposed Plan Change has addressed this effect through permitted activity standards that limit the number of crossings for front sites (maximum of two crossings) and the proportion of the site frontage that can be taken up by a crossing (50% of the site frontage).
- (346) With regard to the submission of **NZFSC [18.1]** the access of fire service appliances to buildings is mostly addressed by the Building Code.
- (347) The submission of NZFSC refers to standard *SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice*. Section 6.1 (Background) of that standard states:

*Roading widths, surface, and gradients where hydrants are located should support the operational requirements of Fire Service appliances. The Compliance Documents for the New Zealand Building Code specify these requirements and have final authority, but in general the roading gradient should not exceed 16%. The roading surface should be sealed, and trafficable at all times. The minimum roading width should not be less than 4 m. The height clearance along access ways (for example trees, hanging cables, and overhanging eaves) must exceed 4 m.*

- (348) Clause C5 of the New Zealand Building Code (Schedule 1 of the Building Regulations 1992) addresses access and safety for firefighting operations. In particular, Clause C5.3 states:

*Buildings must be provided with access for fire service vehicles to a hard-standing from which there is an unobstructed path to the building within 20 m of:*

*the firefighter access into the building, and*

*the inlets to automatic fire sprinkler systems or fire hydrant systems, where these are installed.*

- (349) However, it also states that this clause does not apply to “*backcountry huts, detached dwellings, within household units in multi-unit dwellings, or to outbuildings, and ancillary buildings*”.
- (350) While it is generally inappropriate for a provision in the District Plan to address an issue that is addressed through the Building Regulations, given that there are circumstances where the relevant Building Regulations do not apply (notably detached dwellings and household units in multi-unit dwellings) it is my view that the District Plan is able to address vehicle access for fire service vehicles.
- (351) However, the engineering design standards of the subdivision chapter of the District Plan (Section 11.2.2.1(b)) currently allows for driveways (referred to as “*private ways*”) to have a formed width of only 3 metres where the driveway accesses three dwellings or fewer. There would be little value in having a 4 metre wide vehicle access if the associated driveway was only 3 metres wide.
- (352) It is my opinion that the minimum vehicle access width for properties should align with the District Plan’s requirements for driveways, so that there is a minimum access width of 3 metres where the access serves 3 dwellings or fewer, but 4 metres for all other sites.

#### Recommendations

- (353) This report recommends that the submission of **PPAG [9.7]** be rejected and the further submission of **NZFSC [F3.1]** be accepted
- (354) This report also recommends that the submission of **NZFSC [18.1]** be accepted in part, and Standard 2(a) be amended as follows:

(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.

Where a vehicle access serves three or more dwellings, it must have a minimum width of 4 metres to allow for fire service vehicles.

### 3.39 Standard 2 Site Access and Manoeuvring Area – Separation Distances from Intersections

#### Amendment 24 – Standard 2(b) Separation Distances from Intersections

##### Submissions

- (355) **KiwiRail [5.11]** submits that Permitted Activity Standard 2(b) be amended to require a separation distance of at least 30m between new vehicle accesses and level crossings.
- (356) The submission point states that the separation distance would ensure that in the event of a train approaching, that vehicle accesses are not impeded by queuing vehicles waiting to cross the level crossing, and that vehicles turning across the traffic into a vehicle access are less likely to be obstructed by queuing vehicles, thereby less likely to cause vehicles to queue behind them.
- (357) **Harriet Fraser [21.2]** submits that clarification should be added as to whether the separation distances of proposed Standard 2(b) also apply to driveways along the frontage opposite an intersection.

##### Assessment

- (358) In response to the submission point of **KiwiRail [5.11]**, there is a single level crossing in the district, on Manor Park Road near its intersection with State Highway 2. While there are no known issues with new accesses and vehicle crossings in the proximity of this level crossing, it is agreed that a standard be included to ensure that there are no issues created by future development in the area.
- (359) In response to the submission point of **Harriet Fraser [21.2]**, it is agreed that the wording of Standard 2(b) could be improved to make it clear that the standard also applies to vehicle accesses on the opposite side of the road from the intersection.
- (360) **NOTE:** *The submission of **NZTA [4.8]** requests that the Transport Network Hierarchy be aligned with the One Network Road Classification (see Section 3.37 of this report). This report recommends that submission be accepted. If the Hearing Panel agrees that the submission of NZTA is accepted, there will need to be a consequential amendment to Standard 2(b), so that the terms that are used in the standard are those of the One Network Road Classification. The proposed wording in the recommendation below includes this consequential amendment.*

##### Recommendation

- (361) This report recommends that the submissions of **KiwiRail [5.11]** and **Harriet Fraser [21.2]** be accepted, and that Standard 2(b) be amended as follows:

(b) Separation Distances from Intersections and Rail Level Crossings

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

- ~~Primary or Major Distributor Road~~ National or Regional: 30m
- ~~Minor District Distributor Road~~ Arterial or Primary Collector: 20m



- ~~Local Distributor Road~~ Secondary Collector: 15m
- ~~Access or Pedestrian Road~~ Access Road: 10m

The distance between new vehicle accesses and all rail level crossings must be at least 30m.

These distances are to be measured between the intersecting points of the site boundaries as shown in Diagram 2-1 below, and also apply to new vehicle accesses on the opposite side of the road from an intersection.

### 3.40 Standard 2 Site Access and Manoeuvring Area – Separation distance between accesses

#### Amendment 23 – Standard 2(a) Vehicle Access (excluding separation distances from intersections)

##### Submission

- (362) **Harriet Fraser [21.1]** submits that Standard 2(a) should be amended to include a minimum separation distance between site accesses.

##### Assessment

- (363) Separation distances between vehicle accesses avoid long combined vehicle crossings and provide holding space for pedestrians between driveways. It is accepted that including a standard for a minimum separation distance between accesses would contribute to the safety of the transport network.
- (364) However, requiring separation distances between vehicle accesses would impose a regulation on the development of a site to address a potential safety issue that in some locations would be unlikely to arise.
- (365) Council has engaged GHD to provide advice on submissions on the rules and permitted activity standards of the Proposed Plan Change. With regard to the submission point of **Harriet Fraser [21.1]**, GHD has stated that it is difficult to say whether it is better to require separation distances between vehicle accesses or not. When solely considering the safety aspects of the accesses, GHD have indicated that separation distances should be provided. However, when considering the likelihood of a safety issue arising, separation distances may not be necessary where the likelihood of a safety issue is low.
- (366) It is my view that it is better to require a separation distance as a permitted activity standard of the District Plan, and if a situation arises where a developer does not think it is necessary to provide the separation distance, that a resource consent is required. This would allow the specific details of the site being accessed and the local transport network to be taken into account.

##### Recommendation

- (367) This report recommends that the submission of **Harriet Fraser [21.1]** is accepted, and that Standard 2(a).

#### (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.

There must be a separation distance of at least 1 metre between crossings.

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.

### 3.41 Standard 2 Site Access and Manoeuvring Area – Visibility and Safety

#### Amendment 23 – Standard 2 Site Access and Manoeuvring Area

#### Amendment 25 – Standard 2(c) Manoeuvring Area

### Submissions

- (368) **BWCT [7.16]** submits that sight distance provisions could be added, for example, restrictions on driveway fence height adjacent to the property boundary to enable visibility.
- (369) **Harriet Fraser [21.1]** submits that the requirement of pedestrian visibility splays from Section 3 of AS/NZS 2890.1, included by reference in Standard 2(a), could be overly onerous on developers. The submitter considers that the requirement should be linked to the receiving traffic environment.

### Assessment

- (370) The transport provisions of the District Plan need to ensure that site access and manoeuvring areas are designed and constructed to appropriate standards to ensure safety of all transport users, including pedestrians and cyclists.
- (371) Proposed Standard 2(a) requires site access to be designed and constructed in accordance with *Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking*. This is consistent with the approach of the Proposed Plan Change to adopt recognised national standards unless there is a more appropriate local solution to an issue.
- (372) This standard includes visibility splays around driveways. The visibility splays are linked to the receiving environment in that they are based on the speed of traffic on the road being accessed.
- (373) In response to the submission of **Harriet Fraser [21.1]**, it is accepted that the visibility splays could be overly onerous on developers, particularly in residential areas. Council has engaged GHD to provide advice on submissions on the rules and permitted activity standards of the Proposed Plan Change. With regard to this submission point, GHD have raised the issue that where accesses are adjacent to property boundaries, it could be impractical for the visibility splays to be provided as they may be obstructed by activities on adjacent properties that are beyond the control of the property owner (such as the construction of buildings and fences by the owner of the adjoining property). This may lead to an increase in the number of resource consent applications due to the standard not being able to be met.
- (374) While it is accepted that there will be situations where the visibility splay will not be able to be complied with, it is my opinion that the best approach is to retain the visibility splay requirement, and for these situations to be assessed through a resource consent process, where the specific details of the site and transport network can be taken into account by a decision maker.

### Recommendation

- (375) This report recommends that the submission of **BWCT [7.16]** be accepted in part, to the extent that visibility around driveways is already addressed by the Proposed Plan Change. This report recommends that the submission of **Harriet Fraser [21.1]** be rejected.

### Submission

- (376) **BWCT [7.4, 7.16]** submits that standards for manoeuvring areas should make a real difference to walkability and pedestrian safety, especially around schools and areas of high pedestrian traffic volumes, and that visibility around driveways should be addressed. BWCT also submits that proposed Standard 2(c) Manoeuvring Area is insufficient to ensure pedestrian safety, and that the standard should include:
- Rear sites and long driveways (per Auckland District Plan).
  - School zones: vehicles must reverse into driveways if unable to turnaround in order to exit in forward facing direction.
  - Allowance for use of audible and visual warning devices.
  - Areas of high foot traffic.
  - Driveways crossing cycle paths / lanes.
- (377) **Harriet Fraser [21.3]** submits that as it may not be safe for vehicles to reverse on or off busier streets, that proposed Standard 2(c) be amended as follows:

*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 single dwelling and the posted speed limit is less than 80kph.*

#### Assessment

- (378) The exception for dwellings in proposed Standard 2(c) was in recognition that the potential effects on the safety and efficiency of the transport network from vehicles reversing from a residential site to roads with a posted speed limit of less than 80kph are less than those from other sites due to the relatively low number of vehicle movements for residential sites. The exception is part of the balance between addressing safety and efficiency of the transport network while also not being overly restrictive on development.
- (379) However, I agree that it is appropriate that this exception should only apply to accesses for single dwellings.
- (380) In response to this submission point, the overall approach of this standard has been reviewed. During the review it was found that there are very few roads with a posted speed limit of less than 80kph, and that it is rare for any residential properties to have direct access to these roads. As a result, the standard could lead to an increase in the number of vehicles reversing on to the districts busier, arterial roads.
- (381) An alternative approach to linking this standard to the posted speed limit is to link the standard to the Transport Network Hierarchy in Appendix 3 of the Proposed Plan Change Network Hierarchy. The Transport Network Hierarchy can be used as an indication for which roads have functions or traffic volumes where it may be inappropriate for vehicles to reverse onto the road.
- (382) Council has asked GHD to provide advice on the proposed standard and the alternative approach of linking the standard to the Transport Network Hierarchy. GHD have stated that linking the standard to posted speed limits should be avoided as the posted speed limits can change and are not necessarily indicative of the environment and that linking the standard to the Transport Network Hierarchy would be suitable.
- (383) There may be a question over whether the proposed standard is able to be changed to link to the Transport Network Hierarchy, given that no submissions were received on the approach of the standard of linking to the post speed limit. However, it is my opinion that as Ms Fraser's submission relates to the safety of vehicles reversing onto or of off busier streets, and as linking the standard to the Transport Network Hierarchy would address these safety concerns, the change can be made to the proposed standard.
- (384) With regard to the submission points of **BWCT [7.4, 7.16]**, the submission points request that the manoeuvring requirements be amended to address several issues relating to the safety of the transport network, but does not provide details on how exactly how Standard 2(c) should be amended.
- (385) It is my view that the approach recommended below (requiring all sites to provide manoeuvring space to enable vehicles to enter and exit in a forward direction unless the access is to a single dwelling and does not access an arterial, regional or national) in conjunction with the visibility splays required through Standard 2(a) is appropriate to provide for safety and efficiency of the transport network, including for active transport modes.

#### Recommendation

- (386) This report recommends that the submission of **Harriet Fraser [21.3]** be accepted, that the submissions of **BWCT [7.4, 7.16]** be rejected, and that Standard 2(c) be amended as follows:

##### (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 single dwelling and ~~the posted speed limit is less than 80kph~~ accesses an Access, Secondary Collector, or Primary Collector road (as listed in Appendix Transport 3).

- (387) **Note:** Appendix Transport 3 of the Proposed Plan Change does not use the terms “Secondary Collector” and “Primary Collector”. However, in response to submission **NZTA [4.8]** this report recommends that the Transport Network Hierarchy be amended to align with the One Network Road Classification (see Section 3.37 of this report). If that recommendation is not accepted, this report recommends that the terms “Minor District Distributor” and “Local Distributor” are used in place of Secondary Collector and Primary Collector.

### **3.42 Standard 2 Site Access and Manoeuvring Area – Specifying design vehicle for Standard 2(c) Manoeuvring Area**

#### **Amendment 23 – Standard 2(c) Manoeuvring Area**

##### Submission

- (388) **Harriet Fraser [21.8]** submits that it is unclear whether Permitted Activity Standard 2(c) applies to both car and truck access, and that it might be useful to include a similar provision as that in Permitted Activity Standard 5 (Loading and Unloading).

##### Assessment

- (389) Proposed Standard 2(c) requires sufficient manoeuvring area for vehicles in general, rather than specifying which type of vehicles. This wording is sufficient to ensure that a plan user can provide for those vehicles that will access their site.
- (390) The submission of Ms Fraser suggests that it might be useful to include similar provisions to that of Standard 5, which includes a table (Table 5-1) that identifies a minimum design vehicle for sites, depending on the Gross Floor Area of the buildings on the site. This is necessary in Standard 5 as the standard refers to *AS/NZS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities*, which requires a specific design vehicle. Proposed Standard 2(c) does not refer to any external standards, so no design vehicle is required.

##### Recommendation

- (391) This report recommends that the submission of **Harriet Fraser [21.8]** be rejected.

### **3.43 Standard 2 Site Access and Manoeuvring Area – Limited Access Roads**

#### **Amendment 23 – Standard 2 Site Access and Manoeuvring Area**

##### Submission

- (392) **NZTA [4.9]** submits that an advice should be added to Standard 2 that states:

##### **Advice Note:**

*Any activity requiring access to a road which is a Limited Access Road will require an approved Crossing Place notice. If the Limited Access Road is a state highway, the crossing place notice would need to be approved by the New Zealand Transport Agency.*

##### Assessment

- (393) Many activities that need to be authorised through the District Plan (either as a permitted activity or through a resource consent) also require authorisation from other authorities, such as developments that require resource consent from both Hutt City Council and Greater Wellington Regional Council.
- (394) Currently, the District Plan does not include advice notes to advise plan users of other authorisations that are required for their proposed activities.
- (395) For Limited Access Roads, my understanding is that there are only two within the district (State Highways 2 and 58), that it is rare for a developer to put an access directly onto these roads, and that the New Zealand Transport Agency have full control over whether they do so.

- (396) While I appreciate that such an advice note would be necessary in rural districts where vehicle accesses to state highways are common, it is my view that it is not necessary for the City of Lower Hutt District Plan.
- (397) If an advice note were to be added to the District Plan regarding Limited Access Roads, a definition of Limited Access Road would also need to be added. Having both an advice note and definition to address a situation that rarely occurs and can be controlled by the New Zealand Transport Agency would be excessive.

#### Recommendation

- (398) This report recommends that the submission of **NZTA [4.9]** be rejected.

### **3.44 Standard 2 Site Access and Manoeuvring Area – Prioritisation for Active Transport Modes**

#### **Amendment 23 – Standard 2 Site Access and Manoeuvring Area**

##### Submission

- (399) **BWCT [7.15]** submits that new developments should be required to make pedestrian and cycle access a priority, and that this should be safe, accessible, obvious, and where possible, separated from parking. The submitter also states that such access should be sited so as to maximise use of active and public transport options.

##### Assessment

- (400) The approach of the Proposed Plan Change has been to use nationally recognised standards unless there is a more appropriate local solution. As part of this approach, Standard 4(d) requires car parking space dimensions to comply with the requirements of *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking*.
- (401) Section 4.1 of AS NZS 2890.1:2004 addresses the pedestrian service for car parking areas, including a requirement for pedestrian entrances and exits to be separate from vehicle entrances and exits and requirements for safe crossing points and adequate sight distances. While this standard does not go as far as prioritising access for active transport users, it contributes to the safety and convenience of the transport network without imposing an overly onerous restriction on development.
- (402) It is my view that adopting nationally recognised standards for carparking areas and vehicle accesses is an appropriate approach to provide for active transport modes as well as the overall safety and efficiency of the transport network.
- (403) The submission point of **BWCT [7.15]** states that access should be sited so as to maximise the use of active and public transport options, but does not specify how this should be addressed in the District Plan.

##### Recommendation

- (404) This report recommends that the submission point of **BWCT [7.15]** be accepted in part, insofar as the Proposed Plan Change provides for safety of pedestrian and cycle access, but no amendment is recommended in response to the submission point.

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

#### **Amendment 27 – Minimum Sight Distances at Railway Level Crossings**

##### Submissions

- (405) **KiwiRail [5.12]** and **GWRC [20.17]** support Standard 3 Minimum Sight Distances at Railway Level Crossings.

##### Recommendation

- (406) This report recommends that the submissions of **KiwiRail [5.12]** and **GWRC [20.17]** be accepted.

### **3.46 Standard 4 Car Parking – Overspill Parking**

## **Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements**

### Submission

- (407) **Harriet Fraser [21.4]** submits that it is important that where there are existing parking pressures that on-site parking can meet the parking demands generated by the site, as overspill parking will exacerbate pressure on existing parking resources, particularly in parts of the city that have little kerbside/public parking available. Ms Fraser specifically mentions that there could be significant overspill parking demand from dwellings and multi-unit developments.

### Assessment

- (408) The submission of Ms Fraser does not request a specific amendment to the Proposed Plan Change, but raises the issue of the impact of overspill parking in parts of the city that have little kerbside/public parking available (no specific parts of the city have been given in the submission point).
- (409) The Proposed Plan Change does not attempt to require developments to provide on-site car parking to meet the parking demands generated by the site, and it is accepted that in some cases, this will result in additional overspill parking.
- (410) The approach of the Proposed Plan Change has been to remove car parking requirements for developments in the Central and Petone Commercial Activity Areas and reduce requirements for multi-unit developments, except where the development exceeds a High Trip Generator threshold. If a High Trip Generator Threshold is exceeded, a resource consent is required, where an Integrated Transport Assessment would determine whether car parking should be provided on-site. However, where a developer wishes to provide car parking for their customers or to increase the value of their development, they are able to do so.
- (411) This approach has been taken in part to remove, or at least reduce, a restriction on development. In addition, the removal and reduction of car parking requirements will indirectly encourage more people to use active and public transport modes. This contributes to the District Plan giving effect to Policy 10 of the Regional Policy Statement, regarding travel demand management.
- (412) As a road controlling authority, the Council has a number of tools available to address the impacts of overspill parking, including timed parking restrictions, paid parking, and resident parking schemes.

### Recommendation

- (413) This report recommends that the submissions of **Harriet Fraser [21.4]** be rejected.

## **3.47 Standard 4 Car Parking – Central and Petone Commercial Activity Areas**

### **Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements**

#### Submissions

- (414) **Harvey Norman [1.2]** supports the minimum parking standards for the Central Commercial Activity Area.
- (415) **Shayne Hodge [3.1]** and **GWRC [20.18]** support the minimum parking standards for both the Central and Petone Commercial Activity Areas.

#### Recommendation

- (416) This report recommends that the submissions of **Harvey Norman [1.2]**, **Shayne Hodge [3.1]** and **GWRC [20.18]** be accepted.

## **3.48 Standard 4 Car Parking – Heritage Sites**

### **Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements**

#### Submission

- (417) **Heritage New Zealand [6.1]** submits that activities on sites with heritage buildings and structures (as listed in Appendix Heritage 1 and 2 of the District Plan) should be an exempt from the car parking

requirements due to the cost involved in providing onsite car parking and the potential for adverse effects on historic heritage values.

#### Assessment

- (418) While car parking requirements may impact the amount of development that can occur on a site that contains a heritage building or structure, such a development could have an impact on the transport network in the same way as a development on any other site. If a development on a heritage site does not meet the car parking requirements, it is appropriate for a resource consent to be required so that the effects of the car parking shortfall can be assessed.

#### Recommendation

- (419) This report recommends that the submission of **Heritage New Zealand [6.1]** be rejected.

### **3.49 Standard 4 Car Parking – Housing for the Elderly**

#### **Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements**

##### Submission

- (420) **Summerset Villages [16.1]** submits that the minimum parking standards for Housing for the Elderly should be retained as notified, including within the area identified in Appendix General Residential 22.

##### Recommendation

- (421) This report recommends that the submission of **Summerset Villages [16.1]** be accepted.

### **3.50 Standard 4 Car Parking – Emergency Facilities**

#### **Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements**

##### Submission

- (422) **NZFSC [18.2]** submits that the minimum parking standards for Emergency facilities should be retained as notified.

##### Recommendation

- (423) This report recommends that the submission of **NZFSC [18.2]** be accepted.

### **3.51 Standard 4 Car Parking – Dwelling Houses**

#### **Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements**

##### Submission

- (424) **GWRC [20.18]** supports the minimum parking standards for Dwelling Houses.

##### Recommendation

- (425) This report recommends that the submission of **GWRC [20.18]** be accepted.

### **3.52 Standard 4 Car Parking – Tertiary/Adult Education Facilities**

#### **Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements**

##### Submission

- (426) **GWRC [20.19]** submits that the minimum parking requirement for Tertiary or adult education (outside the Tertiary Education Precinct) should be reduced from 1 per staff member and 1 per 2.5 students to 1 per staff member and 1 per 3 students.

##### Assessment

(427) Council has engaged GHD to provide advice on submissions on the rules and permitted activity standards of the Proposed Plan Change. With regard to this submission point, GHD has recommended that the parking requirement be amended to 1 park per staff member and 0.2 per student. I concur with this recommendation.

