FNDC Proposed District Plan

Submission review – Transport Chapter

Prepared for	Far North District Council
Project Number	FNDC-J011
Revision	C
Issue Date	24 March 2025
Prepared by	Mat Collins, Associate Transportation Engineer
Reviewed by	Logan Copland, Principal Transport Planner

1. Author and qualifications

My full name is Mathew Ross Collins, I am an Associate Transport Engineer at Abley Limited (Abley), based in Christchurch.

I hold a Bachelor of Engineering (Hons) from the University of Auckland and have a post-graduate certificate in transportation and land use planning from Simon Fraser University in Vancouver, Canada. I have ten years of experience as a transportation planner and engineer in public and private sector land development, which includes experience with strategic land use and transport planning, plan changes and district plan reviews, Integrated Transport Assessments, development consenting, and Notices of Requirement.

My experience includes acting for NZ Transport Agency Waka Kotahi (NZTA), Auckland Transport and Auckland Council, Selwyn District Council, Kāinga Ora, Whangārei District Council, Kaipara District Council, and various other Councils and private developers throughout New Zealand. This work has involved:

- Assisting Council's and submitters with District Plan Reviews including Timaru District Council District Plan Review, Partially Operative Selwyn District Plan Environment Court appeals (various), Waimakariri Proposed District Plan, Auckland Council Plan Change 79, Whangārei District Council Urban and Services Plan Changes.
- Plan change applications including multiple Selwyn District Private Plan Changes, Drury East, Drury West, Warkworth North, Mangawhai Central, Avondale Jockey Club, and Pukekohe Raceway;
- Resource consent applications including for large precincts such as Drury South Industrial, Drury Residential, Redhills, Silverdale 3, Drury 1, Waiata Shores, and Crown Lynn Yards; and
- Notices of requirement, Outline Plan of Works, and resource consent applications and reviews for major infrastructure including Supporting Growth Alliance Drury Arterials NoR Package and North Auckland Package, Healthy Waters St Marys Bay Stormwater Water Quality Programme, Watercare Huia Water Treatment Plant replacement, Watercare Huia 1 Watermain replacement, and several Ministry of Education Schools

I have been working with the Far North District Council (Council) on the Proposed District Plan (PDP) since September 2024, after the PDP notification period. Albey staff have provided advice to Council on

TRAN-R5 Trip Generation since 2021. I have some experience with the Operative District Plan (ODP), having reviewed a number of resource consents on behalf of Council during my career, and I have a sound understanding of the Far North District, having lived in Kerikeri for around 25 years.

I confirm that I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023 and that I have complied with it when preparing this report. Other than when I state that I am relying on the advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

2. Summary of recommendations

The purpose of this technical note is to make recommendations on specific submission points, identified by Melissa Pearson as the section 42A reporting officer on the transportation topic. Recommended amendments to the Transport (TRAN) Chapter are provided in Appendix A of this technical note. I note that Appendix A includes only the technical recommendations outlined in this report and does not represent the full suite of changes to the TRAN Chapter. The complete set of changes is contained in Ms Pearson's section 42A report.

In preparing this technical note, at times I have referenced other District Plans. These District Plans, and their relevance, are as follows:

- **Whangārei District Plan:** This plan provides a comparable local context. Aligning the Far North District Plan with the Whangārei District Plan offers continuity for users of both plans.
- **Auckland Unitary Plan:** Abley regularly assists Auckland Council with resource consent reviews, and my staff are highly experienced in applying the Unitary Plan. This experience gives us a strong understanding of its strengths and weaknesses. Additionally, Plan Change 79 to the Unitary Plan serves as a valuable reference for submissions related to accessible parking.
- **Selwyn District Plan:** Abley assisted Selwyn District Council with its District Plan Review, culminating in the appeals version of the partially operative plan being published in November 2023. Selwyn District comprises rapidly growing urban areas alongside well-established rural areas. Additionally, Abley's frequent involvement with resource consent reviews for Selwyn District Council has given my staff a comprehensive understanding of the plan's strengths and areas for improvement.
- **Waimakariri District Plan:** Waimakariri District Council notified its proposed District Plan in September 2021. Abley often assists land developers within the Waimakariri District and is familiar with the proposed District Plan. This plan offers useful insights for submissions relating to accessible parking.

My key recommendations are summarised in the following subsections.

2.1 Engineering Standards (ES)

I understand that the Council has decided to decouple the PDP from the FNDC Engineering Standards (ES) and seeks my advice on the transport engineering specifications for public roads to include in the TRAN chapter. Additionally, multiple submissions were received requesting clarification or removal of references to the ES, alongside several specific amendments.