Recommendation

(428) This report recommends that the submission of **GWRC [20.19]** be accepted in part, insofar as the car parking requirement for Tertiary or adult education (outside the Tertiary Education Precinct) be reduced, and that Table 4-1 of Standard 4(a) be amended as follows:

Tertiary or adult education (outside the Tertiary Education Precinct)	1 per staff member* <b>and</b> <del>1 per 2.5 students</del> <b>0.2 per student</b>
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**3.53 Standard 4 Car Parking – Bus Parks at Secondary Schools and Tertiary/Adult Education Facilities**

**Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements**

Submission

(429) **GWRC [20.20]** submits that an additional parking requirement should be added that requires a minimum of 2 bus parks at new secondary schools and tertiary or adult education facilities (both within the Tertiary Education Precinct and outside it).

Assessment

(430) The submission point of **GWRC [20.20]** is for bus parking requirements to be included in the District Plan for both secondary schools and tertiary education facilities.

(431) With regard to secondary schools, the District Plan has little impact on the parking facilities for existing schools as they are already authorised through a combination of existing use rights and designations within the District Plan.

(432) If a new state school (or state-integrated school) is proposed, it is likely that they would be authorised through a designation process, where the standards of the District Plan have little impact.

(433) However, if a new private school is proposed, the school cannot be authorised through the designation process, so a permitted activity standard for bus parks would apply.

(434) Additional considerations in determining whether the District Plan should include a bus parking standard for secondary schools are:

- That the standard would apply to onsite bus parking and not bus parking on the street.
- It is rare for new secondary schools to be created in the district.
- A new secondary school with more than 150 students (assuming that it is not authorised by a designation) would need to obtain a resource consent as high trip generator. Given that this would be result in a site specific Integrated Transport Assessment, it would provide more useful guidance on the necessary bus parking for the school.

(435) With regard to tertiary education facilities, it is my opinion that requiring onsite bus parking would be an overly onerous restriction on development. Where a tertiary education facility has more than 250 Full Time Equivalent students, they would need to obtain a resource consent as a high trip generator, and a site specific Integrated Transport Assessment would inform the applicant and decision makers on the necessary bus parking for the facility.

(436) It is my opinion that the issue of onsite bus parking for new secondary schools and tertiary education facilities does not need to be addressed through a Permitted Activity Standard of the District Plan.

Recommendation

This report recommends that the submission of **GWRC [20.20]** be rejected.



### 3.54 Standard 4 Car Parking – Childcare Centres

#### Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements

##### Submission

- (437) **Harriet Fraser [21.5]** submits that parking requirements for childcare centres should be reconsidered as the requirement of one parking space per on-site staff member does not properly allow for the parking associated with drop-offs and pick-ups.

##### Assessment

- (438) Council has engaged GHD to provide advice on submissions on the rules and permitted activity standards of the Proposed Plan Change. With regard to this submission point, GHD has recommended that the parking requirements be amended so that 1 park is required for each staff member and 0.2 parks are required for each child. I concur with the recommendation of GHD.

##### Recommendation

- (439) This report recommends that the submission of **Harriet Fraser [21.5]** be accepted, and that Table 4-1 of Standard 4(a) be amended as follows:

<b>Education:</b>	
Child Care Facility, <del>primary and intermediate school</del>	1 per staff member* <b>and</b>
	<u>0.2 per child that the facility is designed to accommodate*</u>
<u>Primary and intermediate school</u>	1 per staff member*

### 3.55 Standard 4 Car Parking – Space for Car Sharing

#### Amendment 28 – Chapter 14A, Standard 4(a) - Car Parking Requirements

##### Submissions

- (440) **BWCT [7.9, 7.12]** submits that consideration should be given to allocation of space for car sharing.

##### Assessment

- (441) There is merit in the idea of allocating car parking spaces for car sharing services due to benefits in promoting car sharing and potential for reduction of congestion.
- (442) Where a developer wishes to allocate car parking spaces for car sharing services, they should be able to do so. However, it is my opinion that this should not be regulated through the District Plan
- (443) While the Council could allocate car parking spaces for car sharing services through its road side parking, this would need to be implemented outside of the District Plan.

##### Recommendation

- (444) This report recommends that the submission of **BWCT [7.9, 7.12]** be rejected.

### 3.56 Standard 4 Car Parking – Car Parking Design Standards

#### Amendment 31 – Chapter 14A, Standard 4(d) Car Parking Design Standards

##### Submission

- (445) **BWCT [7.5]** submits that pedestrian safety and convenience, and the priority of pedestrian/active transport access within new developments needs to be prioritised.

##### Assessment

- (446) The approach of the Proposed Plan Change has been to use nationally recognised standards unless there is a more appropriate local solution. As part of this approach, Standard 4(d) requires car parking space dimensions to comply with the requirements of *AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking*.

- (447) Section 4.1 of AS NZS 2890.1:2004 addresses the pedestrian service for car parking areas, including a provision for pedestrian entrances and exits to be separate from vehicle entrances and exits and requirements for safe crossing points and adequate sight distances. While this standard does not go as far as prioritising access for active transport users, it contributes to the safety and convenience of the transport network without imposing an overly onerous restriction on development.
- (448) While Standard 4(d) requires car parking dimensions to comply with the requirements of AS/NZS 2890.1:2004, it may be unclear whether this also requires compliance with requirements of the standard that do not relate to dimensions, such as the requirements for pedestrian service. This report recommends that it is clarified that it is not just dimensions that need to comply with the requirements of AS/NZS, but other design aspects as well.

#### Recommendation

- (449) This report recommends that the submission of **BWCT [7.5]** is rejected, but for clarification, that Standard 4(d) be amended as follows:

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

### **3.57 Standard 4 Cycle Parking and End of Trip Facility Requirements**

#### **Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements**

##### Submissions

- (450) **PPAG [9.9]** submits that the provision for cycle parking and end of trip facilities is a positive step.
- (451) **Hutt Cycle Network [17.3, 17.7]** submits that the proposed end of trip facility requirements are well short of best practice.
- (452) **SIML [F5.4]** makes a further submission on the submission point of **Hutt Cycle Network [17.3]** that the end of trip facilities should only be required for new buildings and not changes to existing activities.
- (453) **SIML [F5.5]** makes a further submission on the submission point of **Hutt Cycle Network [17.7]** that end of trip facilities should not be required for all types of activity, and should only be required for those activities where facilities can be accommodated and are practical, including offices, education facilities and hospitals.

##### Assessment

- (454) The submission points of **Hutt Cycle Network [17.3, 17.7]** both make the statement that the proposed standards for end of trip facilities are well short of best practice.
- (455) The standards do not attempt to require the best possible end of trip facilities within all developments. However, the standards do ensure that active transport modes will be provided for staff at places of employment. In addition, if a development breaches a High Trip Generator threshold, an assessment of how the proposed development should provide for active transport modes would need to be included in an Integrated Transport Assessment that would inform Council staff and decision makers during a resource consent process.
- (456) The approach of the Proposed Plan Change has been to not have a Permitted Activity Standard for visitor cycle parking. However, for developments that breach a High trip Generator threshold the appropriate visitor cycle parking would also need to be addressed through an Integrated Transport Assessment.
- (457) In addition, the Council is able to (and in already does in some places) provide visitor cycle parking within road reserve in many of the areas where there are likely to be visitors (such as the district's commercial centres).

- (458) It is my opinion that the proposed standards, when considered alongside the High Trip Generator provisions of the Proposed Plan Change and the Council's ability to provide cycle parking in within the road reserve, are appropriate permitted activity standards for the District Plan.
- (459) The further submission point of **SIML [F5.4]** raises a concern that end of trip facilities should not apply where an existing building is redeveloped. This concern has also been raised by SIML in response to the submissions of **NZTA [4.7]** and **Harriet Fraser [21.6]**. It is my opinion that it is unreasonable for the District Plan to require additional end of trip facilities to be installed within a development as a result of a change of the activity that is taking place within the development, as it would be an overly onerous restriction to development and could deter developers from repurposing existing, vacant buildings.
- (460) Section 3.58 of this report includes a recommendation that Proposed Standard 4(e) be amended so that it only applies to new buildings and developments (in response to further submissions of **SIML [F5.1 and F5.8]**).
- (461) The further submission point of **SIML [F5.5]** states that end of trip facilities should not be required for all types of facilities and should only be required for those activities where facilities can be accommodated and are practical. However, it is unclear from their further submission for what reasons some activities would not be able to accommodate end of trip facilities or on what grounds providing end of trip facilities would be impractical. It is my opinion that the type of activity that takes place within a development does not determine whether provision of end of trip facilities is practical. The approach of the Proposed Plan Change has been to include permitted activity standards that ensure that people can cycle to work, regardless of the type of work that is being undertaken. I accept that it could be difficult to accommodate end of tip facilities for developments that are small in scale. However, this is recognised through the permitted activity standards, which do not require any end of trip facilities where fewer than 6 staff would be on site at any one time.

Recommendation

- (462) This report recommends that the submission of **PPAG [9.9]** be accepted.
- (463) This report recommends that the submission of **Hutt Cycle Network [17.3, 17.7]** and further submission of **SIML [F5.5]** be rejected, and that the further submission of **SIML [F5.4]** be accepted.

### 3.58 Standard 4 Cycle Parking – Number of Cycle Parks

#### Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements

Submissions

- (464) **NZTA [4.7]** submits that council should consider increasing the number of cycle parks to 2 per 10 staff members.
- (465) **Harriet Fraser [21.6]** submits that providing cycle parking facilities for around 4% of staff should be more reasonable and still allow for some variation and growth, and that Table 4-2 of Standard 4(e) be amended as follows:

<b>Number of Staff Members</b>	<b>Number of Cycle Parks</b>	<b>Number of Showers</b>
1 – 5	0	0
6 – <del>4025</del>	1	1
<del>4025</del> or more	1 per <del>4025</del> staff members <u>or part thereof</u>	1 per 100 staff members

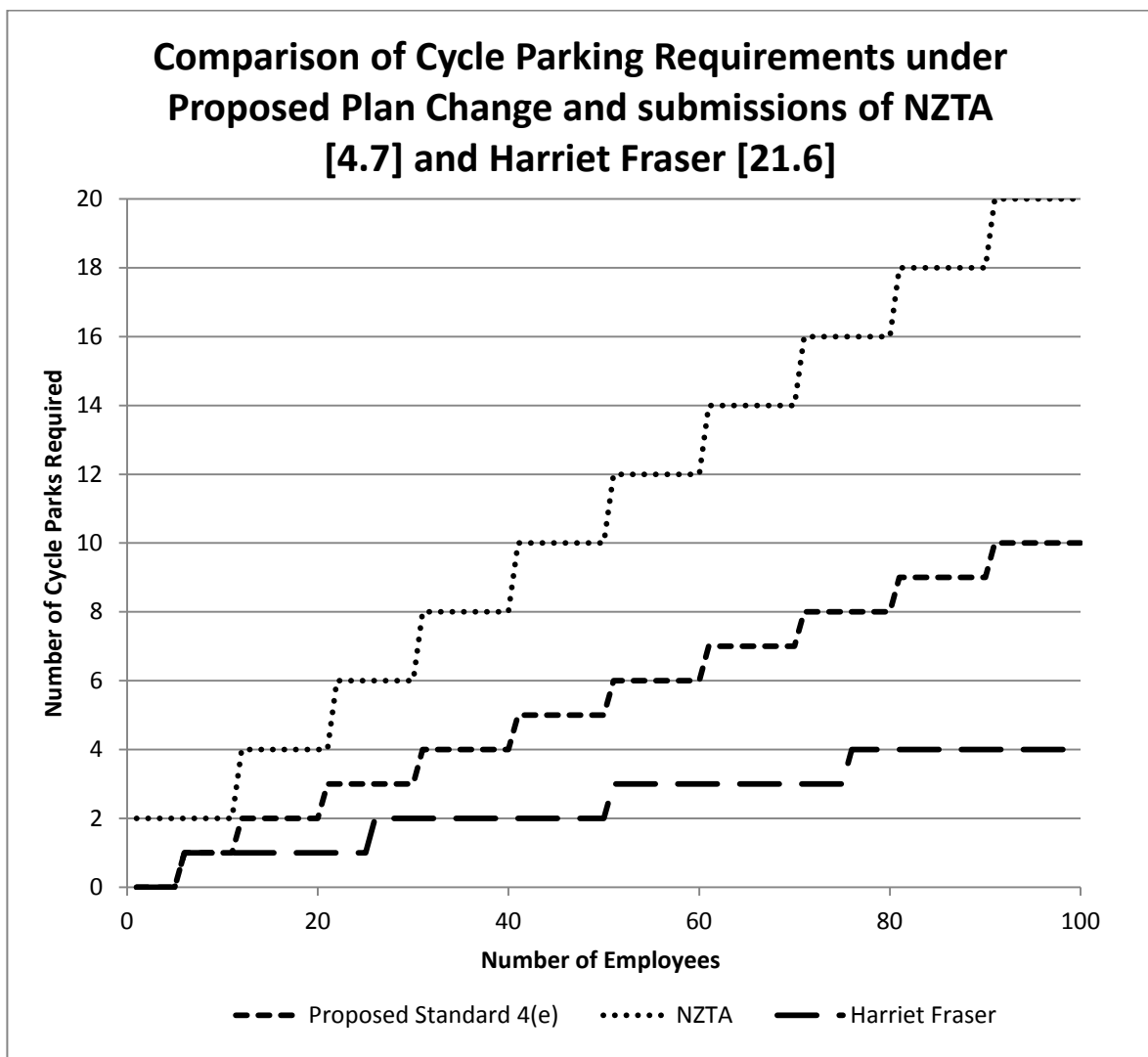
(466)

**SIML [F5.1, F5.8]** made further submission points on the submission points of **NZTA [4.7]** and **Harriet Fraser [21.6]**. The further submission points state that there is no evidence to support the increase in the number of cycle parks proposed by **NZTA [4.7]**, and that the amendments proposed by **Harriet Fraser [21.6]** are more reasonable, being based on how many people were shown to cycle to work in the 2013 census. As part of their further submission points, SIML also state the following concerns:

- That the provisions apply to changes to existing activities;
- The number of cycle spaces do not take into account the difference in demand for cycle spaces for different activities; and
- The number of showers does not take into account that it is impractical to provide end of trip facilities for some activities.

Assessment

- (467) The cycle parking requirements of the District Plan need to strike a balance between ensuring that there is sufficient parking available to enable people to cycle to places of employment, while not imposing an unnecessary restriction on development.
- (468) The submission point of **NZTA [4.7]** suggests that more cycle parks should be provided, while the submission point of Harriet Fraser suggests that less cycle parks should be provided.
- (469) Figure 1 compares the number of staff cycle parks that would need to be provided by businesses under the cycle parking standard of the Proposed Plan Change and the standards requested in the two submission points.



- (470) The cycle parking requirements from the three different standards would be relatively similar for smaller employers. Even for a business that employs 20 staff the requirement only varies from one cycle park (under Harriet Fraser’s standard) to four cycle parks (under NZTA’s standard). While the differences are more exaggerated for large employers, it is likely that developments that are large employers would require resource consent as they would exceed the High Trip Generator thresholds, and the appropriate cycle parking for such a development would be determined through the resource consent process.
- (471) It is my opinion that the standards of the Proposed Plan Change strikes an appropriate balance between ensuring that staff members are able to cycle to work, without adding an unnecessary restriction on development.
- (472) As part of their further submission points, SIML raised a concern that the cycle parking and shower standards would capture existing developments where an activity changes from one type to another. It is my opinion that it is unreasonable for Council to require additional cycle parking and shower facilities to be installed within a development as a result of a change of the activity that is taking place within the development as not only would it be an overly onerous restriction to development, but it could prevent existing, vacant buildings from being repurposed. As a result of the further submission of SIML, this report recommends an amendment to Proposed Standard 4(e).
- (473) Also as part of their further submission points, SIML raised a concern that the number of cycle spaces and showers for staff members are set at a single rate for all activities, and do not take into account the difference in demand for cycle spaces for different activities. The approach of the Proposed Plan Change has been to ensure that people are able to cycle to their place of employment, regardless of the type of employment. It is my opinion that it is not necessary to vary the cycle parking requirements based on the type of work that is being undertaken at the place of employment. If a developer believes that they should be able to provide less cycle parking for their staff based on the type of work that is being undertaken, then they are still able to do so, but they would need to apply for a resource consent.

Recommendation

- (474) This report recommends that the submission points of **NZTA [4.7]** and **Harriet Fraser [21.6]** be rejected. This report recommends that the further submissions of **SIML [F5.1, F5.8]** be rejected in part, insofar as no changes are recommended to cycle and shower requirements. However, this report recommends that the further submissions of **SIML [F5.1, F5.8]** be accepted in part, insofar as it is recommended that the standard is amended so that it only applies to new buildings and developments, and that Proposed Standard 4(e) be amended as follows:

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

For all ~~new~~ activities ~~and changes to existing activities~~ in new buildings and developments, 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.

### 3.59 Standard 4 Cycle Parking – Visitor Parking

#### Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements

##### Submissions

- (476) **NZTA [4.7]** submit that the council should consider provisions that support cycle parking in retail areas based on the expected number of visitors per hour.
- (477) **SIML [F5.1]** opposes submission point **NZTA [4.7]** and states that no evidence has been provided to support cycle parking requirements for visitors to retail centres.
- (478) **BWCT [7.6]** submits that the focus on cycling to places of employment is too limiting and does not reflect the opportunities for active transport in other journeys / activities.
- (479) **BWCT [7.17]** submits that visitor cycle parking should be provided in addition to staff cycle parking, and that there be separate staff and visitor cycle parking supply rates.
- (480) **SIML [F5.2]** makes a further submission point on the submission point of **BWCT [7.17]** that reference needs to be given to other district plans, including the Auckland Unitary Plan, which only requires end of trip facilities for offices, education facilities and hospitals.
- (481) **BWCT [7.19]** submits that the Proposed Plan Change's focus on encouraging people to cycle to places of employment is insufficient and out of step with prioritising active transport for short trips, and that it limits the economic, health and community benefits which can accrue with increased active transport uptake.
- (482) **Hutt Cycle Network [17.7]** submits that the cycle parking should be provided (at specified ratios) for all individuals attending a site, not just staff.
- (483) **SIML [F5.5]** makes a further submission point on the submission point of **Hutt Cycle Network [17.7]** that end of trip facilities should not be required for all types of activity, and should only be required for those activities where facilities can be accommodated and are practical, including offices, education facilities and hospitals.
- (484) **GWRC [20.21]** supports Standard 4(e), but seeks further consideration on including cycle parking rates for visitors.
- (485) **SIML [F5.6, F5.7]** made further submission points on submission point **GWRC [20.21]**, that cycle parking rates for visitors are inappropriate unless a new activity or development is establishing which can provide these facilities. The further submission notes that the Regional Land Transport Plan supports the provision of quality pedestrian and cycle facilities specifically within new developments, but that it does not apply to changes of activities or redevelopment.

##### Assessment

- (486) While there is merit in requiring developments to provide cycle parking for visitors, the permitted activity standards for end of trip facilities need to strike a balance between ensuring that active transport modes are provided for within developments while not imposing overly onerous standards that discourage development.
- (487) The approach of the Proposed Plan Change has been to not have a Permitted Activity Standard for visitor cycle parking. However, where a development is large enough that it exceeds a High Trip Generator threshold, a resource consent is required. As part of that resource consent process, an Integrated Transport Assessment needs to be undertaken to assess the impact on the Transport Network from that development. Visitor cycle parking may be required in response to this assessment.
- (488) In addition, the Council is able to (and in already does in some places) provide visitor cycle parking within road reserve in many of the areas where there are likely to be visitors (such as the district's commercial centres).

- (489) It is my opinion that requiring cycle parking for visitors is an unnecessary restriction on development, and that visitor parking can be provided in commercial centres voluntarily and by the Council.
- (490) With regard to the further submission of **SIML [F5.2]**, while the further submission states that reference needs to be given to other district plans, it does not say in what way this reference should be given. My interpretation of the further submission is that it is the submitter's opinion that the Proposed Plan Change should only require end of trip facilities for offices, education facilities and hospitals (as required by the Auckland Unitary Plan). It is my opinion that it is appropriate for the District Plan to include permitted activity standards that ensure that people can cycle to work, regardless of the type of work that is being undertaken.

#### Recommendations

- (491) This report recommends that the submissions of **NZTA [4.7]**, **BWCT [7.6, 7.17, 7.19]** and **Hutt Cycle Network [17.7]** be rejected.
- (492) This report recommends that the submission of **GWRC [20.21]** be accepted in part, in that requiring cycle parking for visitors has been considered, but that no amendments are necessary.
- (493) This report recommends that further submission point **SIML [F5.1, F5.6 and F5.7]** be accepted in relation to visitor parking.
- (494) This report recommends that further submission point **SIML [F5.2]** be rejected, insofar as no reference should be added to other district plans.
- (495) This report recommends that the further submission of **SIML [F5.5]** be rejected in part, insofar as no changes are recommended to the end of trip facility requirements for any types of activity.

### **3.60 Standard 4 Cycle Parking – Basing Cycle Parking Requirements on Gross Leasable Floor Area**

#### Submissions

- (496) **BWCT [7.17]** submits that cycle parking requirements should be based on Gross Leasable Floor Area unless there is strong evidence that staff number based quantities are the best practice.
- (497) **SIML [F5.2]** makes a further submission on the submission of **BWCT [7.17]** that reference needs to be given to other district plans, including the Auckland Unitary Plan, which only requires end of trip facilities for offices, education facilities and hospitals.

#### Assessment

- (498) During the development of the Proposed Plan Change, consideration was given to whether cycle parking requirements should be based on staff numbers or Gross Floor Area (a term already defined in the plan, where Gross Leasable Floor Area is not).
- (499) The advantage of basing requirements on staff numbers is it directly related to the number of people at the work place.
- (500) The main disadvantage of this approach is that a developer may not know how many staff will work in a building once it is complete, particularly where the businesses that would be located in the building are unknown. In this situation, a developer would have two options:
- a) Provide cycle parking based on the maximum number of staff that they would expect to work at the site, which could lead to an oversupply of parking and inefficient use of the site;
  - b) Provide cycle parking based on the estimated number of staff that would work at the site. This could also lead to an oversupply and inefficient use of the site if they overestimate the number of staff, or an insufficient supply of cycle parks if they underestimate the number of staff. If a future tenant of the building later employs more staff, there could be an insufficient supply of parks if there is no space to provide additional cycle parks.
- (501) The advantage of basing requirements on Gross Floor Area is that a developer would know the Gross Floor Area of the development at the design stage of their development. However, parking standards that are based on Gross Floor Area are normally associated with the type of activity that would be

occurring in within the development (so there would be a different standard for office activities and different standard for retail activities) and a developer may not know what type of activity would occur in the development.

- (502) Basing cycle parking requirements on Gross Floor Area where the types of businesses for a building are unknown would create the same issues of needing to estimate what would occur in the building in the future, with either an oversupply or undersupply of cycle parking.
- (503) It is my opinion that the minimum end of trip facilities requirements should be based on the number of staff members, and that where the number of staff members is unknown, a developer would need to make a best estimate of the number of staff for the development.
- (504) With regard to the further submission of **SIML [F5.2]**, while the further submission states that reference needs to be given to other district plans, it does not say in what way this reference should be given. My interpretation of the further submission is that it is the submitter's opinion that the Proposed Plan Change should only require end of trip facilities for offices, education facilities and hospitals (as required by the Auckland Unitary Plan). It is my opinion that it is appropriate for the District Plan to include permitted activity standards that ensure that people can cycle to work, regardless of the type of work that is being undertaken.

#### Recommendation

- (505) This report recommends that the submission of **BWCT [7.17]** be rejected.
- (506) This report recommends that further submission point **SIML [F5.2]** be rejected, insofar as no reference should be added to other district plans.

### **3.61 Standard 4 Cycle Parking –Transport Hubs**

#### **Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements**

##### Submission

- (507) **BWCT [7.18]** submits that there should be covered cycle parking at transport hubs.

##### Assessment

- (508) The submission of BWCT does not specify what would be classed as a transport hub. However, it is likely that this would include train stations and major bus stops. While it would be ideal for covered cycle parking to be provided at these locations, it is my opinion that it is not necessary for cycle parking in these locations to be regulated through the District Plan.
- (509) With regard to the district's train stations, as these stations are already authorised through existing use rights and designations, the standards of the District Plan do not apply. In addition, as it is highly likely that new stations would also be authorised through designations, the standards of the District Plan would not apply to new stations.
- (510) With regard to major bus stops, it is more appropriate for these to be controlled by the road controlling authorities and public transport service providers than for them to be regulated by the District Plan.

##### Recommendation

- (511) This report recommends the submission of **BWCT [7.18]** be rejected.

### **3.62 Standard 4 Cycle Parking – Medical Centres and Hospitals**

#### **Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements**

##### Submission

- (512) **BWCT [7.14]** submits that special provision should be made in the Proposed Plan Change for medical centres and hospitals to provide cycle parking for visitors.



### Assessment

- (513) The approach of the Proposed Plan Change has been to require cycle parking to be provided for employees. This would apply to new medical centres and hospitals, while existing medical centres and hospitals will not need to add any additional cycle parking as they are authorised through existing use rights.
- (514) While the Proposed Plan Change does not require visitor cycle parking, the developer for a medical centre or hospital will still be able to provide cycle parking if they wish to do so. However, this will depend on whether they decide that cycle parking is necessary for their business and clients, rather than being a requirement of the District Plan. It is my opinion that this approach is appropriate, taking into account that active transport needs to be provided for without imposing overly onerous standards that may discourage development.

### Recommendation

- (515) This report recommends the submission of **BWCT [7.14]** be rejected.

## **3.63 End of Trip Facilities – Multi-unit residential developments**

### **Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements**

#### Submission

- (516) **GWRC [20.21]** supports Standard 4(e), but seeks further consideration on extending the requirement to apply to new multi-unit residential developments (e.g. 20 or more units).

#### Assessment

- (517) There is merit in idea of requiring bike storage to be provided within multi-unit residential development. While most residential properties can accommodate storage of bicycles within the site, this may not be possible in a multi-unit development.
- (518) However, while it may not always be possible for bicycles to be stored onsite for all multi-unit developments, it is my opinion that they issue is not significant enough for cycle parking in multi-unit developments to be regulated in the District Plan.

#### Recommendation

- (519) This report recommends that the submission of **GWRC [20.21]** be rejected.

## **3.64 Standard 4 Cycle Parking – Charging Facilities for Electric Bikes**

### **Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements**

#### Submission

- (520) **BWCT [7.9]** submits that consideration should be given to charging facilities for electric bikes.

#### Assessment

- (521) While there are benefits in providing charging facilities for electric bikes within a development, the permitted activity standards for end of trip facilities need to strike a balance between ensuring that active transport modes are provided for within developments while not imposing overly onerous standards that may discourage development.
- (522) It is my opinion that requiring charging facilities would be an unnecessary restriction on development. However, if a developer wishes to provide charging facilities, they are able to do so as a permitted activity.

#### Recommendation

(523) This report recommends the submission of **BWCT [7.9]** be rejected.

### 3.65 Standard 4 Cycle Parking – Design Standards

#### Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements

##### Submissions

- (524) **NZTA [4.7]** submits that there is benefit in specifying design standards for cycle parking.
- (525) **BWCT [7.6]** submits that cycle parking and end of trip facility requirements are inadequate and a missed opportunity to proactively 'build' active transport into our environment.
- (526) **BWCT [7.17]** submits that Standard 4(e) should be replaced with the standards of the Proposed Christchurch Replacement District Plan, specifically:
- Requirements around location, secure facilities and manoeuvring; and
  - Quality requirements to ensure cycle parking facilities are serviceable.
- (527) **SIML [F5.2]** makes a further submission point on the submission point of **BWCT [7.17]** that reference needs to be given to other district plans, including the Auckland Unitary Plan, which only requires end of trip facilities for offices, education facilities and hospitals.
- (528) **BWCT [7.18]** submits that to ensure cycle parking is used effectively it needs to be of sufficient quality, and that the type of stand, weather protection, security, convenience, distance, visibility should be addressed by specific requirements for design, location and provision of cycle parks.
- (529) **Hutt Cycle Network [17.7]** submits that cycle parking for employees should be covered and secure, and that cycle parking facilities should be closer to key entrances than car parks (except for disabled car parking), and there should be CCTV surveillance of all cycle parking where the organization has CCTV surveillance systems.
- (530) **SIML [F5.5]** makes a further submission point on the submission point of **Hutt Cycle Network [17.7]** that end of trip facilities should not be required for all types of activity, and should only be required for those activities where facilities can be accommodated and are practical, including offices, education facilities and hospitals.
- (531) **GWRC [20.21]** supports Standard 4(e), but seeks further consideration on including requirements for quality aspects of cycle parking that meet best practice guidelines, such as stands that provide support for the bike, something to lock the bike to, locating bikes close to the main entrance, sheltered/covered, secure (natural surveillance or CCTV), located so as not to impede pedestrians or vehicle movements.

##### Assessment

- (532) The approach of the Proposed Plan Change has not been to include Permitted Activity Standards on the design of cycle parking. The permitted activity standards for end of trip facilities need to strike a balance between ensuring that active transport modes are provided for within developments while not imposing overly onerous standards that may discourage development. It is my opinion that a permitted activity standard on the design of cycle parking would be an unnecessary regulation on the provision of cycle parking.
- (533) If cycle parking design standards were included in the District Plan and a developer did not want to provide cycle parking that meet the design standard, they would be able to apply for a resource consent for the non-compliance. It is my opinion that it would be difficult for a decision maker to ever be able to say that the adverse effects of not meeting the design standards are such that a resource consent could not be granted.
- (534) However, it is accepted that the Council should be encouraging developers to provide cycle parking that is of good quality in order to encourage more cycling to places of employment. In response to submissions, Council has developed a cycle parking design guide (Appendix 5 of this report) that will provide advice to developers on the design aspects that they should be taking into account when planning for cycle parking within their developments. The intention is for this document to sit outside the

District Plan, so that it can be a *'living'* document that can be updated to provide appropriate advice without the need for a plan change process.

- (535) With regard to the further submission of **SIML [F5.2]**, while the further submission states that reference needs to be given to other district plans, it does not say in what way this reference should be given. My interpretation of the statement is that it is the submitter's opinion that the Proposed Plan Change should only require end of trip facilities for offices, education facilities and hospitals (as required by the Auckland Unitary Plan). It is my opinion that it is appropriate for the District Plan to include permitted activity standards that ensure that people can cycle to work, regardless of the type of work that is being undertaken.

#### Recommendation

- (536) This report recommends the submission points of **NZTA [4.7]**, **BWCT [7.6, 7.17, 7.18]** and **Hutt Cycle Network [17.7]** be rejected.
- (537) This report recommends that the submission point of **GWRC [20.21]** be accepted in part, insofar as consideration has been given to quality aspects of cycle parking, but that no amendments are necessary.
- (538) This report recommends that further submission point **SIML [F5.2]** be rejected, insofar as no reference should be added to other district plans.
- (539) This report recommends that the further submission point of **SIML [F5.5]** be accepted in part, insofar as no design standards for cycle parking are recommended for any type of activity.

### **3.66 Standard 4 – Additional End of Trip Facilities**

#### **Amendment 32 – Chapter 14A, Standard 4(e) Cycle Parking and End of Trip Facility Requirements**

##### Submissions

- (540) **NZTA [4.7]** submits that lockers should be provided at a ratio of 1 per 10 staff members.
- (541) **BWCT [7.17]** submits that showers, lockers and drying facilities should be provided for staff.
- (542) **SIML [F5.2]** makes a further submission point on the submission point of **BWCT [7.17]** that reference needs to be given to other district plans, including the Auckland Unitary Plan, which only requires end of trip facilities for offices, education facilities and hospitals.

##### Assessment

- (543) The permitted activity standards for end of trip facilities need to strike a balance between ensuring that active transport modes are provided for within developments while not being overly restrictive of development. It is my view that Standard 4(e) of the Proposed Plan Change (which requires cycle parking and showers for staff, but not lockers or drying facilities) is the appropriate balance.
- (544) During the development of the Proposed Plan Change, Council staff considered including a permitted activity standard that would require the provision of lockers for staff alongside the standards for cycle parking and showers. However, it was decided that the provision of lockers for staff did not need to be regulated by the District Plan, as businesses could determine the storage requirements for their staff and retrofit their development to provide for them. This is in contrast to the provision of showers and cycle parking, which are more difficult to retrofit into a development.
- (545) With regard to the further submission point of **SIML [F5.2]**, while the further submission point states that reference needs to be given to other district plans, it does not say in what way this reference should be given.

##### Recommendation

- (546) This report recommends that the submissions of **NZTA [4.7]** and **BWCT [7.17]**.
- (547) This report recommends that further submission point **SIML [F5.2]** be rejected, insofar as no reference should be added to other district plans.

### 3.67 Standard 5 Loading and Unloading

#### Amendment 33 – Standard 5(a) – Loading and Unloading Requirements for Non-Residential Activities

##### Submission

- (548) **Harriet Fraser [21.7]** submits that the standards include a requirement that “all reasonable provision for loading/unloading activities associated with the activity be met on-site”, and that some design provision should be included for when servicing occurs by either van or articulated truck.

##### Assessment

- (549) The approach of the Proposed Plan Change is to refer to nationally recognised standards, unless it is appropriate to develop a specific standard for the district. For loading and unloading facilities, the Proposed Plan Change refers to *Standard AS/NZS 2890.2:2002 Parking Facilities Part 2: Off-street commercial vehicle facilities*. This standard is appropriate to ensure that acceptable loading facilities are provided as part of new developments.
- (550) The wording proposed by Ms Fraser would be unclear as it would require and interpretation of what would be “reasonable” provision for loading and unloading. However, it is accepted that the wording of the proposed Standard 5(a) could be improved to make it clear that the loading facilities need to be provided on-site.
- (551) The submission of Ms Fraser also mentions that some design provision should be included for when servicing occurs by van or articulated truck.
- (552) However, the purpose of proposed Standard 5 is to ensure that loading facilities are provided within non-residential developments, not to regulate for every type of vehicle that may service a development. If a business needs to be serviced by an articulated truck, then the business owner will need to ensure that they locate their business at a site that can provide for articulated trucks. It is my opinion the District Plan does not need to regulate the design of loading facilities for articulated trucks.
- (553) Similarly, it is my opinion that the District Plan does not need to regulate the design of loading facilities for vans.

##### Recommendation

- (554) This report recommends that the submission of **Harriet Fraser [21.7]** be accepted in part, and that Standard 5(a) be amended as follows:

(a) Loading and Unloading Requirement for Non-Residential Activities For non-residential activities the number of loading spaces to be provided <u>on-site</u> must not be less than that shown in Table 5-1.
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- (555) However, this report also recommends that the submission of **Harriet Fraser [21.7]** be rejected in part, insofar as no other changes to Standard 5(a) are recommended.

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

#### Amendment 35 – Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays

#### Amendment 36 – Standard 6(a) - Vibration

#### Amendment 37 – Standard 6(b) - Noise

#### Amendment 38 – Standard 6(c) - Ventilation

#### Amendment 42 – Planning Maps - State Highway and Railway Corridor Buffer Overlays

## Submissions

- (556) Eleven submissions and three further submissions have been received in relation to the provisions of the Proposed Plan Change regarding reverse sensitivity effects, noise and vibration.
- (557) Submissions in support of the standard were received from:
- i. NZTA (DPC39/4);
  - ii. KiwiRail (DPC39/5); and
  - iii. GWRC (DPC39/20).

While all three of these submitters requested that proposed Standard 6 be retained, both NZTA and KiwiRail requested amendments to the standard.

- (558) Submissions in opposition to the standard were received from:
- i. Siegfried Bachler (DPC39/2);
  - ii. Andrew Banks (DPC39/8);
  - iii. Bruce and Claire Bengé (DPC39/10);
  - iv. Simon Brown (DPC39/11);
  - v. Andrew Fox (DPC39/12);
  - vi. Nick Ursin (DPC39/13);
  - vii. Richard Beatson (DPC39/14); and
  - viii. Tim Julian (DPC39/26).

Most of the submissions in opposition requested specific amendments to proposed Standard 6, as well as requesting that the standard be rejected in its entirety.

- (559) Further submissions in relation to Standard 6 were received from:
- i. Nick Ursin (DPC39F/1);
  - ii. Andrew Banks (DPC39F/2); and
  - iii. NZTA (DPC39F/4).

- (560) The key issues raised in the submissions are discussed below.

## Assessment

### Proposed Plan Change's Approach to Reverse Sensitivity Effects

- (561) Policy 8 of the Regional Policy Statement states:

*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.*

- (562) The Regional Policy Statement identifies the Strategic Transport Network as Regionally Significant Infrastructure. The Regional Land Transport Plan identifies the district's state highways and railways as part of the Strategic Transport Network.
- (563) Standard 6 was included in the Proposed Plan Change as a measure to protect state highways and railways from reverse sensitivity effects that may arise from future development of noise sensitive activities, and to give effect to Policy 8 of the Regional Policy Statement (as required under Section 75(3)(c) of the RMA).
- (564) The Proposed Plan Change adopts an "Indoor Level" approach to addressing reverse sensitivity effects from noise and vibration. Under this approach, new buildings that contain noise sensitive activities and existing buildings with new noise sensitive activities would need to be designed, constructed and maintained to meet specific vibration, noise and ventilation standards within the building.

- (565) The vibration, noise and ventilation standards of the Proposed Plan Change were developed following consultation with NZTA and KiwiRail, and were based on NZTA's "Guide to the management of effects on noise sensitive land use near to the state highway network" ("The NZTA Reverse Sensitivity Guide"). The NZTA Reverse Sensitivity Guide recommends internal noise levels for buildings, based on two Australia/New Zealand Standards (NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads and AS/NZ 2107:2000 Recommended design sound levels and reverberation times for building interiors).
- (566) Proposed Standard 6 has more lenient noise standards than that of the NZTA Reverse Sensitivity Guide, in recognition of the fact that the area impacted by the standard is largely already developed as a residential area, and it is reasonable for landowners to expect to be able to build residential buildings in this area.
- (567) In summary, proposed Standard 6 has been proposed as a measure that both meets Council's statutory requirements under the RMA and addresses the adverse effects of reverse sensitivity, noise and vibration, while also recognising that the impacted area is already largely developed for residential use.

Council's response to submissions

- (568) In response to submissions received it was determined that the approach of the proposed standard needed to be reviewed. Of particular concern was the practicality of the proposed standard for property owners, plan users, and decision makers.
- (569) As part of the review of the proposed standard, Council engaged Marshall Day Acoustics (MDA) to provide expertise on noise and vibration issues.
- (570) Following discussions with Council staff on the practicality of implementing the proposed standard, MDA prepared a report for the Council (attached as Appendix 6 of this report), and gave an alternative approach to address the reverse sensitivity issues in the District Plan.
- (571) The alternative approach included:
- (a) The removal of the vibration standard, but with a note that identifies the potential for vibration in this area;
  - (b) An alternative noise standard, that specifies the level of noise reduction that needs to be achieved by a building's envelope; and
  - (c) The retention of the ventilation standard.
- (572) Since receiving the report from MDA, Council staff have been in discussions with NZTA and KiwiRail with the aim of ensuring that the plan change results in a standard that:
- (a) Addresses the potential reverse sensitivity effects that may arise from further development adjacent to the state highways and railways;
  - (b) Ensures that an acceptable level of comfort is provided for within new dwellings (and for other noise sensitive activities);
  - (c) Is practical to implement for property owners, plan users, and decision makers; and
  - (d) Provides for consistency nationally on this issue.
- (573) During these discussions, it was agreed that the "Indoor Level" approach of the standard from the Proposed Plan Change gives more certainty of the indoor noise and vibration levels that would be achieved, and as a result, would be a more effective measure to address potential reverse sensitivity effects.
- (574) However, it is my view that simply imposing the standard without any guidance on how to meet the standard would be difficult to implement and would not be a practical solution. Without any guidance, a developer of an otherwise permitted built development would need to engage an acoustic expert to determine whether the proposed design would be able to meet the standard. While it is not uncommon for district plans to include permitted activity standards that require an assessment/certification from an expert, it is not best practice.
- (575) To address this concern, Council engaged MDA to prepare a schedule of building solutions that could be adopted to meet the standard (Appendix 4 of this report). If a developer proposed to adopt a building

solution from this schedule, the building would be compliant with the standard. However, if a developer proposed an alternative solution, they would need to obtain an expert assessment to demonstrate that their proposal would comply with the standard.

- (576) While it is still not ideal for developers to need to obtain an expert assessment in some situations, it is my opinion that with this schedule in place, the proposed standard is the most effective measure to address the potential reverse sensitivity effects and provide an appropriate level of comfort for noise sensitive activities, while still being a practical measure for property owners and Council staff to implement. The standard will also continue to ensure that the Council will be meeting its statutory requirement of giving effect to Policy 8 of the Regional Policy Statement.

Issues raised in submissions

*The following sections assess the key issues that have been raised in submissions.*

*(i) The nature, extent or existence of reverse sensitivity effects*

- (577) **A Banks [8.1]** and **[N Ursin 13.1]** have questioned the existence, nature, and extent of the reverse sensitivity effects generated by development in close proximity to the state highways and railways.

*Assessment*

- (578) While the existence, extent and nature of the reverse sensitivity effects in the existing environment have not been fully described or quantified, the intention of proposed Standard 6 is to address the reverse sensitivity effects that are likely to occur if there is additional development of noise sensitive activities in close proximity to the state highways and railways.
- (579) The approach of proposed Standard 6 is to ensure that new buildings that contain noise sensitive activities close to the state highways and railways provide a minimum level of comfort for occupants of the buildings. The standard does not attempt to prevent all noise or vibration from being experienced within a building. As a result, there would still be a level of noise, vibration and potential for reverse sensitivity effects even with the standard in place. However, providing a minimum level of comfort for occupants is a deliberate approach to ensure that noise, vibration and reverse sensitivity effects are kept at an acceptable level, while still enabling residential activities to occur in established residential areas.

*(ii) Responsibility for addressing noise and vibration effects*

- (580) **S Bachler [2.1]**, **S Brown [11.1]**, **A Fox [12.1]**, **N Ursin [13.1]** and **R Beatson [14.1]** submit that addressing the effects of noise and vibration should be the responsibility of the state highway and railway operators, rather than property owners.

*Assessment*

- (581) Standard 6 has been proposed to address the reverse sensitivity effects that would be created by new noise sensitive activities on sites adjacent to the state highways and railways. These reverse sensitivity effects are not created by the state highways and railways, but by the new noise sensitive activities.
- (582) In addition, as the existing state highways and railways are authorised through both designations and existing use rights, any provision added to the District Plan would not have any impact on the state highways and railways.
- (583) Section 16 of the RMA requires NZTA and KiwiRail to adopt the best practicable option to ensure that the emission of noise and vibration does not exceed a reasonable level, regardless of the provisions of the District Plan.

*(iii) The costs associated with meeting Standard 6*

- (584) **A Banks [8.1]**, **B & C Benge [10.1]**, **S Brown [11.1]** and **R Beatson [14.1]** submit that the standard would result in additional compliance costs for development.

*Assessment*

- (585) It is accepted that the proposed standard would increase the design and construction costs where new noise sensitive activities are proposed. While the requirements of the Building Code would mitigate noise and vibration to a certain extent, it is likely that additional mitigation measures would be required to meet the standard.
- (586) Existing buildings that already contain noise sensitive activities are currently authorised through existing use rights under Section 10 of the RMA. The existing use rights would also authorise the reconstruction of the existing building in the same location and with the same level of effects without needing to meet the proposed Standard 6. This would ensure that property owners will be able to continue their existing activities without incurring any additional costs. The additional costs would only be incurred if a property was being redeveloped with buildings either in a different location or with a different design than the existing buildings. It is my view that this is appropriate as the noise, vibration and reverse sensitivity effects may increase due to the new location or design.

*(iv) Relevance of Standard 6 for the rail corridor*

- (587) **KiwiRail [5.15]** and **R Beatson [14.1]** both submit that the proposed standard is not appropriate for rail traffic.
- (588) Mr Beatson opposes the proposed standard, requests that the standard be amended so that it does not apply to the rail traffic, and questions whether the NZTA Reverse Sensitivity Guide was suitable for calculating effects of rail.
- (589) KiwiRail support the proposed standard, but have requested amendments to the standard to reflect the different characteristics of noise from rail traffic.