- **S215.015 - Haigh Workman Limited** requested that the ODP Appendix 3B-2 standards for Roads to Vest be included in the PDP and that TRAN-S4.1 refer to this table instead of Tables 3-2 and 3-3 of the ES. However, I have adopted the minimum road widths specified in Tables 3-2 and 3-3 of the ES, as I understand the Council intends to rely on the ES for road design standard.
- **S215.006 - Haigh Workman Limited** sought the removal of TRAN-Table 5, including Figures 1 to 8, and suggested these be moved to the Far North District Council Engineering Standards. However, I note it is common for District Plans to include parking space dimensions and vehicle

tracking curves. Therefore, I recommend retaining these. That said, I propose an amendment to TRAN-Figure 3, which the PDP currently describes as the "preferred design envelope." Given that TRAN-S1.5 requires all car parking to comply with TRAN-Table 5, TRAN-Figure 3 should be made directive since is forms part of TRAN-Table 5.

- Some submissions sought amendments requiring the PDP to exceed the ES requirements. I recommend that these are rejected as it would be inconsistent to apply different requirements in the two documents.

I have reviewed where the ES are referenced in the TRAN chapter of the PDP and suggested specific content to replace the reference to ES in Table 2.1.

Table 2.1 Recommendations to decouple the ES from the PDP

PDP reference	Abley recommendation
Rules Note 2	Retain this note, as it alerts readers to additional requirements outside the TRAN chapter. However, I recommend amending it to remove references to specific ES publication dates, to avoid inconsistencies if the ES are revised.
TRAN-R2	Add a reference to new table TRAN-Table X – Surfacing requirements for vehicle crossings and private accessways (see discussion below).
TRAN-R3 and TRAN-R8	Add PER-3 to require Discretionary resource consent to form or upgrade an arterial road. Refer to my discussion regarding TRAN-Table 12 below.
TRAN-S4.1	Amend TRAN-S4.1 to reference new tables TRAN-Table Y Road formation criteria and TRAN-Table Z – Minimum intersection spacing (see discussion below).
TRAN-S4.2	TRAN-S4.2 as notified generally reflects the ES. However, I recommend amending TRAN-S4.2(iv), as it is inconsistent with the ES. The ES provides various options for turning heads, and in my view, the diameter of the turning head does not need to be specified in the PDP.
TRAN-Table 5 Figure 1	Amendment to include dimensions for accessible parking spaces and more clearly define which parts of the table are directive and which are explanatory
TRAN-Table 9	TRAN-Table 9 specifies accessway design requirements for residential accessways, however there are currently no requirements for non-residential activities. Section 3.2.28.1 of the ES specifies private accessway design requirements for industrial, commercial and rural land uses, and I recommend that these are included in TRAN-Table 9. I also recommend that accessway design is based on number of allotments rather than number of residential units. I have also amended the threshold for accessway design to include accessways that serve single allotments (such as pan-handle sites).

<table>
<tr><th>PDP reference</th><th>Abley recommendation</th></tr>
<tr><td>TRAN-Table X – Surfacing requirements for vehicle crossings and private accessways

(new Table)</td><td>
Add a new table to address vehicle crossing and private accessway surfacing.

The ES (Sections 3.2.27.2–4) state that vehicle crossings must be sealed when the adjacent road is sealed. Additionally, the ES (Section 3.2.28 and Table 3-16) identifies when private accessways should be sealed for residential activities but do not specify requirements for other activities. However, I recommend that other “urban” type activities also are required to have sealed accessways.

In my view there are two situations where unsealed accessways can create safety effects that should be managed through the District Plan:
• Avoiding gravel and debris being tracked from a private accessway onto the footpath or road, as this can cause loss of traction for vehicles and slip hazards for pedestrians/cyclists/mobility impaired people. The ES specifies that 10m sealing from the edge of the carriageway[1];
• Providing increased surface resistance to reduce the risk of loss of traction on steeper gradients, the ES specifies that accessways over 12.5% should be sealed[2]

I recommend the following table is added to reflect the above and address submissions requesting that the PDP provide direction on vehicle crossing and accessway sealing. As the ES have additional hard surfacing requirements, I recommend that a note is included alerting the Plan user to this.