*Assessment*

- (590) It is accepted that the characteristics of noise generated by road and rail traffic are different. However, as Council staff were unaware of any guidance specific to noise from rail traffic during the development of the Proposed Plan Change, the NZTA Reverse Sensitivity Guide was used.
- (591) While the proposed standard may not reflect the different characteristics of noise from rail traffic, it is still appropriate for the Proposed Plan Change to address the noise, vibration and reverse sensitivity effects associated with railways.
- (592) KiwiRail support the proposed standard, but have requested amendments to the standard to reflect the different characteristics of noise from rail traffic. The requested amendments recommend different requirements for noise from rail traffic dependent on usage of the receiving environment. The amendments requested by KiwiRail use a  $L_{Aeq(1h)}$  measurement for rail traffic noise, in place of the  $L_{Aeq(24h)}$  measurement from the standard of the Proposed Plan Change.
- (593)  $L_{Aeq(1h)}$  represents the noise exposure accumulated and averaged over one hour whereas  $L_{Aeq(24h)}$  represents the noise exposure accumulated and averaged over 24 hours. It is accepted that  $L_{Aeq(1h)}$  is more appropriate for noise from rail traffic as there is little rail traffic at night. If  $L_{Aeq(24h)}$  were to be used for noise from rail traffic, it would include the level of noise generated late at night and early in the morning when few trains are running, and understate the amount of noise that is being generated when trains are running.
- (594) It is also accepted that it is appropriate for noise levels to vary depending on the receiving environment. However, it is my opinion that the list of receiving environments should be limited to:
- (a) Residential –Bedrooms
  - (b) Residential – Other habitable spaces
  - (c) All other noise sensitive activities
- (595) The alternative standard from KiwiRail includes “Teaching Spaces” as a receiving environment. Currently, schools are not included in the District Plan’s definition for noise sensitive activities. While the District Plan definition for noise sensitive activities could be amended to include Teaching Spaces, this would have a consequential effect on the other parts of the District Plan that refer to noise sensitive activities, specifically the rules relating to insulation for buildings and structures in the Central



Commercial and Petone Commercial Activity Area. As a result, it would be inappropriate to amend the definition.

- (596) In addition, the District Plan has limited impact on schools as these are normally authorised through a combination of designations and existing use rights. While the District Plan does impact new private schools, given the rarity of a new private school, it is my opinion that the District Plan does not need to specifically address them in this standard.
- (597) The alternative standard from KiwiRail also states that all other sensitive activities need to comply with the satisfactory sound levels of *AS/NZS 2107:2000 Recommended design sound levels and reverberation times for building interiors* (a standard which has been superseded by a 2017 version since the submission was made). Given that the District Plan's definition of noise sensitive activities only includes residential activities, visitor accommodation (as similar facilities such as boarding houses) and childcare facilities, I recommend that the different receiving environments of the rule should be specifically linked to these three activities.

*(v) Reasonable/Practical to comply with the standards*

- (598) **A Banks [8.3, 8.8], S Brown [11.1], A Fox [12.1] and R Beatson [14.1]** submitted that there is no certainty that buildings could be reasonably designed and constructed to comply with the proposed standard and that it is unclear how compliance with the standard would need to be demonstrated.

*Assessment*

- (599) A key consideration for proposed Standard 6 is whether the standard is practical to implement for both plan users and decision makers.
- (600) Council engaged Marshall Day Acoustics to produce a schedule of building solutions that could be implemented to meet the standards. If a proposed building follows the building solutions from this schedule, the building would be deemed to comply with the standard.
- (601) The solutions in the schedule demonstrate that building solutions are available that can comply with proposed Standard 6.
- (602) If a developer does not want to adopt a building solution from the schedule, they are able to do so. However, they would need to provide documentation from a qualified acoustics specialist to show that the building solution would meet the standard.

*(vi) Maintenance of buildings to meet the standard*

- (603) **A Banks [8.2], S Brown [11.1] and R Beatson [14.1]** have stated that it is unreasonable to require buildings to be maintained to meet proposed Standard 6.

*Assessment*

- (604) The intention of requiring buildings to be "maintained" to meet the standard is to ensure that the level of vibration and noise mitigation is not reduced after construction of the building is complete. It is not intended to require the building to be upgraded if the level of vibration or noise from state highway and railway traffic increases over time. I agree that this is unclear. This report recommends that proposed Standard 6 is amended to clarify that maintenance only needs to be to the level of installation.

*(vii) Effects on urban design and heritage values*

- (605) **A Banks [8.1] and R Beatson [14.1]** submitted that the standard could impact urban design. Mr Beatson also submitted that there could be impacts on heritage values within the Historic Residential Activity Area.

*Assessment*

- (606) Building solutions are available that would be able to meet proposed Standard 6 while having little to no impact on urban design and heritage values. This is demonstrated by mitigation measures that have been given in the building solutions schedule from Marshall Day Acoustics.

*(viii) No complaints covenants*

- (607) **B and C Benge [10.1]** requested that proposed Standard 6 be amended to allow for a no complaints covenant to be registered against the title of a property in lieu of meeting the noise, vibration and ventilation standards.

*Assessment*

- (608) For a no complaints covenant to be registered on a title, there needs to be an agreement between two parties - the party that is potentially creating the effect and the party that may object to the effect. To address complaints that could be generated as a result of noise and vibration from the state highways or railways, the agreement would need to be between the property owner and either NZTA or KiwiRail. This would be difficult to manage through a permitted activity standard.
- (609) If a property owner wishes to have a no complaints covenant in lieu of meeting Standard 6, this should be done through a resource consent process, and with the agreement of the relevant transport provider (either NZTA or KiwiRail).

*(ix) Whether the standard should apply to buildings that are being rebuilt*

- (610) **B & C Benge [10.1]** submit that property owners should have the option of rebuilding to normal building standards.

*Assessment*

- (611) The rebuilding of an existing building would be authorised through existing use rights under Section 10 of the RMA. However, the existing use rights would not apply if the rebuild increased the degree to which the building fails to comply with the standard. This would mean that existing use rights would not apply (and so the new building would need to meet Standard 6) if the building was rebuilt closer to a state highway or railway or was rebuilt with a different design to the original building (for example, being rebuilt with an additional bedroom).

*(x) Method for indicating buffer area*

- (612) **A Banks [8.6]** submits that rather than mapping the buffer area on the District Plan maps, that the method of calculating the buffer area be written into the standard.

*Assessment*

- (613) It is my view that stating a method for how to measure the buffer is not suitable as the edge of the state highway and railway can be unclear. For example, the edge of the carriageway (where the state highway traffic is generally located), the edge of the formed state highway, the edge of the state highways designation, and the edge of the property boundary for the state highway could all be in different locations. Similarly, the location of a train track, the edge of a railways designation and the edge of the property boundary for the railway could all be in different locations.
- (614) In my opinion, mapping the buffer area on the District Plan maps is a more practical method of demonstrating the area that is impacted by the proposed standard, and provides more certainty to plan users.

*(xi) Clarify that the standard only applies to State Highway traffic*

- (615) **A Banks [8.4]** submits that it should be clear that proposed Standard 6 only applies to State Highway traffic, and not all road traffic.

*Assessment*

- (616) I agree with Mr Banks, and this report recommends that the standard be amended accordingly.

*(xii) Ventilation standard should only apply to internal grilles and diffusers*

- (617) **A Banks [8.5]** submits that the noise requirement of the ventilation standard should only apply to internal grilles and diffusers, and not external ones.

*Assessment*

- (618) I agree with Mr Banks, and this report recommends that the standard be amended accordingly.

*(xiii) Maps should refer to State Highways and Railway Corridor Buffer Overlays*

- (619) **A Banks [8.7]** submits that the legend of the proposed District Plan maps should be amended to refer to “State Highways and Railway Corridor Buffer Overlays” to be consistent with the wording of proposed Standard 6.

*Assessment*

- (620) I agree with Mr Banks, and this report recommends that the maps be amended accordingly.

*(xiv) Whether vibration standard should apply to rail traffic or buildings*

- (621) **KiwiRail [5.14]** and **S Brown [11.1]** submit that the wording of the proposed vibration standard (Standard 6(a)) restricts the level of vibration from the road and rail traffic, as opposed to the level of vibration within the building. Mr Brown submits that this wording should be retained, while KiwiRail submit that it should be corrected.

*Assessment*

- (622) The intention of the standard was for the level of vibration that is experienced within the building to be addressed, and not the level generated by the road and rail traffic. This report recommends that the standard be amended to clarify that the standard addresses the level of vibration within buildings.

*(xv) Ventilation standard should be removed, or apply to all properties*

- (623) **S Brown [11.1]** submits that the proposed ventilation standard (Standard 6(c)) should be removed, but if retained, it should apply to all properties.

*Assessment*

- (624) The ventilation standard is proposed to ensure that an appropriate level of comfort is achieved for occupants in buildings where windows need to be closed to meet the noise levels from the proposed noise standard (Standard 6(b)). It is my opinion that the ventilation standard is appropriate, and that it should only apply to properties that are impacted by the proposed noise standard.

*(xvi) Width of buffer*

- (625) **A Fox [12.1]** submits that the 40m buffer is too wide.

*Assessment*

- (626) The proposed standard and buffer area was adapted from the recommendations of NZTA’s “*Guide to the management of effects on noise sensitive land use near to the state highway network*”. A 40m buffer was considered an appropriate size to address the noise, vibration and reverse sensitivity effects, based on the recommendations of that guide.

## Recommendations

- (627) In response to the submissions, this report recommends that Standard 6 of the Proposed Plan Change be amended as follows:

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 (at the level of installation) to meet the following standards:

(a) Vibration

~~Road and rail traffic vibration levels~~ Buildings 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).

(b) Noise

(i) Indoor design noise level as a result of noise from ~~road and rail~~ state highway traffic must not exceed 45dB  $L_{Aeq(24h)}$ .

(ii) Indoor design noise level as a result of noise from rail traffic must not exceed the following levels:

Residential Activities, Visitor Accommodation, Boarding Houses or other premises providing residential accommodation for five or more travellers:

Bedrooms: 35dB  $L_{Aeq(1h)}$

Other habitable spaces: 40dB  $L_{Aeq(1h)}$

Childcare Facility:

All spaces: 40dB  $L_{Aeq(1hr)}$

(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  $L_{Aeq(30s)}$  when measured 1m away from any internal grille or diffuser.

Compliance with the above performance standards for Noise and Vibration can be achieved by ensuring buildings are designed and constructed in a manner that:

1. Accords with the building schedule in Appendix Transport 4; or

2. Accords with an acoustic and vibration design certificate, signed by a qualified acoustic engineer, that states that the proposed design will achieve compliance with the above performance standards.

(628) This report also recommends that the submission of **Andrew Banks [8.7]** be accepted, and that the legend of the District Plan maps is amended to refer to "State Highway and Railway Corridor Buffer Overlay".

### 3.69 High Trip Generators – General

#### Amendment 20 – Rule 14A 5.1(c)

##### Submission

(629) **GWRC [20.15]** supports the Rule 14A 5.1(c).

##### Recommendation

(630) This report recommends that the submission of **GWRC [20.15]** be accepted.

### 3.70 High Trip Generators – Assessment Matters

#### Amendment 20 – Rule 14A 5.1(c)

##### Submission

- (631) **BWCT [7.3]** submits that the evaluation of high trip generating activities should include an assessment on carbon emissions, overall congestion in the city and promotion of healthy lifestyles.

#### Assessment

- (632) There would be little value in requiring an applicant for a resource consent as a high trip generator to assess either the carbon emissions of vehicles visiting their development or the extent to which their development promotes healthy lifestyles, as the sole matter of discretion under Rule 147A 5.1(c) is the effects of the activity on the transport network. Even if the District Plan retained discretion over these issues, it is my view that it would be very unlikely that a decision maker would be able to say that the carbon emissions and promotion of healthy lifestyles (or lack thereof) for a particular activity were such that an application could not be granted, even when cumulative effects are taken into account.
- (633) With regard to congestion in the city, an Integrated Transport Assessment for any activity that breaches the High Trip Generator thresholds, which would need to include an assessment of the contribution that the activity would make to the performance of the transport network in order to demonstrate that any effects of the activity on the safety and efficiency of the transport network can be avoided remedied or mitigated.

#### Recommendation

- (634) This report recommends that the submission of **BWCT [7.3]** be rejected in part, but accepted insofar as the contribution that a development makes to congestion of the transport network would be assessed as part of an Integrated Transport Assessment.

### **3.71 High Trip Generators – Central Commercial and Petone Commercial Activity Area**

#### **Amendment 20 – Rule 14A 5.1(c)**

##### Submissions

- (635) **Harvey Norman [1.1]** submits that the High Trip Generator provisions should not apply to activities within the Central Commercial Activity Area because retaining discretion over impacts on on-street parking within the Activity Area undermines the removal parking requirements for the Activity Area.
- (636) **GWRC [20.18]** welcomes the deliberate approach which seeks to encourage residential and small businesses in the Central and Petone Commercial Activity Areas while managing the impact of larger commercial activities as High Trip Generators.

##### Assessment

- (637) The submission point of **Harvey Norman [1.1]** states that the provisions for High Trip Generators in the Central Commercial Activity Area (CCAA) would undermine the Proposed Plan Change's removal of a minimum car parking requirement for the CCAA.
- (638) The approach of the Proposed Plan Change has been to remove minimum carparking requirements for the CCAA while requiring the impacts from larger developments (High Trip Generators) to be assessed on a case-by-case basis through a resource consent process. This is a deliberate approach to encourage residential and small business activities within the CCAA while still being able to address the effect that a large development can have on the transport network, including the effects of spill-over parking.

##### Recommendation

- (639) This report recommends that the submission of **Harvey Norman [1.1]** be rejected and the submission of **GWRC [20.18]** be accepted.

### **3.72 High Trip Generators – Threshold for Childcare Facilities**

#### **Amendment 39 – Appendix Transport 2 - High Trip Generator Thresholds**

##### Submission

(640) **BWCT [7.20]** questions why 50 children has been chosen as the threshold for High Trip Generators for Child Care Facilities in Appendix Transport 2, when previous requirements were based on 30, and that even 30 children result in a significant number of vehicle movements in a higher risk setting.

Assessment

(641) The submission point of **BWCT [7.20]** refers to previous requirements for Child Care Facilities being based on 30 children. It is unclear to what previous requirements the submitter is referring, as there are currently no provisions in the District Plan that address High Trip Generator.

(642) However, my interpretation of the submission point is that the submitter believes that the High Trip Generator threshold for Child Care Facilities should be reconsidered as it is too high. Council has engaged GHD to provide advice on submissions on the rules and permitted activity standards of the Proposed Plan Change. In response to this submission point, GHD has recommended that a lower threshold of 30 children is more applicable for Child Care Facilities. I concur with the recommendation of GHD.

Recommendation

(643) This report recommends that the submission of **BWCT [7.20]** be accepted, and that the Education section of Appendix Transport 2 be amended as follows:

<b>Education:</b>	
Child Care Facilities	More than <del>50</del> <u>30</u> Children
Primary, Intermediate and Secondary Schools	More than 150 Students
Tertiary Education Providers	More than 250 Full Time Equivalent students

**3.73 High Trip Generators – Thresholds for Temporary and Periodic Activities**

**Amendment 39 – Appendix Transport 2 - High Trip Generator Thresholds**

Submission

(644) **BWCT [7.7]** submits that the provisions for high trip generating activities should also include provisions on temporary and periodic activities.

Assessment

(645) The High Trip Generator thresholds of the Proposed Plan Change would apply to both temporary and periodic activities, depending on the type of activity that is taking place.

Recommendation

(646) This report recommends that the submission of **BWCT [7.7]** be accepted insofar as the Proposed Plan Change already includes High Trip Generator thresholds that apply to temporary and periodic activities.

### 3.74 Consequential Amendments – Definitions

#### Submissions

(647) **GWRC [20.26]** submits that a new definition for the transport network be added to the Plan to make it clear what the objectives and policies are trying to achieve.

(648) The proposed definition would state:

*The transport network comprises the following components and transport modes:*

- *All road corridors (including both State Highways an Local Roads);*
- *Pedestrian and cycling facilities within the road corridor, and off-road where primarily used for transport purposes.*
- *All railway corridors;*
- *Car and cycle parking facilities;*
- *Loading facilities; and*
- *Public transport services and their associated infrastructure (including bus, train and ferry services, and their associated train stations, harbour ferry wharfs, bus stops and Park and Ride car parks at train stations).*

(649) **NZTA [F4.14]** supports the submission of **GWRC [20.26]**.

#### Assessment

(650) The term “the transport network” is used frequently through the Proposed Plan Change. Currently, the only indication of what is included in the transport network is in the Introduction of the proposed Transport Chapter.

(651) Adding a definition in the Definition Chapter of the Plan would add clarity on what is included in the transport network. In addition, having a definition rather than a description in the Introduction would carry more weight with decision makers.

(652) The definition proposed in submission point **GWRC [20.26]** would ensure that the District Plan is consistent with the Regional Land Transport Plan.

#### Recommendation

(653) This report recommends that the submission point of **GWRC [20.26]** and further submission point of **NZTA [F4.14]** be accepted, and that the following definition be added to the District Plan:

#### **Transport Network**

The transport network comprises the following components and transport modes:

- All road corridors (including both State Highways an Local Roads);
- Pedestrian and cycling facilities within the road corridor, and off-road where primarily used for transport purposes.
- All railway corridors;
- Car and cycle parking facilities;
- Loading facilities; and
- Public transport services and their associated infrastructure (including bus, train and ferry services, and their associated train stations, harbour ferry wharfs, bus stops and Park and Ride car parks at train stations).

### 3.75 Consequential Amendments – Chapter 5A Central Commercial - Section 5A 1.2.5, Carparking

#### **Amendment 51 – Section 5A 1.2.5 - Carparking**

#### Submission

- (656) **BWCT [7.21]** submits that the text *“Also, provide for car parking in a way that reduces the reliance on private vehicles and encourages use of sustainable transport modes”* should either not be removed or should be incorporated into an overall objective, and that Policy 5A 1.2.5(a) should not be removed, especially with regard to pedestrian safety and convenience.

#### Assessment

- (657) The approach of the Proposed Plan Change has been to address effects on the safety and efficiency of the transport network within the transport chapter, rather than having transport provisions spread throughout the District Plan, except where there is a good reason to locate the provision elsewhere in the District Plan.
- (658) Amendment 51 removes the parts of the Issue, Policies, and Explanation and Reasons of Chapter 5A (Central Commercial Activity Area) that relate to effects on the safety and efficiency of the transport network, as these effects would be addressed through the Issues, Objectives and Policies of the proposed Transport Chapter. Retaining the parts of Section 5A 1.2.5 that relate to the safety and efficiency of the transport network would cause unnecessary repetition.
- (659) The Proposed Plan Change has removed all car parking requirements within the Central Commercial Activity Area. It is expected that this will result in a reduction in the amount of onsite car parking provided within the Central Commercial Activity Area, which will in turn reduce the reliance on private vehicles.

#### Recommendation

- (660) This report recommends that the submissions of **BWCT [7.21]** be rejected.

### **3.76 Consequential Amendments – Chapter 13 Network Utilities - Section 13.3.3, Matters in which Council Seeks to Control**

#### **Amendment 77 – Chapter 13 Network Utilities, Section 13.3.3 - Matters in which Council Seeks to Control**

#### Submission

- (661) **BWCT [7.22]** submit that there should be an additional matter of control for the “impact on active transport use/uptake” to enable Council to take a proactive role and ensure development decisions and direction support the Council’s vision.

#### Assessment

- (662) Section 13.3.3 lists the matters over which the Council has control when processing resource consent applications for the controlled activities of Chapter 13 Network Utilities. A controlled activity is an activity that requires resource consent, but where the Council *must* grant the resource consent. The controlled activities of the chapter are:

1. *The removal, operation and maintenance of network utilities and the minor upgrading of electricity and telecommunication lines that does not meet permitted activity standards.*
2. *Subdivision for the purpose of accommodating any network utility (where Rule 13.3.1.8 would be breached); and*
3. *Any:*
  - *grade separated facility where a structure is used to separate roadways, railways, footways, cycleways or bodies of water*
  - *viaduct or tunnel*
  - *bridges for roads, tramways, railways and underpasses.*

- (663) Adding an additional matter of control would not have an impact without specifying to which of these activities the matter of control would apply. However, of the three controlled activities, the only activity that relates to the transport network is the third in list, which relates to roading structures.



- (664) For these roading structures, the Council currently has control over:
- Risks to public health and safety.
  - Design and external appearance.
  - Traffic and parking management.
  - The route of the road.
  - Any positive effects to be derived from the activity.
  - Any constraints arising from technical and operational requirements of the network which may limit measures to avoid, remedy or mitigate environmental effects.
- (665) These existing matters of control are appropriate to ensure that the provision of active transport modes can be addressed as part of a resource consent process for these structures. In addition, if a new road is associated with these structures, the new road would also require a resource consent as a discretionary activity (under Rule 13.3.1.38). As a discretionary activity, provision for active transport modes can also be taken into account as part of the resource consent process.

#### Recommendation

- (666) This report recommends that the submission of **BWCT [7.22]** be rejected.

### **3.77 Other – Extraction Activity Area**

#### **Amendment 17 – Policy 14A 4.5**

#### **Amendment 20 – Rule 14A 5**

#### **Amendment 39 – Appendix Transport 2 – High Trip Generator Thresholds**

#### Submissions

- (667) **Winstone Aggregates [22.1]** and **Firth Industries [23.1]** submit that the Extraction Activity Area should be exempt from the provisions of the Proposed Plan Change.
- (668) **NZTA [F4.15]** opposes both submission points, stating that the proposed provisions will not affect the application of existing use rights under the RMA, and that any activities that do not benefit from the existing use rights should be subject to the provisions in the same way as other activities.

#### Assessment

- (669) The existing activities within the Extraction Activity Area are authorised through existing use rights under Section 10(1) of the RMA.
- (670) As operations of Winstone Aggregates and Firth Industries within the Extraction Activity Area were lawfully established before the Proposed Plan Change was notified, they will continue to be authorised under existing use rights as long as the effects of the operations are the same or similar in character, intensity, and scale as those that existed when the Proposed Plan Change was notified.
- (671) The submission points of **Winstone Aggregates and Firth Industries [22.1]** and **Firth Industries [23.1]** state that the Extraction Activity Area provides “a standalone framework for the management of mineral extraction and industry activities”. However, part of the District Plan’s framework for managing the activities within the zone includes the provisions of the existing Transport Chapter of the District Plan. To have an exemption from the proposed Transport Chapter would result in the removal of a significant part of the management framework for the Extraction Activity Area, and would result in the Council no longer having the ability to address the impacts of the activities within the Extraction Activity Area on the transport network if the effects of the activities were to change in character, intensity or scale.
- (672) The submission points of **Winstone Aggregates and Firth Industries [22.1]** and **Firth Industries [23.1]** raise a concern that well-established activities in the Extraction Activity Area could breach the permitted activity standard for High Trip Generators if there is a minor expansion of the building

activities or operations within the activity area. However, these activities would be authorised as long as the effects of the activity on the transport network remain the same or similar in character, intensity and scale. If the effects on the transport network increase, and if they breach the High Trip Generator threshold in Appendix Transport 2 of the Proposed Plan Change, it is my opinion that it is appropriate for these effects to be assessed through a resource consent process.

#### Recommendation

- (673) This report recommends that the submissions of **Winstone Aggregates and Firth Industries [22.1]** and **Firth Industries [23.1]** be rejected and that the further submission of **NZTA [F4.15]** be accepted.

### **3.78 Other – Rubbish Collection Points**

#### Submission

- (674) **Harriet Fraser [21.10]** submits that it might be useful to include provisions for rubbish collection points for multi-unit developments.

#### Assessment

- (675) The District Plan could include provisions for rubbish collection points for multi-unit developments as there is the potential for adverse effects on the transport network and amenity values of the streetscape from not providing for appropriate rubbish collection within larger residential developments.
- (676) However, I am unaware of any evidence to suggest that these effects are occurring within the district. For this reason, it is my opinion that the rubbish collection points for multi-unit developments do not need to be addressed in the District Plan.

#### Recommendation

- (677) This report recommends that the submission of **Harriet Fraser [21.10]** be rejected. However, if the Hearing Panel determines that rubbish collection points should be provided for in multi-unit developments, this report recommends that they be provided for through a Permitted Activity standard for loading facilities for residential activities, and that a new Standard 5(b) be added as follows:

#### (b) Rubbish Collection Facilities for Residential Activities

For residential developments of 20 or more dwelling houses, a loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5(c), the minimum design vehicle for the loading facility is a Small Rigid Vehicle.

- (678) **NOTE:** *If the Hearing Panel decides to include the new Standard 5(b) above, there will need to be a consequential change to re-number Standard 5(b) of the Proposed Plan Change to 5(c).*

### **3.79 Other – References to Other Standards**

#### Submission

- (679) **PPAG [9.8]** submits that references to standards that are not contained within the District Plan (such as engineering standards) should be amended to also refer to any subsequent version of that standard.

#### Assessment

- (680) Section 31 of Schedule 1 of the RMA states:

*An amendment to, or replacement of, material incorporated by reference in a plan or proposed plan has legal effect as part of the plan or proposed plan only if—*

- (a) *a variation that has merged in and become part of the proposed plan under Part 1 states that the amendment or replacement has that effect; or*
- (b) *an approved change made to the plan under Part 1 states that the amendment or replacement has that effect.*

- (681) To incorporate amended or replacement standards within the plan, a separate plan change is required under Section 31(b) of the RMA.

Recommendation

- (682) This report recommends that the submission of **PPAG [9.8]** be rejected.

### 3.80 Section 32 Report

Submission

- (683) **PPAG [9.10]** submits that Issue 11 of Appendix 1 of the Section 32 report could be enhanced by consideration of the way in which developments cater for pedestrians.

Assessment

- (684) The submission point of **PPAG [9.10]** is on an Issue included in an Issues and Options paper that was prepared during the early stages of developing the Proposed Plan Change, rather than an issue of the Proposed Plan Change. The paper is included in the Section 32 Report as an appendix, as it is referred to in other parts of the Section 32 Report.

Recommendation

- (685) This report recommends that the submission of **PPAG [9.10]** be rejected.

Submission

- (686) **GWRC [20.25]** requests that the Section 32 evaluation is revisited to include an analysis of the Proposed Plan Change against the requirements of the Regional Public Transport Plan and Regional Rail Plan.

Assessment

- (687) The requirements of the Regional Public Transport Plan and Regional Rail Plan have been analysed.

- (688) The objectives of the *Regional Public Transport Plan* are:

1. An integrated approach to the public transport network – including the planning and provision of services, infrastructure, and information
2. High quality, reliable, safe, and customer-focused public transport services using modern vehicles and infrastructure
3. A fares and ticketing system that attracts and retains customers
4. An effective connection with customers
5. Providing for the transport disadvantaged: information, facilities, and services that are increasingly available to all members of the public
6. A system of monitoring and review that supports continuous improvement
7. A procurement approach that supports the efficient delivery of services and provides value for money
8. Sustainable funding arrangements that balance user contributions (fares) with public funding

- (689) Several of these objectives relate to the management of the public transport service (such as objectives regarding fares and procurement), as opposed to the provision of public transport facilities and infrastructure, so are not relevant for the District Plan. In response to the objectives that do relate to the provision of public transport facilities and infrastructure, it is appropriate that the District Plan is not impeding the Regional Council from achieving its public transport objectives, rather than regulating how public transport facilities and infrastructure are provided.

- (690) The *Regional Rail Plan* relates to how the rail service for the Wellington region will be implemented and developed. Similarly to the Regional Public Transport Plan, it relates to the management of rail

services, as opposed to the provision of rail facilities and infrastructure, and it is more appropriate that the District Plan does not impede the Regional Council in managing the rail service.

Recommendation

- (691) This report recommends that the submission point of **GWRC [20.25]** be accepted, insofar as the Regional Public Transport Plan and Regional Rail Plan are assessed above.

**3.81 Correction of Minor Errors**

- (692) Proposed Standard 5(b) refers to standard *AS/NZS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities*. However, the reference should be to AS 2890.2:2002, not AS/NZS 2890.2:2002. It is recommended that this minor error is corrected.

## APPENDIX 1: LIST OF SUBMITTERS

The following submitters have lodged submissions on Proposed Plan Change 39:

Submission Number	Name of Submitter
DPC39/1	Harvey Norman Properties (N.Z.) Limited
DPC39/2	Siegfried Bachler
DPC39/3	Seaview HP Limited
DPC39/4	New Zealand Transport Agency
DPC39/5	KiwiRail Holdings Limited
DPC39/6	Heritage New Zealand Pouhere Taonga
DPC39/7	Bikes Welcome Charitable Trust
DPC39/8	Andrew Banks
DPC39/9	Petone Planning Action Group
DPC39/10	Bruce and Claire Benghe
DPC39/11	Simon Brown
DPC39/12	Andrew Fox
DPC39/13	Nick Ursin
DPC39/14	Richard Beatson
DPC39/15	David Tripp
DPC39/16	Summerset Villages (Lower Hutt) Limited
DPC39/17	Hutt Cycle Network
DPC39/18	New Zealand Fire Service Commission
DPC39/20	Greater Wellington Regional Council
DPC39/21	Harriet Fraser Traffic Engineering and Transportation Planning
DPC39/22	Winstone Aggregates and Firth Industries
DPC39/23	Firth Industries
DPC39/24	Minister of Education
DPC39/26	Tim Julian

Submission Number	Name of Further Submitter
DPC39F/1	Nick Ursin
DPC39F/2	Andrew Banks
DPC39F/3	New Zealand Fire Service Commission
DPC39F/4	New Zealand Transport Agency
DPC39F/5	Stride Investment Management Ltd

## APPENDIX 2: RECOMMENDED AMENDMENTS

*Note: This appendix only gives the amendments that are recommended in this report.*

### **Amendment 1: Amend 14A 1 Introduction (Paragraph 1) as follows:**

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 cycling facilities within the road corridor, and off-road where primarily for transport purposes ~~cycle routes, whether they be within a road corridor or not;~~
- all railway corridors;
- car and cycle parking facilities;
- loading facilities; and
- public transport services and their associated infrastructure (including bus, train commuter railway and ferry services, and their associated train stations, harbour ferry wharfs, bus stops and Park and Ride car parks at train stations stops, stations and terminals).

### **Amendment 2: Amend 14A 1 Introduction (Paragraph 6) as follows:**

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 that generate significant volumes of traffic are assessed on a case by case basis through the resource consent process.

### **Amendment 3: Amend Issue 14A 2.1 as follows:**

#### **Issue 14A 2.1**

A safe, efficient, resilient, 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: Amend Objective 14A 3.1 as follows:**

#### **Objective 14A 3.1**

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

### **Amendment 5: Amend Policy 14A 4.1 as follows:**

#### **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 and resilience of the transport network are maintained.

**Amendment 6: Amend Policy 14A 4.3 as follows:**

**Policy 14A 4.3**

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

**Amendment 7: Amend Policy 14A 4.7 as follows:**

**Policy 14A 4.7**

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

**Amendment 8: Amend Rule 14A 5.1(a) as follows:**

- (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.

NOTES:

Where an activity is associated with a subdivision, the provisions of “Chapter 11 – Subdivision” also apply.

Where an activity will be undertaken by a network utility operator (as defined by Section 166 of the Resource Management Act), the provisions of “Chapter 13 – Network Utilities” also apply.

**Amendment 9: Amend Standard 1(a) as follows:**

- (a) Road Classification

Roads are classified under the ~~One Network Road Classification 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.

<u>One Network Road Classification</u>	<u>Description</u>	<u>Category from NZS 4404:2010</u>
<u>National</u>	<u>These roads make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports, and have high volumes of heavy commercial vehicles or general traffic.</u>	-
<u>Regional</u>	<u>These roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports and airports. They are major connectors between regions and, in urban areas, may have substantial passenger transport movements.</u>	<u>Major Arterial Road</u>
<u>Arterial</u>	<u>These roads make a significant contribution to social an economic wellbeing, linking regionally significant places, industries, ports or airports. They may be the only route available to important places in a region, performing a 'lifeline' function.</u>	<u>Major Arterial Road / Minor Arterial Road</u>
<u>Primary Collector</u>	<u>These are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or population areas.</u>	<u>Minor Arterial Road / Connector/Collector Road</u>
<u>Secondary Collector</u>	<u>These roads link local areas of population and economic sites. They may be the only route available to some places within this local area.</u>	<u>Connector/Collector Road</u>



<u>Access</u>	<u>These roads link local areas of population and economic sites. They may be the only route available to some places within this local area.</u>	<u>Local Road</u>
<u>Access Road (low volume)</u>	<u>This is often where your journey starts and ends. These roads provide access and connectivity to many of your daily journeys (home, school, farm, forestry etc). They also provide access to the wider network.</u>	<u>Lane</u>

**Consequential Amendments:**

Replace Appendix Transport 3 *Transport Network Hierarchy* with the amended version in Appendix 3 of this report.

**Amendment 10: Add a new Standard 1(c) as follows:**

(c) Service Lanes, Private Ways, Pedestrian Accessways and Walkways

Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404.

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

**Consequential Amendments:**

**Amend parts (i) and (ii) of Standard 11.2.2.1(b) of Chapter 11 Subdivision as follows:**

(i) Access

~~Compliance with Chapter 14A – Transport. in this Plan and Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering.~~

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

~~Compliance with Chapter 14A – Transport in this Plan, and Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering.~~

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

<u>No. of Potential Dwellings</u>	<u>Legal Width</u>	<u>Formation Width</u>
<u>1</u>	<u>3m</u>	<u>No specific requirements</u>
<u>2</u>	<u>3m</u>	<u>No specific requirements</u>
<u>3</u>	<u>4m</u>	<u>3m carriageway</u>
<u>4-6</u>	<u>6m</u>	<u>5m carriageway</u>

7-10	7m	5m carriageway plus 1m footpath
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**Amendment 11: Amend Standard 2(a) as follows:**

- (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.

There must be a separation distance of at least 1 metre between crossings.

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.

Where a vehicle access serves three or more dwellings, it must have a minimum width of 4 metres to allow for fire service vehicles.

**Amendment 12: Amend Standard 2(b) as follows:**

- (b) Separation Distances from Intersections and Rail Level Crossings

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

- ~~Primary or Major Distributor Road~~ National or Regional: 30m
- ~~Minor District Distributor Road~~ Arterial or Primary Collector: 20m
- ~~Local Distributor Road~~ Secondary Collector: 15m
- ~~Access or Pedestrian Road~~ Access Road: 10m

The distance between new vehicle accesses and all rail level crossings must be at least 30m.

These distances are to be measured between the intersecting points of the site boundaries as shown in Diagram 2-1 below, and also apply to new vehicle accesses on the opposite side of the road from an intersection.

**Amendment 13: Amend Standard 2(c) as follows:**

- (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 single dwelling and the posted speed limit is less than 80kph ~~accesses an Access, Secondary Collector, or Primary Collector road~~ (as listed in Appendix Transport 3).

**Amendment 14: Amend the *Education* section of Standard 4(a), Table 4-1 as follows:**

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

Activity	Minimum Parking Spaces
...	...
<b>Education:</b> Child Care Facility, <del>primary and intermediate school</del>	1 per staff member* <u>and</u> <u>0.2 per child that the facility is designed to</u>

<u>Primary and intermediate school</u>	<u>accommodate*</u> 1 per staff member*
Tertiary or adult education (outside the Tertiary Education Precinct)	1 per staff member* <b>and</b> <del>1 per 2.5 students</del> <u>0.2 per student</u>

**Amendment 15: Amend Standard 4(d) as follows:**

(d) Car Parking Design Standards

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

**Amendment 16: Amend Standard 4(e) as follows:**

(e) Cycle Parking and End of Trip Facility Requirements

For all ~~new activities and changes to existing activities~~ in new buildings and developments, 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 17: Amend Standard 5(a) as follows:**

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

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

**Amendment 18: Amend Standard 5(b) as follows:**

(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 19: Amend Standard 6 as follows:**

**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 (at the level of installation) to meet the following standards:

(a) Vibration

~~Road and rail traffic vibration levels~~ Buildings 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).

(b) Noise

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

(ii) Indoor design noise level as a result of noise from rail traffic must not exceed the following levels:

Residential Activities, Visitor Accommodation, Boarding Houses or other premises providing residential accommodation for five or more travellers:

Bedrooms: 35dB L<sub>Aeq(1h)</sub>

Other habitable spaces: 40dB L<sub>Aeq(1h)</sub>

Childcare Facility:

All spaces: 40dB L<sub>Aeq(1hr)</sub>

(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 internal grille or diffuser.

Compliance with the above performance standards for Noise and Vibration can be achieved by ensuring buildings are designed and constructed in a manner that:

3. Accords with the building schedule in Appendix Transport 4; or
4. Accords with an acoustic and vibration design certificate, signed by a qualified acoustic engineer, that states that the proposed design will achieve compliance with the above performance standards.

**Consequential Amendments:**

Add the new Appendix Transport 4 *Noise and Vibration Construction Schedule Transport Network Hierarchy*, as given in Appendix 4 of this report.

**Amendment 20: Amend the *Education* section of Appendix Transport 2 as follows:**

## Appendix Transport 2 - High Trip Generator Thresholds

Activity	Threshold
...	...
<b>Education:</b>	
Child Care Facilities	More than <del>50</del> <u>30</u> Children
Primary, Intermediate and Secondary Schools	More than 150 Students
Tertiary Education Providers	More than 250 Full Time Equivalent students

**Amendment 21: Add a new definition for Transport Network as follows:**

**Transport Network**

The transport network comprises the following components and transport modes:

- All road corridors (including both State Highways an Local Roads);
- Pedestrian and cycling facilities within the road corridor, and off-road where primarily used for transport purposes.
- All railway corridors;
- Car and cycle parking facilities;
- Loading facilities; and
- Public transport services and their associated infrastructure (including bus, train and ferry services, and their associated train stations, harbour ferry wharfs, bus stops and Park and Ride car parks at train stations).

**Amendment 22: Amend District Plan maps as follows:**

Amend the legend of District Plan maps to refer to “*State Highways and Railway Corridor Buffer Overlay*”.

### APPENDIX 3: APPENDIX TRANSPORT 3 – TRANSPORT NETWORK HIERARCHY

This Appendix gives the revised *Appendix Transport 3: Transport Network Hierarchy*.

## Appendix Transport 3 Transport Network Hierarchy

<b>REGIONAL</b>		
<b>Road</b>	<b>Start</b>	<b>Finish</b>
WAINUIOMATA HILL RD	PARKWAY	RISHWORTH ST

<b>ARTERIAL</b>		
<b>Road</b>	<b>Start</b>	<b>Finish</b>
BELL RD	GRACEFIELD RD	PARKSIDE RD
BLOCK RD	PHARAZYN ST	SH2
CONNOLLY ST	MELLING RD	HARCOURT WERRY DR
CUBA ST	ESPLANDE	VICTORIA ST
DAYSH ST	PARK AVE	NAENAE RD
EASTERN HUTT RD	HIGH ST	DISTRICT BOUNDARY
EWEN BRIDGE (INCL. ON AND OFF RAMPS)	RAILWAY AVE	QUEENS DR
FAIRWAY DR	HIGH ST	SH2
GRACEFIELD RD	GRACEFIELD RD ON RAMP/OFF RAMP	BELL RD
HARCOURT WERRY DR	CONNOLLY ST	TAITA DR
HIGH ST	QUEENS DR	EASTERN HUTT RD
HUTT RD	SH2	RAILWAY AVE
JACKSON ST	HUTT RD	CUBA ST
LUDLAM CRES	RANDWICK RD	WOBURN RD
MAIN RD	WAINUIOMATA RD	MOOHAN ST
MARINE DR	PORT RD	97 MARINE DR
MELLING LINK	SH2	RUTHERFORD ST
NAENAE RD	CAMBRIDGE TCE	VOGEL ST
PARKSIDE RD	SEAVIEW RD	BELL RD
PHARAZYN ST	MARSDEN ST	BLOCK RD
QUEENS DR	EWEN BRIDGE	RUTHERFORD ST
RAILWAY AVE	HUTT RD	EWEN BRIDGE
RANDWICK RD	CROFT GR	LUDLAM CRES
RUTHERFORD ST	CONNOLLY ST	MARGARET ST
SEAVIEW RD	WAIONE ST	PORT RD
TAITA DR	HARCOURT WERRY DR	HIGH ST
THE ESPLANADE	HUTT RD	WAIONE ST
UDY ST	HUTT RD	CUBA ST
VICTORIA ST	VALENTINE ST	MARSDEN ST
WAINUI HILL RD OFF AND ON RAMPS	WAINUI HILL RD	GRACEFIELD RD
WAINUI RD	WHITES LINE EAST	WAINUIOMATA HILL RD
WAIONE ST	MARINE PDE	SEAVIEW RD

WAIWHETU RD	WHITES LINE EAST	NAENAE RD
WATERLOO RD	QUEENS DR	OXFORD TCE
WHITES LINE EAST	RANDWICK RD	WAINUI RD
WOBURN RD	EWEN BRIDGE	BELLEVUE RD

<b>PRIMARY COLLECTOR</b>		
<b>Road</b>	<b>Start</b>	<b>Finish</b>
BELL RD	PARKSIDE RD	WHITES LINE EAST
BELLEVUE RD	WOBURN RD	LAINGS RD
BELMONT SCHOOL SLIP RD	FAIRWAY DR	BELMONT SCHOOL ACCESS RD
BLOOMFIELD TCE	LAINGS RD	KINGS CRES
BRIDGE ST	PARLIAMENT ST	MARSDEN ST
BUNNY ST	QUEENS DR	KNIGHTS RD
CAMBRIDGE TCE	WHITES LINE EAST	WINGATE OVERBRIDGE
CAMBRIDGE TCE TURNOFF	CAMBRIDGE TCE	WATERLOO RD
CORNWALL ST	KNIGHTS RD	PRETORIA ST
DALY ST	HIGH ST	RUTHERFORD ST
DAYSH ST	HIGH ST	PARK AVE
DUDLEY ST	MARGARET ST	ANDREWS AVE
EASTERN HUTT RD	CAMBRIDGE TCE	HIGH ST
FITZHERBERT RD	MAIN RD	NELSON CRES
GEORGE ST	STOKES VALLEY RD	EVANS ST
GRACEFIELD RD	BELL RD	SEAVIEW RD
HUTT PARK RD	PARKSIDE RD	GRACEFIELD RD
KINGS CRES	QUEENS DR	HIGH ST
KNIGHTS RD	LAINGS RD	OXFORD ST
KOROKORO RD BRIDGE	KOROKORO RD	HUTT RD
LAINGS RD	HIGH ST	BELLEVUE RD
MAIN RD	MOOHAN ST	HINE RD
MAJOR DR	SH2	ILAM GR
MANUKA AVE	LUDLAM CRES	PURIRI ST
MARGARET ST	RUTHERFORD ST	QUEENS DR
MARINE DR	97 MARINE DR	MURITAI RD
MARSDEN ST	VICTORIA ST	PHARAZYN ST
MELLING RD	HIGH ST	RUTHERFORD ST
MURITAI RD	MARINE PDE	MAKARO ST
MYRTLE ST	KNIGHTS RD	WOBURN RD
NAENAE RD	VOGEL ST	RATA ST
NELSON CRES	FITZHERBERT RD	END OF ROAD
NORMANDALE RD	BRIDGE ST	SH2 OVERBRIDGE
OXFORD TCE	KNIGHTS RD	OXFORD TCE
PARK AVE	HIGH ST	DAYSH ST
PARKWAY	NELSON CRES	WAINUIOMATA RD
PARLIAMENT ST	RAILWAY AVE	BRIDGE ST
PENROSE ST	LUDLAM CRES	KNIGHTS RD
PETONE AVE	HUTT RD	GEAR ST
PHARAZYN ST	BLOCK RD	MELLING LINK

PHARAZYN ST	BRIDGE ST	MARSDEN ST
POHUTUKAWA ST	END OF ROAD	KNIGHTS RD
PORT RD	SEAVIEW RD	SEAVIEW RD
PURIRI ST	MASSEY AVE	POHUTUKAWA ST
QUEEN ST	THE ESPLANADE	JACKSON ST
RANDWICK RD	SEAVIEW RD	CROFT GR
RATA ST	TREADWELL ST	NAENAE RD
RICHMOND ST	THE ESPLANADE	JACKSON ST
SCHOLES LN	JACKSON ST	UDY ST
SEDDON ST	VOGEL ST	GRIERSON ST
STEVENS GR	KNIGHTS RD	END OF ROAD
STOKES VALLEY RD	EASTERN HUTT RD	MANUKA ST
THE STRAND	WAINUIOMATA RD	FITZHERBERT ST
THIRLMERE ST	WISE ST	CASTLEREA ST
TOOP ST	PORT RD	MARCHBANKS ST
TREADWELL ST	NAENAE RD	RATA ST
VOGEL ST	CAMBRIDGE TCE	SEDDON ST
WATERLOO RD	HIGH ST	QUEENS DR
WATERLOO RD	OXFORD TCE	WAIWHETU RD
WELLINGTON RD	NELSON CRES	ENFIELD ST
WHITES LINE EAST	WAINUI RD	GODLEY ST
WINGATE CRES	CAMBRIDGE TCE	EASTERN HUTT RD
WISE ST	NELSON CRES	DONNELLY DR
WITAKO ST	WATERLOO RD	EPUNI ST