TRAN-Table X – Surfacing requirements for vehicle crossings and private accessways
<table>
<tr><th colspan="4">Surfacing requirements for vehicle crossings and private accessways</th></tr>
<tr><th>Zone</th><th>Adjacent road surface</th><th>Vehicle crossing surface requirement</th><th>Private accessway surface requirement</th></tr>
<tr><td>General Residential
Mixed Use
Light Industrial
Heavy Industrial</td><td>Any</td><td>Sealed or concreted</td><td>Sealed or concreted</td></tr>
<tr><td rowspan="2">All other zones</td><td>Sealed</td><td>Sealed or concreted</td><td>Sealed for a length of 10m from the edge of the carriageway; and
Sealed where gradient exceeds 12.5%</td></tr>
<tr><td>Unsealed</td><td>Unsealed</td><td>Sealed where gradient exceeds 12.5%</td></tr>
<tr><td colspan="4">Note: Far North District Council Engineering Standards include additional requirements for accessway surfacing.</td></tr>
</table>
</td></tr>
</table>

[1] ES 3.2.27.4
[2] ES 3.2.28.3

<table>
<tr><th>PDP reference</th><th>Abley recommendation</th></tr>
<tr><td>TRAN-Table Y Road formation criteria

(new Table)</td><td>
I consider that minimum road widths should be included in the PDP, as road width is a key factor when developing subdivision scheme plans, and as such needs to be confirmed as part of subdivision consent applications.

ES Tables 3-2 to 3-5 specify a range of road design requirements depending on road hierarchy and whether the zone is “Urban” or “Rural”. I considered including Tables 3-2 to 3-5 in the PDP, however the zones in the PDP do not neatly align with the “Urban” or “Rural” context of the ES. For example:
• The Settlement Zone is technically a Rural Zone in the PDP, however this includes urban areas such as Moerewa. In my view, it would be inappropriate to apply the Rural road typologies in the ES to such an urban environment.
• Some Special Purpose Zones may be considered an Urban zone due to their intensity of use, but are located in predominately rural areas. For example, Horticultural Processing Facilities. It is more likely that a new road in the Horticultural Processing Facilities zone would be designed to a rural standard than an urban standard.

I have therefore adopted the maximum specified width for each typology, which is generally the width required for “Urban” zones. It would be possible for a developer to provide a road with a lesser width, via a Restricted Discretionary activity per TRAN-S4. Further, I anticipate that any activity that is large enough to require new vested roads is likely to require a subdivision consent and, at a minimum, Restricted Discretionary consent on other matters, so my recommended approach is unlikely to trigger a consent application where one was not already required. Council’s Engineering Standards can also be relied upon when deviating from the widths prescribed in TRAN-Table Y.

Finally, the ES state that the design of arterial roads requires a Specific Design. I have therefore excluded arterial roads from TRAN-Table Y – Road formation criteria as Arterial Road upgrade or formation is best addressed through a Restricted Discretionary or Discretionary consent. I have recommended adding TRAN-R2 PER-3 and TRAN-R8 PER-3 to address this.

I recommend that TRAN-Table Y and TRAN-Table Z include the following note directing plan users to consult with FNDC to determine the classification of new roads.

<u>TRAN-Table Y – Road formation criteria</u>
<table>
<tr><th><u>Zone</u></th><th><u>Classification</u></th><th><u>Minimum legal width</u></th></tr>
<tr><td rowspan="3"><u>All zones (excluding Light Industrial Zone.
Heavy Industrial Zone)</u></td><td><u>Low Volume Access
Access</u></td><td><u>20m</u></td></tr>
<tr><td><u>Secondary Collector</u></td><td><u>24m</u></td></tr>
<tr><td><u>Primary Collector</u></td><td><u>25m</u></td></tr>
<tr><td rowspan="3"><u>Light Industrial Zone
Heavy Industrial Zone</u></td><td><u>Access</u></td><td><u>22m</u></td></tr>
<tr><td><u>Secondary Collector</u></td><td><u>24m</u></td></tr>
<tr><td><u>Primary Collector</u></td><td><u>25m</u></td></tr>
<tr><td colspan="3"><u>Note: The classification of new roads should be determined in consultation with Far North District Council.</u></td></tr>
</table>
</td></tr>
</table>