<b>SECONDARY COLLECTOR</b>		
<b>Road</b>	<b>Start</b>	<b>Finish</b>
AGLIONBY ST	RAILWAY AVE	BRIDGE ST
ANDREWS AVE	HIGH ST	DUDLEY ST
AWAMUTU GR	40 AWAMUTU GR	LEIGHTON AVE
BARNES ST	PORT RD	SEAVIEW RD
BEAUMONT AVE	KIWI ST	VICTORIA ST
BIRCH ST	WATERLOO RD	OXFORD TCE
BIRDWOOD RD	WAIWHETU RD	HAIG ST
BOLTON ST	THE ESPLANADE	JACKSON ST
BOUVERIE ST	CUBA ST	UDY ST
BOWERS ST	STOKES VALLEY RD	GEORGE ST
BRITANNIA ST	JACKSON ST	UDY ST
BROOK ST	GRENVILLE ST	VINCENT ST
BRUNSWICK ST	HIGH ST	KINGS CRES
BUICK ST	ELIZABETH ST	THE ESPLANADE
BURCHAM ST	HIGH ST	TAITA DR
BURDEN AVE	MAIN RD	PEEL PL
BURNSIDE ST	WAIWHETU RD	RIVERSIDE DR
BUSH ST	TREADWELL ST	NAENAE RD
CAMPBELL TCE	PETONE AVE	NELSON ST
CARTER ST	OWEN ST	END OF ROAD
CASTLE CRES	LORD ST	END OF ROAD



CASTLEREA ST	WISE ST	RUTHVEN RD
CHURTON CRES	TAITA DR	TAINÉ ST
CLELAND CRES	SEDDON ST	SEDDON ST
COAST RD	HINE RD	END OF ROAD
COLLINGWOOD ST	WAIWHETU RD	TRAFALGAR SQ
COLSON ST	OXFORD TCE	OXFORD TCE
COPELAND ST	KINGS CRES	OXFORD TCE
CORNISH ST	SH2	END OF ROAD
DAVIS GR	WAINUIOMATA RD	END OF ROAD
DOWNER ST	HIGH ST	BRISTOL SQ
DOWSE DR	HUTT RD	MIROMIRO RD
ELIZABETH ST (MOERA)	RANDWICK RD	END OF ROAD
ELIZABETH ST (PETONE)	JACKSON ST	KENSINGTON AVE
EPUNI ST	KINGS CRES	OXFORD TCE
EVANS ST	STOKES VALLEY RD	GEORGE ST
EVEREST AVE	VOGEL ST	TREADWELL ST
FAIRWAY DR ON AND OFF RAMP	FAIRWAY DR	HARCOURT WERRY DR
FERRY RD	MARINE DR	END OF ROAD
FITZHERBERT ST (PETONE)	THE ESPLANADE	JACKSON ST
FLEET ST	RATA ST	KOWHAI ST
FRASER ST (WAINUIOMATA)	MAIN RD	HOLLAND ST
FREDERICK ST (WAINUIOMATA)	NELSON CRES	DERWENT ST
GEAR ST	JACKSON ST	PETONE AVE
GLEN RD	STOKES VALLEY RD	TAWHAI ST
GODLEY ST	GUTHRIE ST	WHITES LINE EAST
GROUNSELL CRES	END OF ROAD	SH2
GUTHRIE ST	CAMBRIDGE TCE	RIVERSIDE DR
HAIR ST	MOORES VALLEY RD	END OF ROAD
HALL CRES	WITAKO ST	MITCHELL ST
HARBOUR VIEW RD	SH2	VIEWMONT DR
HARDY ST	TRAFALGAR SQ	WAIWHETU RD
HARRISON CRES	DAYSH ST	OXFORD TCE
HAUTANA ST	BELLEVUE RD	SHERWOOD ST
HAWKINS ST	CAMBRIDGE TCE	WHITES LINE EAST
HAWTHORN CRES	STOKES VALLEY RD	GLEN RD
HEBDEN CRES	FERNLEA COTTAGE	END OF ROAD
HERBERT ST	RAILWAY AVE	BRIDGE ST
HEWER CRES	TREADWELL ST	CAMBRIDGE TCE
HILL RD	GROUNSELL CRES	92 HILL RD
HINAU GR	RATA ST	END OF ROAD
HINE RD	MAIN RD	WILLIS GR
HOLBORN DR	GEORGE ST	LOGIE ST
HOLLANDS CRES	HORLOR ST	VOGEL ST
HORLOR ST	NAENAE RD	HOLLANDS CRES
HOROEKA ST	GLEN RD	TAWHAI ST
HUIA ST	MYRTLE ST	BELLEVUE RD
JACKSON ST	CUBA ST	HALFORD PL

JESSIE ST	THE ESPLANADE	JACKSON ST
JUDD CRES	INGRAM ST	WADDINGTON DR
JUTLAND ST	CRADDOCK ST	WAIWHETU RD
KENSINGTON AVE	JACKSON ST	ATIAWA ST
KIRKCALDY ST	MARINE PDE	EAST ST
KOROKORO RD	KOROKORO ROAD BRIDGE	SINGERS RD
KOWHAI ST	CAMBRIDGE TCE	RIMU ST
LAERY ST	PARLIAMENT ST	HERBERT ST
LANGFORD ST	FLEET ST	RIMU ST
LEIGHTON AVE	WHITES LINE EAST	MEADOWS AVE
LONDON RD	KOROKORO RD	TE WHITI GR
MABEY RD	HIGH ST	TAITA DR
MAHINA RD	MARINE DR	END OF ROAD
MAJOR DR	ILAM GR	KAITANGATA CRES
MANOR DR	THOMAS ST	LORD ST
MARCHBANKS ST	PORT RD	TOOP ST
MARINA GR	KINGS CRES	END OF ROAD
MARKET GR	WOBURN RD	END OF ROAD
MASSEY AVE	PURIRI ST	MANUKA AVE
MCKENZIE AVE	PITO-ONE ROAD	END OF ROAD
MEACHEN ST	PORT RD	BARNES ST
MEREMERE ST	PARKWAY NORTH	MATARIKI GR
MILLS ST	ROPATA CRES	CONNOLLY ST
MIROMIRO RD	NORMANDALE RD	MULBERRY ST
MIROMIRO RD	DOWSE DR	MARTIN GR
MITCHELL ST	BREES ST	OXFORD TCE
MOLESWORTH ST	TOCKER ST	HIGH ST
MOOHAN ST	MAIN RD	NELSON CRES
MOORES VALLEY RD	MAIN RD	END OF ROAD
MULBERRY ST	CHESTNUT GR	MIROMIRO RD
MURITAI RD	MAKARO ST	KOWHAI ST
NAENAE RD	RATA ST	KOWHAI ST
NEVIS ST	THE ESPLANADE	HUTT RD
NIKAU GR	LUDLAM CRES	END OF ROAD
NORFOLK ST	WELLINGTON RD	WISE ST
NORMANDALE RD	SH2 OVERBRIDGE	108 NORMANDALE RD
OLD HAYWARDS RD	SH58	END OF ROAD
ORR CRES	EPUINI ST	EPUNI ST
OWEN ST	SH2	NORFOLK ST
PARK RD	GROUNSEL CRES	END OF ROAD
PERCY CAMERON ST	HIGH ST	HARCOURT WERRY DR
PETERKIN ST	EASTERN HUTT RD	EASTERN HUTT RD
PETONE AVE	GEAR ST	JACKSON ST
PETRIE ST	MOOHAN ST	BULL AVE
PILMUIR ST	KINGS CRES	COPELAND ST
PITO-ONE ROAD	KOROKORO ROAD	CORNISH STREET
POTO RD	POKOHIWI RD	STRATTON ST
PRETORIA ST	HIGH ST RAB	KINGS CRES

PRIESTS AVE	SH2	PITO-ONE RD
RAINEY GR	HIGH ST	END OF ROAD
RAROA RD	HIGH ST	CORNWALL ST
RATA ST	WAINUIOMATA RD	TOTARA ST
RATA ST	NAENAE RD	HAY ST
REDVERS DR	PARK RD	MEADOWBANK DR
REGENT ST	HUTT RD	NELSON ST
REYNOLDS ST	TAITA DR	MOLESWORTH ST
RICHMOND RD	MAHINA RD	END OF ROAD
RIMU ST	RATA ST	KOWHAI ST
RISHWORTH ST	WAINUI RD	END OF ROAD
RIVERSIDE DR	WAITUI CRES	GUTHRIE ST
RIVERSIDE DR	BELL RD	WAINUI RD
RODNEY ST	CAMBRIDGE TCE	WAIWHETU RD
ROPATA CRES	MILLS ST	HIGH ST
ROSSITER AVE	WAIWHETU RD	WYNDRUM AVE
SAULBREY GR	WAI-ITI CRES	WHITES LINE WEST
SCHOLEFIELD STREET	JACKSON ST	EAST ST
SEDDON ST	GRIERSON ST	JUDD CRES
SOUTH ST	CUBA ST	WILLIAM ST
ST RONANS AVE	WAIWHETU RD	RIVERSIDE DR
STELLIN ST	HIGH ST	TAITA DR
STOKES VALLEY RD	MANUKA ST	482 STOKES VALLEY RD
SYDNEY ST	THE ESPLANADE	REGENT ST
TAINE ST	HIGH ST	REYNOLDS ST
TAITA DR	STELLIN ST	HARCOURT WERRY DR
TAWHAI ST	GLEN RD	NGAHERE ST
TAWHAI ST	HOROEKA ST	END OF ROAD
TE MOME RD	HUTT RD	VICTORIA ST
TE PUNI ST	THE ESPANADE	JACKSON ST
TILBURY ST	WAIWHETU RD	PARNELL ST
TIROHANGA RD	SH2	MATUHI ST
TOCKER ST	HIGH ST	REYNOLDS ST
TOOP ST	MARCHBANKS	END OF ROAD
TRAFALGAR SQ	CAMBRIDGE TCE	CAMBRIDGE TCE
TREADWELL ST	RATA ST	CAMBRIDGE TCE
TUNNEL GR	GRACEFIELD RD	END OF ROAD
UNION ST	VICTORIA ST	SYDNEY ST
VICTORIA ST	THE ESPLANADE	HUTT RD
VICTORIA ST	WAKEFIELD ST	VALENTINE ST
VIEWMONT DR	HARBOUR VIEW RD	WESTPOINT AVE
WADDINGTON DR	NAENAE RD	RATA ST
WAGON RD	THOMAS ST	STOKES VALLEY RD
WAI-ITI CRES	LUDLAM CRES	WOBURN RD
WAIKARE AVE	LEIGHTON ST	BELL RD
WAKEFIELD ST	HUTT RD	MUDIE ST
WALTERS ST	HIGH ST	OXFORD TCE
WAREHAM PLACE	BARNES ST	END OF ROAD

WELLINGTON RD	ENFIELD ST	NEWBURN GR
WHITES LINE EAST	GODLEY ST	END OF ROAD
WHITES LINE WEST	RICHMOND GR	SAULBREY GR
WILLIAM ST	THE ESPLANADE	JACKSON ST
WILLOUGHBY ST	KNIGHTS RD	CUDBY ST
WISE ST	DONNELLY DR	NORFOLK ST
WITAKO ST	EPUNI ST	MITCHELL ST

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

## **APPENDIX 4: APPENDIX TRANSPORT 4 – NOISE AND VIBRATION CONSTRUCTION SCHEDULE**

This appendix gives the proposed *Appendix Transport 4: Noise and Vibration Construction Schedule*.

For habitable rooms in buildings of single-storey framed construction							
Element	Minimum construction for noise and vibration control						
	<i>Note construction that complies with the New Zealand Building Code (NZBC) is assumed and implementation of any noise/vibration control shall be made to comply with the NZBC</i>						
Floor	<p>For conformance with the Standard 6 vibration criteria, site-specific advice from a suitably qualified specialist is recommended. The vibration control required by the floor design is dependent on many factors.</p> <p>However, an alternative is a constant level floor slab on full-surface vibration isolation bearing with natural frequency not exceeding 10 Hz and installed in accordance with the supplier's instructions and recommendations. There must be no rigid connections between the building and the ground, including that any interface between the sides of the floor slab and the ground must be separated by vibration isolation.</p>						
External walls	<p>Wall cavity infill of fibrous insulation, batts or similar (minimum density of 9 kg/m<sup>3</sup>)</p> <table border="1"> <tr> <td>Light cladding: timber weatherboard or sheet materials with surface mass between 8 kg/m<sup>2</sup> and 30 kg/m<sup>2</sup> of wall cladding</td> <td>Internal lining of minimum 17 kg/m<sup>2</sup> plasterboard, such as two layers of 10 mm thick high density plasterboard, on resilient/isolating mountings</td> </tr> <tr> <td>Medium cladding: surface mass between 30 kg/m<sup>2</sup> and 80 kg/m<sup>2</sup> of wall cladding</td> <td>Internal lining of minimum 17 kg/m<sup>2</sup> plasterboard, such as two layers of 10 mm thick high density plasterboard</td> </tr> <tr> <td>Heavy cladding: surface mass between 80 kg/m<sup>2</sup> and 220 kg/m<sup>2</sup> of wall cladding</td> <td><i>No requirements additional to NZBC</i></td> </tr> </table>	Light cladding: timber weatherboard or sheet materials with surface mass between 8 kg/m <sup>2</sup> and 30 kg/m <sup>2</sup> of wall cladding	Internal lining of minimum 17 kg/m <sup>2</sup> plasterboard, such as two layers of 10 mm thick high density plasterboard, on resilient/isolating mountings	Medium cladding: surface mass between 30 kg/m <sup>2</sup> and 80 kg/m <sup>2</sup> of wall cladding	Internal lining of minimum 17 kg/m <sup>2</sup> plasterboard, such as two layers of 10 mm thick high density plasterboard	Heavy cladding: surface mass between 80 kg/m <sup>2</sup> and 220 kg/m <sup>2</sup> of wall cladding	<i>No requirements additional to NZBC</i>
Light cladding: timber weatherboard or sheet materials with surface mass between 8 kg/m <sup>2</sup> and 30 kg/m <sup>2</sup> of wall cladding	Internal lining of minimum 17 kg/m <sup>2</sup> plasterboard, such as two layers of 10 mm thick high density plasterboard, on resilient/isolating mountings						
Medium cladding: surface mass between 30 kg/m <sup>2</sup> and 80 kg/m <sup>2</sup> of wall cladding	Internal lining of minimum 17 kg/m <sup>2</sup> plasterboard, such as two layers of 10 mm thick high density plasterboard						
Heavy cladding: surface mass between 80 kg/m <sup>2</sup> and 220 kg/m <sup>2</sup> of wall cladding	<i>No requirements additional to NZBC</i>						
Roof/ceiling	<p>Ceiling cavity infill of fibrous insulation, batts or similar (minimum density of 7 kg/m<sup>3</sup>)</p> <table border="1"> <tr> <td>Skillion roof with light cladding: surface mass up to 20 kg/m<sup>2</sup> of roof cladding</td> <td>Internal lining of minimum 25 kg/m<sup>2</sup> plasterboard, such as two layers of 13 mm thick high density plasterboard</td> </tr> <tr> <td>Pitched roof with light cladding: surface mass up to 20 kg/m<sup>2</sup> of roof cladding</td> <td>Internal lining of minimum 17 kg/m<sup>2</sup> plasterboard, such as two layers of 10 mm thick high density plasterboard</td> </tr> <tr> <td>Roof with heavy cladding: surface mass between 20 kg/m<sup>2</sup> and 60 kg/m<sup>2</sup> of roof cladding</td> <td><i>No requirements additional to NZBC</i></td> </tr> </table> <p><i>Ceiling penetrations, such as for recessed lighting or ventilation, shall not allow additional noise break-in.</i></p>	Skillion roof with light cladding: surface mass up to 20 kg/m <sup>2</sup> of roof cladding	Internal lining of minimum 25 kg/m <sup>2</sup> plasterboard, such as two layers of 13 mm thick high density plasterboard	Pitched roof with light cladding: surface mass up to 20 kg/m <sup>2</sup> of roof cladding	Internal lining of minimum 17 kg/m <sup>2</sup> plasterboard, such as two layers of 10 mm thick high density plasterboard	Roof with heavy cladding: surface mass between 20 kg/m <sup>2</sup> and 60 kg/m <sup>2</sup> of roof cladding	<i>No requirements additional to NZBC</i>
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Roof with heavy cladding: surface mass between 20 kg/m <sup>2</sup> and 60 kg/m <sup>2</sup> of roof cladding	<i>No requirements additional to NZBC</i>						
Glazed areas	<p>Aluminium frames with fixed panes and/or full compression seals on opening sashes</p> <table border="1"> <tr> <td>Glazed areas up to 35% of room floor area</td> <td>Double-glazing with one pane laminated glazing, minimum 6L/12/4; or other glazing with minimum performance R<sub>w</sub> 33 dB</td> </tr> <tr> <td>Glazed areas greater than 35% of room floor area</td> <td>Conformance with the Standard 6 noise criteria must be certified by a suitably qualified specialist.</td> </tr> </table> <p><i>Note, the Standard 6 ventilation system requirements must be conformed to</i></p>	Glazed areas up to 35% of room floor area	Double-glazing with one pane laminated glazing, minimum 6L/12/4; or other glazing with minimum performance R <sub>w</sub> 33 dB	Glazed areas greater than 35% of room floor area	Conformance with the Standard 6 noise criteria must be certified by a suitably qualified specialist.		
Glazed areas up to 35% of room floor area	Double-glazing with one pane laminated glazing, minimum 6L/12/4; or other glazing with minimum performance R <sub>w</sub> 33 dB						
Glazed areas greater than 35% of room floor area	Conformance with the Standard 6 noise criteria must be certified by a suitably qualified specialist.						
Exterior doors	<table border="1"> <tr> <td></td> <td>Solid core exterior door, minimum surface mass 24 kg/m<sup>2</sup>, with edge and threshold compression seals; or other doorset with minimum performance R<sub>w</sub> 30 dB</td> </tr> <tr> <td>Exterior door shielded by building from State Highway and railway tracks</td> <td>Exterior door with edge and threshold compression seals</td> </tr> </table>		Solid core exterior door, minimum surface mass 24 kg/m <sup>2</sup> , with edge and threshold compression seals; or other doorset with minimum performance R <sub>w</sub> 30 dB	Exterior door shielded by building from State Highway and railway tracks	Exterior door with edge and threshold compression seals		
	Solid core exterior door, minimum surface mass 24 kg/m <sup>2</sup> , with edge and threshold compression seals; or other doorset with minimum performance R <sub>w</sub> 30 dB						
Exterior door shielded by building from State Highway and railway tracks	Exterior door with edge and threshold compression seals						
<b>For other building or element types or construction materials not included in this schedule, conformance with the Standard 6 vibration and noise criteria shall be shown and certified by a suitably qualified specialist.</b>							

**APPENDIX 5: CYCLE PARKING DESIGN GUIDE**

This appendix gives the Cycle Parking Design Guide that is discussed in Section 3.65 of this report.



# CYCLE PARKING **DESIGN GUIDE**

HUTT CITY COUNCIL  
31 AUGUST 2017  
DRAFT FINAL ISSUE  
REVISION 2





## CYCLE PARKING DESIGN GUIDE

Providing good quality cycle parking is a great way to attract more customers to your site and provide for active lifestyles for both visitors and staff.

This guide provides advice on how to ensure that your cycle parking facilities are attractive and fit for purpose. It includes information on the appropriate design and location for your cycle parking areas, as well as some additional ideas on how to provide for cyclists.



Visitor cycle parking should be in an accessible, convenient, and visible location that is clear of pedestrians and motor vehicles.



Staff parking should be in a secure and sheltered location. You may be able to make use of spaces that is not fully utilised.



# HOW TO USE THIS GUIDE

There are four key questions to answer when using this guide:

## 1) How many cycle parks do I need to provide?

This includes the number of cycle parks for both staff (as required by the District Plan) and customers / visitors

## 2) Where should my cycle parking areas be located?

See pages 5 - 9 for guidance on suitable locations for cycle parking areas.

## 3) How should my cycle parking areas and stands be designed?

See pages 10 - 13 for guidance on suitable designs for cycle parking areas and stands (including recommended dimensions).

## 4) What other facilities should I consider to provide for cyclists?

See page 14 for ideas on other facilities that can be provided for cyclists



**EXAMPLES OF THE CYCLE PARKING FACILITIES THAT ARE OFTEN PROVIDED AT PLACES OF EMPLOYMENT.**

- 1 Staff cycle parking:** Should be sheltered, secure and safe.
- 2 Customer cycle parking:** Should be visible, accessible and safe.
- 3 Drying Facilities:** Useful for all staff, but especially cyclists.
- 4 Showers:** To be provided for staff.
- 5 Lockers:** To store gear during the day. While these are optional, they are valued by staff.
- 6 Signage:** Ensures visitors to your site can easily locate your cycle parking area. Signage can also direct cyclists along the safest routes to the cycle parking area.

# 1

## CHOOSING A STAFF PARKING LOCATION

An appropriate location for staff cycle parking (or any other long-term cycle parking) should be:

- Sheltered
- Secure
- Safe



Long term parking should be sheltered.



A well-lit bike stand area provides safety



A lockable bike shelter provides additional security.





### CHOOSING A STAFF PARKING LOCATION - EXAMPLE

- 1 Shelter:** Cycle parking for staff should be sheltered. This could be either through a purpose built facility or by using an unused area within an existing building.
- 3 Convenience:** Where possible, staff cycle parking should be in a convenient location (near a building entrance) while maintaining its security.
- 5 Lockable:** Best practice is to provide a lockable cycle parking area that can be locked with a key pad, key or phone app.
- 2 Space:** Sufficient space needs to be provided for bikes to be manoeuvred within your cycle parking area.
- 4 Lighting:** Cycle parking should be in a well lit location to provide for staff safety. This may require artificial lighting.

## 2

## CHOOSING A CUSTOMER PARKING LOCATION

A good location for customer cycle parking (or any other short-term parking) will be:

- Visible
- Accessible
- Clear of pedestrians
- Safe

If your buildings are built up to the street frontage, you might not have a suitable location for customer parking. If this is the case, options may be available for Council to provide customer parking in your area.

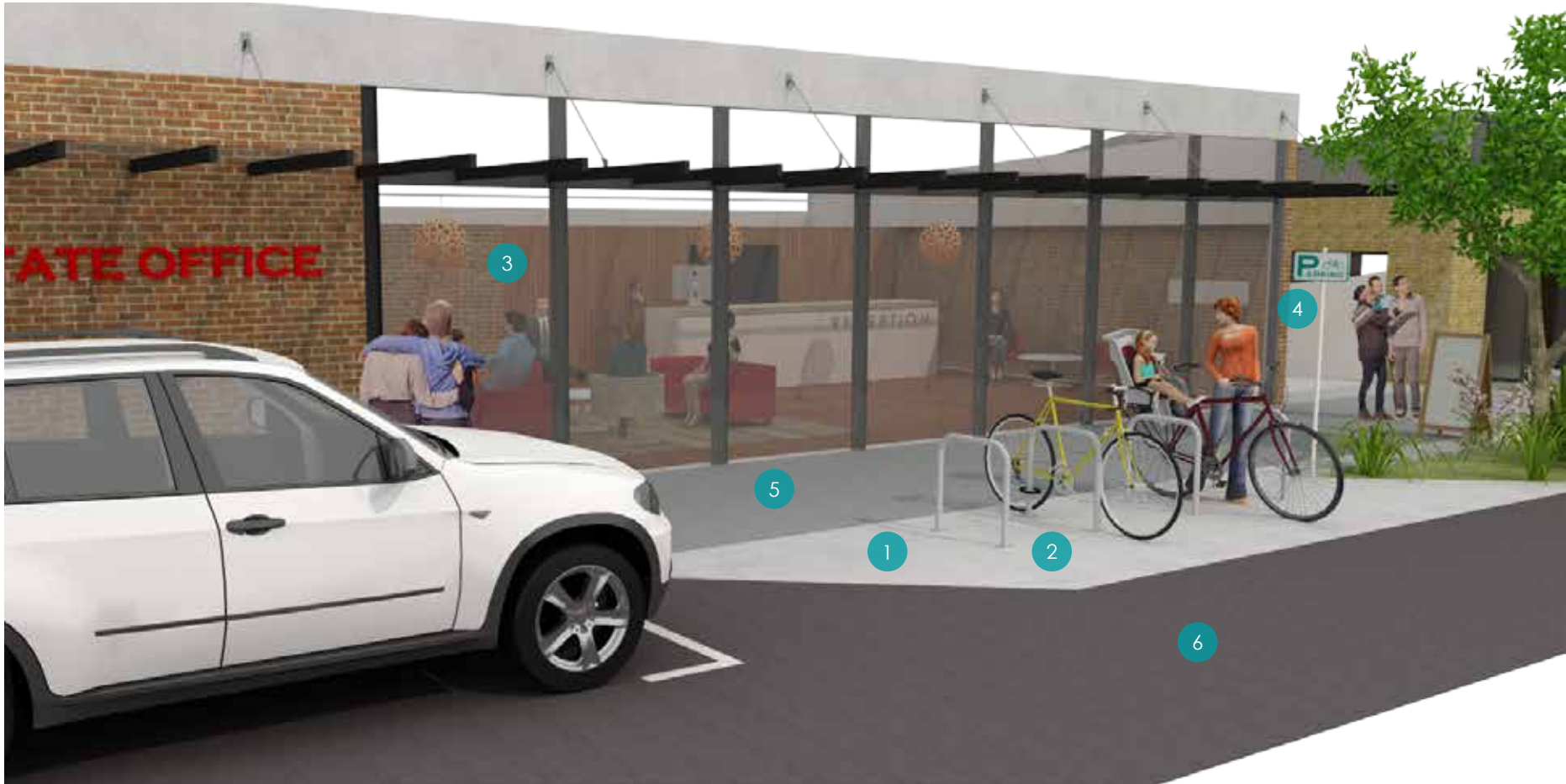


Cycle parking near a building entrance will be more visible and convenient.



A safe cycle parking area is clear of motor vehicle and pedestrian movements. Even though this is a wheel stand, the central rail improves the design by adding a point of contact.





### CHOOSING A CUSTOMER PARKING LOCATION - EXAMPLE

- 1 Visible and Accessible:** Cycle parking for customers should be clearly visible and easily accessible.
- 3 Convenience:** Providing a convenient location for visitor cycle parking (a location close to a public accessway to your building) will maximise its use.
- 5 Clear of Pedestrians:** Cycle parking areas should be clear of footpaths and accessways so bikes do not impede pedestrians.
- 2 Space:** Sufficient space needs to be provided for bikes to be manoeuvred within your cycle parking area.
- 4 Signs:** Signs should be used to ensure that visitors to your site can locate your cycle parking area. This may include signs to show the safest route to the cycle parking area.
- 6 Clear of Vehicles:** Cycle parking areas need to be clear of areas used by motor vehicles (including carparks and loading bays) to ensure safety of cyclists.



### 3

## CHOOSING A STAND DESIGN

The two key features of a good bike stand are:

1. The stand supports a bike so there is no risk of the bike falling.
2. The stand enables both the bike frame and at least one wheel to be locked to the stand.

A wide variety of good stand designs are available.



Cycle stands can be colourful and creative and even incorporate company branding.



These simple stands provide good support to bikes and are positioned away from pedestrian desire lines while being close to cycle lanes for easy dismount.



Cycle stands can be unique to the location to create interest





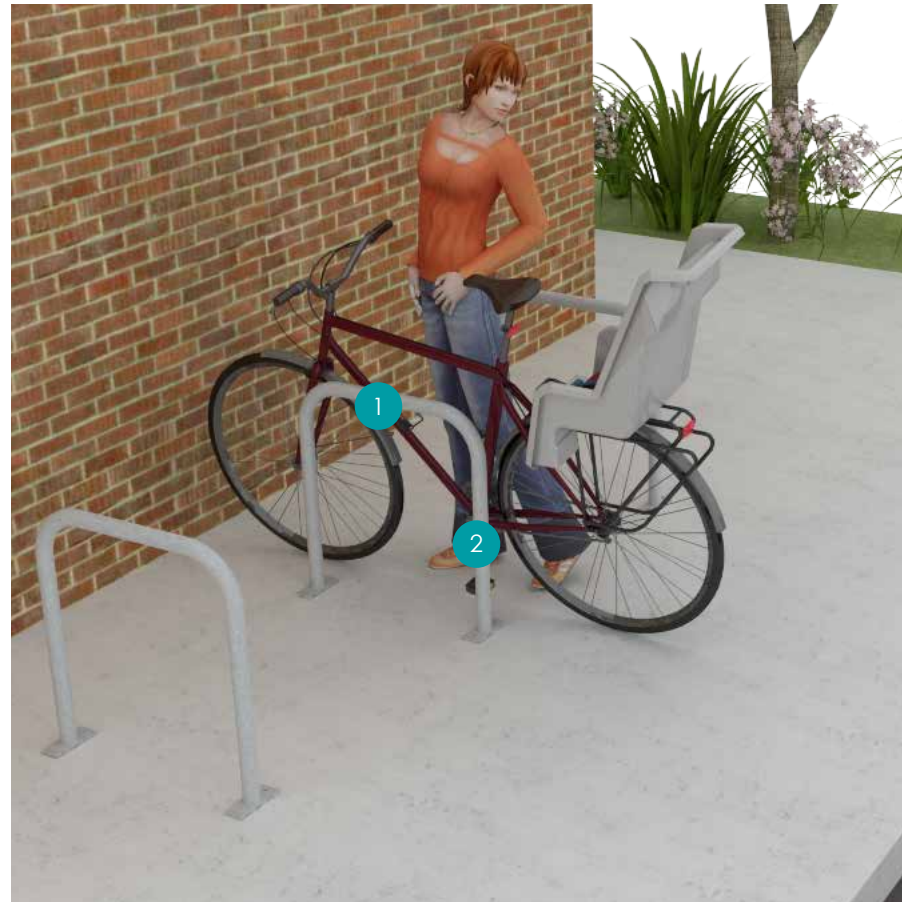
A narrow cycle stand provides limited support



Poorly designed stands result in bikes falling and potentially blocking accessways.



Wheel stands are common, but they do not support the bike, make it difficult to secure the bike frame, and can damage the wheel.



### CHOOSING A STAND DESIGN - EXAMPLE

- 1 A good bike stand provides support for the bike. If a bike falls it can get damaged and block accessways.
- 2 Secure: A good bike stand provides two points of contact, to allow the frame and a wheel to be locked to the stand.

## CHOOSING A STAND DESIGN - OTHER CONSIDERATIONS

### Mounting Options:

The following options are available to ensure both stands and bikes are secure.



#### Surface Mount:

Each leg of the bike stand includes a 150mm x 150mm (or 150mm diameter) x 6mm base plate, which are then mounted to the ground with at least two bolts per base plate.



#### Inground Mount:

An Additional 300mm is added to the end of each leg of the bike stand, which is then fixed in concrete.



### Vertical Stands:

If you are short on space, consider installing vertical stands. These are useful for long-term parking in indoor areas like bike rooms and bike sheds. While they may be appropriate for visitor parking in some situations, not all visitors will be able to use vertical stands.

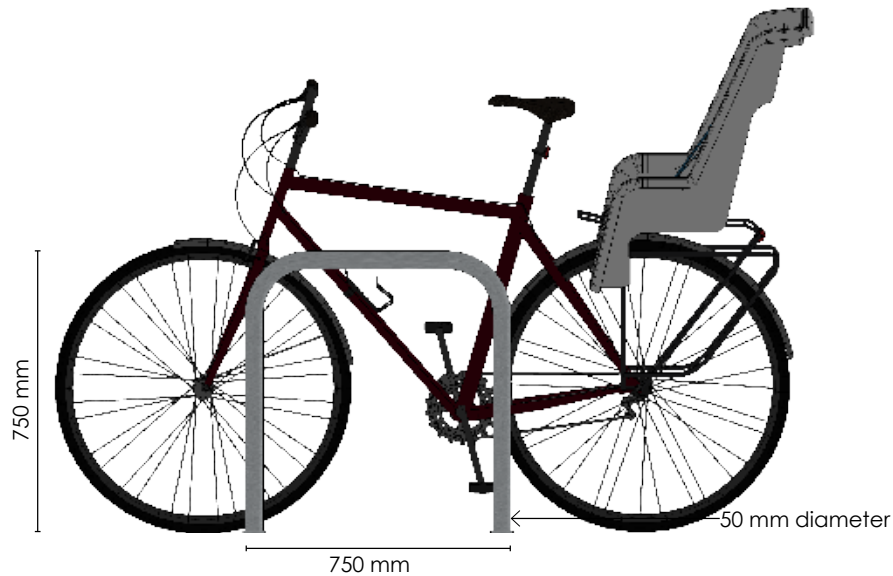


A mix of vertical and traditional stands can both maximise the space that is available and ensure cycle parking is accessible for all cyclists.

## CHOOSING A STAND DESIGN - DIMENSIONS

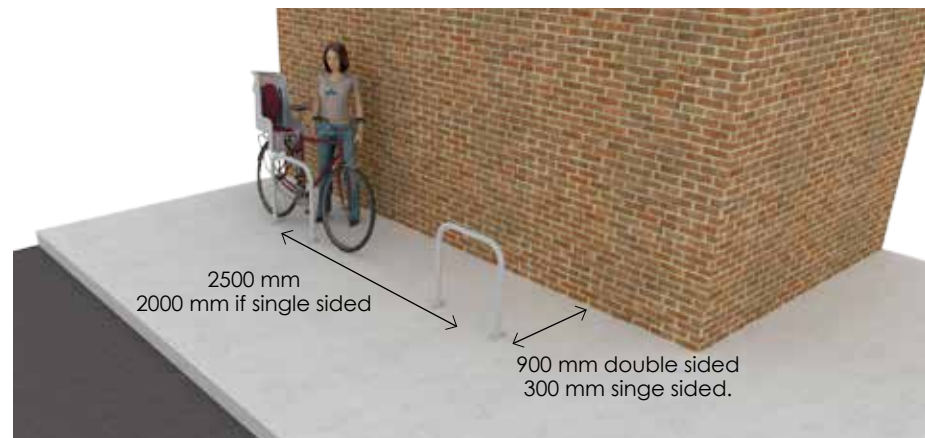
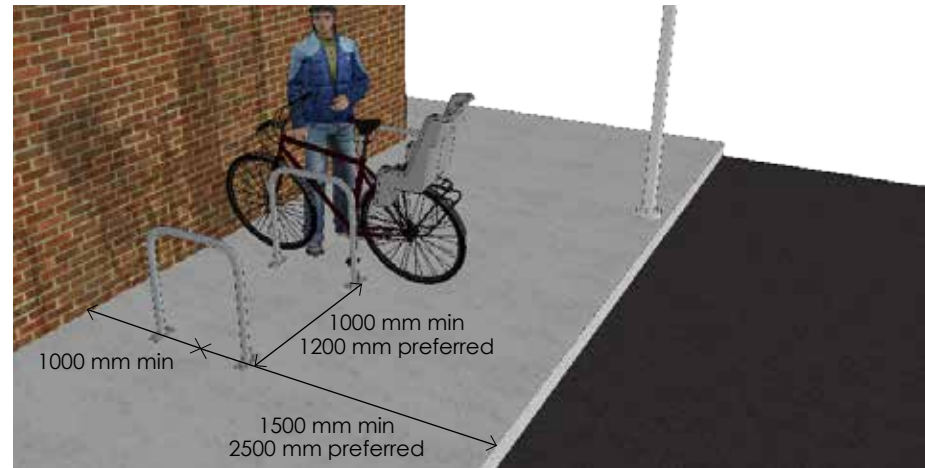
The dimensions of your cycle parking area will depend on the number and layout of your cycle stands as well as size and layout of your site.

The diagrams below give recommended dimensions to ensure that your cycle parking area is both functional and safe.



The diagram above gives recommended dimensions for a standard Sheffield cycle stand.

If you intend to use a different style of stand, the dimensions in this diagram are still a useful indication of the size that your stand will need to be to ensure that it will provide sufficient support for a standard bike.



## 4 OTHER FACILITIES

### Lockers:

Providing locker space for cyclists helps to provide storage space as opposed to storing gear by their desk.



### Showers and changing facilities:

For longer trips, shower and changing facilities are beneficial to promote active transport options.



### Towel service:

Some businesses provide a towel / laundry service to their employees so that they do not need to carry a wet towel home each night.

### Drying facilities:

Plant rooms can be a great place to dry wet clothes and towels, rather than bringing them into the office.



### Fixing facilities:

Punctures happen. Having on-site fixing facilities can be a great asset.



**APPENDIX 6: MARSHALL DAY ACOUSTICS REPORT**



**MARSHALL DAY**  
Acoustics



**PROPOSED DISTRICT PLAN CHANGE 39:  
TRANSPORT - STANDARD 6  
NOISE AND VIBRATION REVIEW**

Rp 001 R01 20170259 | 15 June 2017



Project: **PROPOSED DISTRICT PLAN CHANGE 39: TRANSPORT - STANDARD 6  
Noise and Vibration Review**

Prepared for: **Hutt City Council  
Private Bag 31-912  
Lower Hutt 5040**

Attention: **Andrew Cummings, Nathan Geard**

Report No.: **Rp 00 R01 20170259**

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#### Document Control

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## 1 INTRODUCTION

Hutt City Council requested Marshall Day Acoustics provides noise and vibration input to the development of proposed District Plan Change 39: Transport, as it relates to Chapter 14A Transport, Appendix Transport 1 *Standard 6 Development within the State Highway and Railway Corridor Buffer Overlays* (“Standard 6”).

Our review and recommendations are based on Marshall Day Acoustics expertise and experience, two meetings with Hutt City Council to understand context and implementation, and documents including the Section 32 Report and submissions received following public notification of Standard 6.

### 1.1 Standard 6 as notified

Standard 6 as publicly notified on 4 October 2016 is as follows:

***“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:*

*(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 Effects On Human Beings).*

*(b) Noise*

*Indoor design noise level as a result of noise from road and rail traffic must not exceed 45 dB LAeq(24hr).*

*(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 30 dB LAeq(30s) when measured 1 m away from any grille or diffuser.”*

The State Highway and Railway Corridor Buffer is an overlay on the City of Lower Hutt District Plan Maps.

In the following report, Standard 6 refers to the text and overlay as publicly notified, unless stated otherwise.

## 2 THE RMA, DUTY TO MANAGE EFFECTS, AND STANDARD 6

Background and justification for introduction of Standard 6 is in the Section 32 Report. The following discussion is from our perspective as noise and vibration experts. It does not replace planning or legal advice.

Submissions 2.1, 11.1, 12.1, and 14.1 question the necessity of Standard 6 and the role for operators in managing noise and vibration effects from the state highway and rail corridors. This discussion responds to these issues and outlines our support for Standard 6 in principal.

### 2.1 Duty for managing noise and vibration effects

The overarching duty to manage noise and vibration effects is from the Resource Management Act (RMA). Section 16 of the RMA sets the “Duty to avoid unreasonable noise”.<sup>1</sup> Section 2 of the RMA defines that “noise includes vibration”. This sets duty on:

- The NZ Transport Agency for management of noise and vibration effects from managing and operating the state highway network
- KiwiRail for management of noise and vibration effects from managing and operating the rail network
- Hutt City Council for management of noise and vibration effects from managing and operating the local road network for which the Council is the Road Controlling Authority.

Standard 6 does not affect those duties.

### 2.2 Duty for managing reverse sensitivity effects

The term “reverse sensitivity” does not appear in the RMA. However, under the RMA, resource management decisions have considered reverse sensitivity effects. Section 17 of the RMA sets the “Duty to avoid, remedy, or mitigate adverse effects” including reverse sensitivity effects.

Accordingly, Standard 6 recognises the duty on occupiers of land within the buffer to manage reverse sensitivity effects on state highway and rail corridors. Standard 6 proposes the occupier of the land manages reverse sensitivity effects by avoiding, minimising or mitigating noise and/or vibration effects resulting from the management and operation of the state highway and rail corridors.

### 2.3 The best practicable option

The duty to adopt the best practicable option for management of effects is fundamental to the RMA. Compliance with a District Plan rule does not remove this duty.

Standard 6 should guide the occupier of land in the buffer to adopt the best practicable option to manage reverse sensitivity effects.

Submission 10.1 suggests a “no complaints” covenant on land in the buffer is a potential option for management of reverse sensitivity. Literature gives planning and legal perspectives on managing reverse sensitivity effects via a “no complaints” covenant.<sup>2</sup>

We encourage noise and vibration environments that support health and amenity. A “no complaints” covenant does not prohibit such environments but it does not encourage management of noise and vibration effects.

<sup>1</sup> The Act identifies some sources of excessive noise as being outside the scope of its application.

<sup>2</sup> For example, Davidson, A. (2003) Reverse Sensitivity – Are No-Complaint Instruments a Solution? *New Zealand Journal of Environmental Law*. 7. pp203-241. Available at [www.nzcel-conf.auckland.ac.nz/docs/arenocomplaintsinstruments.pdf](http://www.nzcel-conf.auckland.ac.nz/docs/arenocomplaintsinstruments.pdf) accessed April 2017.

The response of people to noise and vibration is broad. A noise/vibration level acceptable to one person may be perceived quite differently by another person. In the context of Standard 6, it is best to encourage consideration of mitigation options during design then construction of the development. A “no complaints” covenant could allow developments with noise/vibration levels acceptable to the original occupier of the land but unacceptable to subsequent occupiers of the land who then have few practicable options to mitigate the noise/vibration effects. Broad and long-term acceptance of the development could be at risk.

We support Standard 6 in principal as encouraging awareness that in the buffer there are noise and vibration levels that may be higher than in other environments. Standard 6 encourages development in the buffer to consider potential noise and vibration effects during design and construction of the development, when there is the widest range of practicable management options.

### **3 STANDARD 6 INTRODUCTION AND MAPS (AMENDMENT 35)**

#### **3.1 Application**

Standard 6 proposes application to “noise sensitive activities”. From Chapter 3 of the City of Lower Hutt District Plan, “noise sensitive activities” means any:

- “(a) residential activity;*
- (b) visitor accommodation, boarding house or other premises where residential accommodation for five or more travellers is offered at a daily tariff or other specified time; or*
- (c) childcare facility.”*

There is no separate definition of vibration sensitive activities. From our review of other relevant District Plans and documents, often there is no definition of vibration sensitive activities but sometimes the definition of noise sensitive activities is used to define activities sensitive to vibration.

There are no limits on the type of development within the state highway and rail corridors buffer, subject to the activity area zoning of the underlying land. There may be developments potentially affected by noise and/or vibration but not within the City of Lower Hutt District Plan definition of noise sensitive activities. Review of the District Plan definition of noise sensitive activities is beyond our scope and Standard 6 should not alter this definition as used otherwise within the District Plan.

There may be activities sensitive to vibration but not sensitive to noise. For example, a commercial laboratory may contain equipment such as balances which are sensitive to vibration but not sensitive to noise.

We accept the District Plan definition of “noise sensitive activities” covers activities most likely to create reverse sensitivity effects for the state highway and rail corridors. Therefore, we support Standard 6 application to “noise sensitive activities” as practical.

#### **3.2 Standard 6 overlays on maps**

Submission 8.6 requests removal of Standard 6 overlays on the District Plan maps and request including the method for calculating the buffer in the Standard 6 text.

We support the Standard 6 overlays on the District Plan maps. We believe this visual overlay is the best practicable option for raising awareness of the potential for noise and vibration from the state highway and rail corridors.

The Section 32 Report states the buffer is 40 metres wide measured from the edge of state highway carriageways and railway tracks. Thus, the buffer measurement sensibly originates near the subject noise/vibration source. Hutt City Council has good access to information for determining precise location of the state highway carriageways and railway tracks. This information may not be widely

available and so we support display of the buffer as determined by the Council rather than other parties attempting to calculate the buffer.

Movement of the edge of the state highway carriageway, for example, due to widening, or movement of railway tracks, is infrequent and so it is reasonable to calculate the buffer relative to these positions. The buffer accommodates where intersections or ramps may affect the edge of the state highway carriageway or where railway tracks are disused. We support visual overlay display of this rather than text attempting to describe these subtleties or reasonable exemptions.

Submission 8.7 notes the legend entry for the Standard 6 overlays on the District Plan maps is inconsistent with the Standard 6 text and requests request consistency and clarity in wording for Standard 6 and maps.

The legend entry for the Standard 6 overlays does not refer users to Standard 6. We suggest the legend entry should read “Appendix Transport 1 - Standard 6 State Highway and Railway Corridors Buffer Overlay” or similar which is consistent with wording in Standard 6. This will address submission 8.7.

### 3.3 Standard 6 buffer width

The Standard 6 buffer is 40 metres wide measured from the edge of state highway carriageways and railway tracks.

This is consistent with relevant parts of other District Plans and documents, where often the area for considering reverse sensitivity effects is 40 to 100 metres.

The NZTA Reverse Sensitivity Guide<sup>3</sup> proposes a stepped approach for protection around the state highway, with a buffer area and an effects area. The Guide’s definition for buffer area is “*an area adjacent to a state highway where new or altered sensitive activities should ideally be avoided*” and effects area is “*an area near a state highway where new or altered sensitive activities should be assessed and treated as necessary to mitigate effects from the state highway.*” The Guide defines the width of the buffer area as where the state highway noise level reduces to 64 dB  $L_{Aeq(24h)}$  but is capped at 40 metres, to be measured from the edge of the nearest traffic lane.

We followed the NZTA Reverse Sensitivity Guide for defining the buffer area width based on an estimate of the future noise level from state highway road traffic.<sup>4</sup> We applied the same definition of buffer area width with an estimate of the future rail noise level.<sup>5</sup> For this stage of the project we have not measured existing state highway road traffic noise levels or rail noise levels through Lower Hutt City but estimated the noise levels. The assumptions involved are reasonable for our current purpose but may not be suitable for all effects assessments. For both our estimates of state highway road traffic noise and rail noise, the calculated buffer area width is greater than 40 metres and so capped to 40 metres in accordance with the NZTA Reverse Sensitivity Guide.

For this Standard 6 review, we have not measured or estimated vibration levels from state highway and rail corridors.

Based on estimated state highway road traffic and rail noise levels, the buffer of 40 metres wide may not fully contain all noise effects from the state highway and railway corridors. At this stage, we are uncertain of the extent of vibration effects from the state highway and railway corridors. In addition,

<sup>3</sup> Guide to the management of effects on noise sensitive land use near to the state highway network <https://www.nzta.govt.nz/resources/effects-on-noise-sensitive-land/>

<sup>4</sup> We used the NZ Transport Agency road traffic noise calculator [www.nzta.govt.nz/roads-and-rail/highways-information-portal/tools/road-traffic-noise-calculator/](http://www.nzta.govt.nz/roads-and-rail/highways-information-portal/tools/road-traffic-noise-calculator/) with input parameters representing current SH2 conditions with addition of 3 dB to the current state highway source noise to account for future permitted use of the state highway.

<sup>5</sup> We used the relationship *rail noise shall be deemed to be 70 dB  $L_{Aeq(1h)}$  at a distance of 12 metres from the edge of the track* as set out in several relevant District Plans and documents we reviewed.

we note that the area prone to reverse sensitivity effects may not be the same as the area prone to noise or vibration effects.

We accept the Standard 6 buffer is 40 metres wide but recommend a note that noise and vibration effects may extend beyond this.

### 3.4 Other

To be consistent with Standard 6, we use the term “buffer” throughout this report. However, we suggest using another term. Through the NZTA Reverse Sensitivity Guide’s specific definition for “buffer area” and the general use of the word “buffer”, it may imply discouraging use of the area but we understand this is not the intention.

“Protection area” may be a more accurate term. We suggest a Standard 6 title “Development within the State Highway and Rail Corridors Protection Area”.<sup>6</sup> However, the term “buffer” may fit with other Hutt City Council objectives or another term may be preferred.

Submissions 8.1 and 14.1 request removal of Standard 6 reference to the rail corridor. However, we support consideration of both the state highway and rail corridors. The Section 32 Report identifies Standard 6 is to protect regionally significant infrastructure, as part of addressing Objectives and Policies of the “Regional Policy Statement for the Wellington Region”. We note in the proposed buffer there are more properties adjacent rail corridors than adjacent the state highway corridor.

## 4 VIBRATION (AMENDMENT 36, STANDARD 6 (A))

From our review of other relevant District Plans and documents, requirements relating to vibration from transport appear less frequently than requirements related to noise from transport. “Class C of NS 8176.E:2005” is common where there is a criterion for vibration from transport, and this is the vibration criterion Standard 6 proposes.<sup>7</sup>

Norwegian Standard NS 8176.E:2005 “*Vibration and shock – Measurement of vibration in buildings from landbased transport and guidance to evaluation of its effects*” (NS 8176.E) gives a method for *measurement* of vibration. While vibration on a site can be measured prior to construction of development, additional calculations would be required to predict vibration levels within rooms of any building constructed on that site.

NS 8176.E Annex B is informative and gives “*vibration classes related to the relationship between different degrees of annoyance and weighted vibration in dwellings*”. The vibration class limits are “*for guidance and are based on experience and studies of the [Norwegian] population’s reactions to vibration together with evaluations of cost-benefit ratio.*” NS 8176.E states “*about 15% of the affected persons in Class C dwellings can be expected to be disturbed by vibration.*”

Predicting vibration levels in rooms of a building prior to its construction is complex. Our review of other relevant District Plans and documents finds little guidance how to practically consider or mitigate for vibration during design or construction of a building. The NZTA Reverse Sensitivity Guide discusses a vibration assessment methodology and cost for the expert advice typically required.

<sup>6</sup> The legend entry for the *Standard 6* overlays on the District Plan maps should be consistent with the wording in the text of *Standard 6*.

<sup>7</sup> *City of Lower Hutt District Plan* rule 6D 2.1.1 considers vibration from extraction activities and for evaluation of the effect of vibration on building occupants cites *NZS/ISO 2631:1997(E) Mechanical vibration and shock – Evaluation of human exposure to whole body vibration*. Review of rule 6D 2.1.1 is beyond our scope but we understand New Zealand Standards withdrew the 2631 series without current replacement. Thus, there is no other vibration requirement in the *City of Lower Hutt District Plan* we recommend Standard 6 should be consistent with.

There is also little generic guidance on the scale or spread of vibration levels expected near to state highways or rail corridors. There is further complexity as Standard 6 is for managing reverse sensitivity effects so focus of amendment 36 is on vibration levels that may create reverse sensitivity effects, not vibration effects directly.

Some District Plans include vibration rules for near to transport corridors such as state highway and rail corridors. One example requires applicable buildings within 20 metres of a rail designation demonstrate compliance with Class C of NS 8176.E:2005 by a design report submitted prior to construction of the building. A note states:

*“Some properties more than 20m from a rail line may experience vibration from passing trains. Factors such as soil ground conditions, distance from rail lines and building design will affect the amount of vibration received. For more information, professional advice can be sought from engineers before undertaking building work near the railway corridor.”*

Another example requires applicable buildings are set back at least 15 metres from a railway track. A note states:

*“The inhabitants of residential units located greater than 15 metres beyond a railway track may still experience lower levels of noticeable vibration as a result of train movements.”*

Based on available knowledge and guidance from discussion with Hutt City Council, our pragmatic recommendation is for Standard 6 to include no vibration requirement, but to include a note identifying the potential for vibration. People are more sensitive in perceiving vibration than buildings are to damage from vibration and our experience is that road and rail-induced ground-borne vibration, while sometimes perceptible, generally does not reach levels where cosmetic or structural damage occurs to buildings.

Hutt City Council may revisit vibration in the future. Investigation could establish the scale of expected vibration levels and propagation from the state highway and rail corridors.

#### 4.1 Other

Submission 5.14 requests minor rewording of the amendment 36 for vibration. The request is reasonable but superseded by our overall recommendation for amendment 36.

Submissions 8.3 and 12.1 request removal of the amendment 36 for vibration. However, we support raising awareness of the potential for vibration effects.

## 5 NOISE PERFORMANCE (AMENDMENT 37, STANDARD 6 (B))

Standard 6 proposes an indoor design noise level for noise from state highway or rail corridors.

We agree a “design” solution is preferable. A design solution is verified prior to construction, usually through use of published data and/or following accepted calculation methods.

The alternative is a solution verified by measurement post-construction. Measurement to prove compliance of noise levels from road/rail sources can be complex.<sup>8</sup> Additionally, if measurement post-construction does not show compliance with requirements, there are limited practicable additional mitigation options. It is better to consider mitigation during design and construction.

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<sup>8</sup> Dravitzki, V., Jackett, R., Wood., C. (2011) The variability of road traffic noise and implications for compliance with the noise conditions of roading designations. *NZ Transport Agency research report 446*. Wellington, NZ: NZ Transport Agency. 66pp.

Craven, N., Kerry, G. (2007) *A good practice guide on the sources and magnitude of uncertainty arising in the practical measurement of environmental noise*. Salford, UK: University of Salford School of Acoustics and Electronic Engineering. 105pp.



## 5.1 Indoor design noise level requirement

Indoor design noise level requirements typically follow a format such as “noise inside habitable spaces shall be no greater than 40 dB  $L_{Aeq(24h)}$ ” or “noise inside bedrooms at night shall be no greater than 35 dB  $L_{Aeq(1h)}$ ”. Achieving this form of requirement gives certainty of the internal noise level.

The process for implementing the indoor design noise level requirement would typically first establish outdoor noise incident onto façades of the subject indoor space then the external sound insulation can be matched to the specific noise exposure of each facade.

Establishing accurate façade incident noise levels can be complex. Where a major road is constructed or significantly altered, often computer software is used to simulate the situation so the road noise incident on each façade of a building can be calculated. Other computer software can calculate similarly for rail noise. Such modelling needs judgement in interpreting inputs and results. It is likely not a practicable approach for a Standard 6 development in the buffer.

Some other relevant District Plans and documents suggest assumptions or general rules for estimating outdoor noise levels. For example, from the Christchurch Replacement District Plan section 6.1.7.2.1 for “Sensitive activities near roads and railways”:

*“Rail noise shall be deemed to be 70 LAeq(1h) at a distance of 12 metres from the edge of the track, and shall be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres.”*

For road noise, the NZ Transport Agency website provides a road traffic noise calculator.<sup>9</sup> The calculator is simple and free to use. The calculator uses inputs such as the distance between the source (road) and receiver (façade of the room to be protected), and traffic volume and speed. The NZTA Reverse Sensitivity Guide suggests accounting for future permitted use of the state highway by the addition of 3 dB to existing measured or predicted noise levels.

These approaches may be useful and produce reasonable quantification of outdoor noise levels. In addition, relevant District Plans and documents suggest adding 2 or 3 dB to existing outdoor noise levels to account for future permitted use of the state highway or rail corridors.

The difference between the sum of the outdoor noise levels incident on the façades (and roof, where applicable) and the required indoor design noise level is the external sound insulation required of the construction. Reference documents may provide a schedule outlining building construction options accepted as providing the sound insulation necessary. Or, for options beyond those scheduled constructions, a suitably qualified specialist may provide input and certify the design of the building construction.

Standard 6 as notified proposes an indoor design noise level of 45 dB  $L_{Aeq(24h)}$ . We recommend reviewing this noise level if Standard 6 is to retain the indoor design noise level form of requirement. Submission 5.15 requests indoor design noise levels specific to the state highway or rail source and specific to the indoor activity. We have not completed a review of suitable indoor design noise levels as we suggest a more practical approach for adequate outcomes is an external sound insulation requirement rather than an indoor design noise level.

## 5.2 External sound insulation requirement

Sound insulation requirements typically follow a format like “sound insulation to habitable spaces shall achieve > 30 dB noise level difference between outdoors and indoors”. An example is City of Lower Hutt District Plan rule 5A 2.2.2.<sup>10</sup> For implementing this, a suitably qualified specialist may

<sup>9</sup> [www.nzta.govt.nz/roads-and-rail/highways-information-portal/tools/road-traffic-noise-calculator/](http://www.nzta.govt.nz/roads-and-rail/highways-information-portal/tools/road-traffic-noise-calculator/)

There is not a simple and freely available rail noise calculator equivalent of the NZ Transport Agency’s road traffic noise calculator we would use for estimating outdoor noise levels from rail corridors.

<sup>10</sup> This rule is in Chapter 5A Central Commercial Activity Area and requires external sound insulation of  $D_{nT,w} + C_{tr} > 30$  dB.

provide input to the design of the building construction, or reference documents may provide acceptable construction solutions to achieve the required sound insulation.<sup>11</sup>

A weakness of the external sound insulation requirement is that outdoor noise levels are not considered so this process does not necessarily give certainty of the internal noise level provided. The internal noise level achieved by a sound insulation requirement depends on the outdoor noise levels incident on the building. In situations where traffic is the dominant noise source, outdoor noise levels will be higher on one side of the building and lower on other sides. Accordingly, with the same external sound insulation applied over the whole building, indoor noise environments will be different throughout the building. There could be “over-engineering” of sound insulation for rooms with lower incident noise levels or compromised adequacy of rooms with greater incident noise levels.

External sound insulation requirements are stated as, for example,

$$D_{2m,nT,w} + C_{tr} > 35 \text{ dB}$$

This is a requirement that a building will reduce outside noise by at least 35 dB. If there is an outside noise level of 65 dB, then the noise level inside the building will be reduced to no more than 30 dB.<sup>12</sup>

Section 3.3 describes our consideration of the general noise environment in the state highway and rail corridors buffer. We have also considered typical daily patterns of operation and intermittent maintenance activities within the state highway and rail corridors and that building and site layout affect external noise exposure of façades. We reviewed existing schedules of façade construction for achieving  $D_{2m,nT,w} + C_{tr} > 35 \text{ dB}$  and  $D_{2m,nT,w} + C_{tr} > 30 \text{ dB}$ . From relevant standards and documents, we note recommended noise levels for bedrooms and sleeping areas are often 5 dB lower than noise levels recommended for other habitable spaces.

Our conclusion is that a reasonable external sound insulation requirement is:

$$D_{2m,nT,w} + C_{tr} > 35 \text{ dB to bedrooms and sleeping areas}$$

$$D_{2m,nT,w} + C_{tr} > 30 \text{ dB to habitable spaces (except bedrooms and sleeping areas) and spaces in childcare facilities used for activities normally associated with childcare.}$$

We recommend including a note that the external sound insulation does not guarantee “noise-proofing” and that in buildings people may still experience noise from the state highway and rail corridors. Additionally it should be noted that the external sound insulation requirement does not provide any noise protection for outdoor spaces of development in the buffer.

### 5.3 Other

Submission 8.2 and 14.1 request removal of the requirement to *maintain* the noise performance of the design and construction. These submissions respond to Standard 6 as notified with an internal design noise level requirement so may be affected by our recommendation to instead use an external sound insulation requirement.

<sup>11</sup> An example of a reference document providing acceptable solutions is Hutt City District Plan Appendix Central Commercial 7 – Noise Insulation Construction Schedule. We have not reviewed this schedule or performance of construction requirements it contains.

<sup>12</sup> Sometimes an external sound insulation requirement is stated as  $D_{nT,w} + C_{tr} > [\text{requirement in decibels, dB}]$ . This format strictly applies to noise between two reverberant spaces (internal rooms).  $D_{2m,nT,w} + C_{tr}$  format is more correct for an external sound insulation requirement. Typically a construction that achieves  $D_{nT,w} + C_{tr} > 30 \text{ dB}$  can be assumed to achieve  $D_{2m,nT,w} + C_{tr} > 30 \text{ dB}$ .

## 6 VENTILATION (AMENDMENT 38, STANDARD 6 (C))

Standard 6 states “if windows must be closed to achieve the design noise levels [...] the building must be ventilated to meet clause G4 of the Building Code”. The wording should be clear about the space requiring ventilation. For example, if windows must be closed to achieve the design noise levels *for a room* then *that room* must have other means for adequate ventilation.

Standard 6 requires the noise level of a system provided to achieve the ventilation requirements of Building Code Clause G4 must not exceed 30 dB  $L_{Aeq(30s)}$  when measured 1 metre away from any grille or diffuser.

We assume these are grilles or diffusers of internal units of the ventilation system and suggest minor rewording of amendment 38 for ventilation to clarify this. This will address submission 8.5. (Other rules of the City of Lower Hutt District Plan control the noise from external mechanical ventilation system units.) We assume the noise requirement applies when the system is operating to achieve the Building Code Clause G4 ventilation requirements, not when operating in other modes. We suggest minor rewording of amendment 38 for ventilation to clarify this.

From review of relevant District Plans and documents, 30, 35, or 40 dB is a common noise level requirement measured at internal grille/diffusers and the index is  $L_{Aeq(30s)}$  or  $L_{Aeq(1min)}$ . Common interpretation of the index  $L_{Aeq(30s)}$  is the average noise level over a period of 30 seconds. Either index  $L_{Aeq(30s)}$  or  $L_{Aeq(1min)}$  is appropriate to the operation cycles of typical mechanical ventilation systems.

Ideally the noise level at the internal grille/diffuser of the system would be 10 dB below the noise in the room from other sources, to avoid the system adding to the room’s overall noise level. Based on noise levels indicated in relevant District Plans or documents as reasonable or satisfactory for habitable spaces, we support the noise level requirement of the system as notified. We understand there are systems available capable of achieving this noise level requirement when operating to provide the ventilation requirements of Building Code Clause G4, but we have not specifically reviewed this.

The noise requirement for the system needs to be a design solution that can be deemed acceptable without post-construction verification. Product specifications often contain suitable information or a design report or certificate prepared by a suitably qualified specialist can confirm noise performance of the system.

### 6.1 Ventilation performance and thermal comfort

Building Code Clause G4 is for Ventilation. The NZTA Reverse Sensitivity Guide states Clause G4 is not designed to provide thermal comfort and recommends specifying ventilation and cooling systems sufficient to provide “a genuine alternative such that occupants are not forced to choose between excess noise or hot/stuffy conditions.”

A suitably qualified specialist should review ventilation and thermal comfort as it is beyond the expertise of Marshall Day Acoustics. Subject to other advice, we recommend retaining the amendment 38 for ventilation as notified in principal with addition of a note regarding ventilation and thermal comfort.

### 6.2 Other

Submission 11.1 requests removal of the amendment 38 for ventilation. We support retaining the clause as it is important to ensuring the effectiveness of the amendment 37 for noise.

## 7 RECOMMENDATIONS

We reviewed Standard 6 as notified as well as all submissions on Standard 6. The table below summarises recommendations from our review on the right alongside the text of Standard 6 as notified on the left. Our recommendations here are specific to Standard 6 based on Marshall Day Acoustics expertise and experience with input from the Section 32 Report and meetings with Hutt City Council to understand context for practical and consistent implementation of Standard 6.

Standard 6 as notified	Marshall Day Acoustics recommendations for Standard 6
<p><b>Standard 6 – Development within the State Highway and Railway Corridor Buffer Overlays</b></p> <p><i>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:</i></p> <p>(a) <i>Vibration</i></p> <p><i>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 Effects On Human Beings).</i></p> <p>(b) <i>Noise</i></p> <p><i>Indoor design noise level as a result of noise from road and rail traffic must not exceed 45 dB <math>L_{Aeq(24hr)}</math>.</i></p> <p>(c) <i>Ventilation</i></p> <p><i>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 30 dB <math>L_{Aeq(30s)}</math> when measured 1 m away from any grille or diffuser.</i></p>	<p><b>Standard 6 – Development within the State Highway and Railway Corridors Protection Area</b></p> <p>To manage potential reverse sensitivity effects, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities, shall be developed in accordance with the following:</p> <p>(a) <i>Vibration</i></p> <p>Buildings containing activities sensitive to vibration shall consider the potential for vibration arising from outside the building.</p> <p>(b) <i>Noise</i></p> <p>Buildings shall be acoustically insulated to achieve a façade sound level difference of</p> <p><math>D_{2m,nT,w} + C_{tr} &gt; 35</math> dB to bedrooms and sleeping areas</p> <p><math>D_{2m,nT,w} + C_{tr} &gt; 30</math> dB to habitable spaces (except bedrooms and sleeping areas) and spaces in childcare facilities used for activities normally associated with childcare.</p> <p>(c) <i>Ventilation</i></p> <p>Where windows must be closed to achieve external sound insulation requirements of (b), ventilation must be provided to meet Clause G4 of the Building Code (Schedule 1 of the Building Regulations 1992). At the same time, the noise level of the system must not exceed 30 dB <math>L_{Aeq(30s)}</math> when measured 1 metre away from any internal grille or diffuser.</p> <p>Notes:</p> <ol style="list-style-type: none"> <li>1. Noise and vibration effects may be experienced beyond the Standard 6 protection area.</li> <li>2. Vibration levels that are perceptible to people do not necessarily cause building damage. A suitably qualified specialist can provide advice.</li> <li>3. Standard 6 (b) Noise is to address indoor amenity</li> </ol>

Standard 6 as notified	Marshall Day Acoustics recommendations for Standard 6
	<p>only and does not address outdoor amenity.</p> <p>4. Standard 6 (b) Noise is not “noise-proofing” and noise from state highway and rail activity may still be audible inside the building.</p> <p>5. Achieving thermal and ventilation comfort may require consideration beyond Standard 6 (c) Ventilation. A suitably qualified specialist can provide advice.</p>

## APPENDIX A GLOSSARY OF TERMINOLOGY

<b>dB</b>	<p><u>Decibel</u> The unit of sound level.</p> <p>Expressed as a logarithmic ratio of sound pressure <math>P</math> relative to a reference pressure of <math>P_r=20 \mu\text{Pa}</math> i.e. <math>\text{dB} = 20 \times \log(P/P_r)</math></p>
<b>dBA</b>	<p>The unit of sound level which has its frequency characteristics modified by a filter (A-weighted) to more closely approximate the frequency bias of the human ear.</p>
<b>A-weighting</b>	<p>The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.</p>
<b><math>L_{Aeq(t)}</math></b>	<p>The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level.</p> <p>The suffix "t" represents the time period to which the noise level relates, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.</p>
<b><math>D_{nT,w}</math></b>	<p><u>Weighted Standardised Level Difference</u> A single number rating of the sound level difference between two rooms. <math>D_{nT,w}</math> is typically used to measure the on-site sound insulation performance of a building element such as a wall, floor or ceiling</p>
<b><math>D_{2m,nT,w}</math></b>	<p>A single number rating of the sound level difference between the sound pressure level measured 2 metres from the façade and the total reverberant level inside the room.</p>
<b><math>C_{tr}</math></b>	<p>A sound insulation adjustment, commonly used with <math>R_w</math> and <math>D_{nT,w}</math>.</p> <p><math>C_{tr}</math> adjusts for low frequency noise, like noise from trucks and subwoofers. <math>C_{tr}</math> values typically range from about -4 to about -12. This term provides information about the acoustic performance at different frequencies, as part of a single number rating system.</p>
<b><math>R_w</math></b>	<p><u>Weighted Sound Reduction Index</u> A single number rating of the sound insulation performance of a specific building element. <math>R_w</math> is measured in a laboratory. Manufacturers use <math>R_w</math> to describe the sound insulation performance of building elements such as plasterboard and concrete.</p>
<b>Noise</b>	<p>A sound that is unwanted by, or distracting to, the receiver.</p> <p>While noise is not technically a synonym for sound in day to day use, particularly in the field of acoustic consulting and noise impact assessments, the two terms are often used interchangeably.</p>
<b>Vibration</b>	<p>When an object vibrates, it moves rapidly up and down or from side to side. The magnitude of the sensation when feeling a vibrating object relates to the vibration velocity.</p> <p>Vibration can occur in any direction. Vibration velocity is described as either the total vibration velocity, which includes all directions, or it can be separated into the vertical direction (up and down vibration), the horizontal transverse direction (side to side) and the horizontal longitudinal direction (front to back).</p>
<b>Sound Insulation</b>	<p>When sound hits a surface, some of the sound energy travels through the material. 'Sound insulation' refers to ability of a material to stop sound travelling through it.</p>