<table>
<tr><th>PDP reference</th><th>Abley recommendation</th></tr>
<tr><td>TRAN-Table Z – Minimum intersection spacing
(new Table)</td><td>
I consider that minimum intersection spacings should be included in the PDP, because, as with the legal width of new roads, this influences subdivision consent applications. Intersection locations and spacings for new roads in subdivisions need to be confirmed at resource consent stage.
ES Table 3-8 specifies a range of minimum intersection spacing requirements depending on road hierarchy and whether the zone is “Urban” or “Rural”. As discussed above, the zones in the PDP do not neatly align with the “Urban” or “Rural” context of the ES
I have therefore adopted the “Urban” spacing for General Residential, Mixed Use, Light Industrial, and Heavy Industrial Zones. I have adopted the spacing required for “Rural” for all other zones. It would be possible for a developer to provide a road with a lesser spacing, e.g. for urban spacing in urban areas at are zoned Settlement, via a Restricted Discretionary activity per TRAN-S4. Further, I anticipate that any activity that is large enough to require new vested roads is likely to require, at a minimum, Restricted Discretionary consent on other matters, so my recommended approach is unlikely to trigger a consent application where one was not already required.
<u>TRAN-Table Z – Minimum intersection spacing</u>
<table>
<tr><th><u>Zone</u></th><th><u>Road Classification</u></th><th><u>Minimum spacing between intersections</u></th></tr>
<tr><td rowspan="3"><u>General Residential</u>
<u>Mixed Use</u>
<u>Light Industrial</u>
<u>Heavy Industrial</u></td><td><u>Low Volume Access Access</u></td><td><u>30m</u></td></tr>
<tr><td><u>Secondary Collector</u></td><td><u>50m</u></td></tr>
<tr><td><u>Primary Collector Arterial</u></td><td><u>100m</u></td></tr>
<tr><td rowspan="3"><u>All other zones</u></td><td><u>Low Volume Access Access</u></td><td><u>75m</u></td></tr>
<tr><td><u>Secondary Collector</u></td><td><u>100m</u></td></tr>
<tr><td><u>Primary Collector Arterial</u></td><td><u>150m</u></td></tr>
<tr><td colspan="3"><u>Note: The classification of new roads should be determined in consultation with Far North District Council.</u></td></tr>
</table>
</td></tr>
</table>

2.2 Parking (TRAN-P4, TRAN-R1, TRAN-R4, TRAN-S1, and TRAN-Table 1 – 4)

Parking minimums

Multiple submitters sought the removal of parking minimums, referencing the NPS-UD. Council is currently assessing whether it qualifies as a Tier 3 Council, which would require the removal of parking minimums from the PDP. Council has not made this decision at the time of writing this report, however I have been instructed to make necessary changes to the Transport Chapter to remove parking minimums.

Some submitters also sought clarification on parking requirements for activities not listed in TRAN-Table 1. TRAN-S1.6 states that the parking requirements for the activity most similar to the proposed

activity shall apply, which I consider addresses the submission point in the instance that Council does not remove minimum parking requirements from the PDP.

In my view there are three potential consequential effects of removing minimum parking requirements:

- Effects on accessible parking provision
- Effects on pedestrian accessways where vehicle access is not provided
- Effects on the safe and efficient operation of the road corridor from parking spill over.

I have recommended amendments to the PDP to address these effects, which I discuss further in the subsections below.

Accessible parking

S184.022 - Northland Transportation Alliance sought to amend TRAN-Table 5 to include the layout/dimensions for accessible parking or reference NZS 4121. I recommend that this submission is adopted.

I note that removing minimum car parking requirements from the PDP will impact on the provision of accessible parking. The Building Code only requires accessible parking where parking is otherwise provided. However, for accessibility purposes, I understand that Council wishes to maintain a requirement for accessible parking.

To address this, I recommend using theoretical parking demand factors, which is the approach recently introduced to the Auckland Unitary Plan[3] via Plan Change 79 (which is subject to appeal). I recommend the following amendments:

- TRAN-Table 1 is amended such that the "Required Parking Spaces" column is deleted and only specifies minimum bicycle parking requirements
- *TRAN-Table W – Theoretical parking demand factor* is introduced, using the car parking rates from TRAN-Table 1 of the notified PDP. This table will be used to calculate the "Theoretical Parking Demand" but does not of itself mandate that parking be provided.
- TRAN-Table 2 can then be used to determine the required accessible parking based on that "Theoretical Parking Demand" from TRAN-Table W.
- Consequential changes are required for TRAN-S1.1 and S1.2.

Pedestrian accessways where vehicle access is not provided

The removal of parking minimums enables land use development that does not provide vehicle access. As pedestrian access is often provided within vehicle accessways, the PDP should include provisions to address pedestrian access when vehicle access is not otherwise provided.

This topic was a key issue that Auckland Council has attempted to address via Plan Change 79. To this end, I have relied on Auckland Council's evidence[4 and 5] for Plan Change 79 when preparing my recommendations on this matter, including evidence I authored while in a previous role. I note that the Plan Change 79 decision, which I have relied upon, is currently subject to appeal to the Environment Court[6].

[3] Standard E27.6.3.2(A) and Appendix 23 in the Plan Change 79 decision https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-79-decision.pdf
[4] PC79 s42a report, Appendix 4 Pedestrian Access Routes to Dwellings, prepared by Auckland Council, available online at https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-79-attachment-4-pedestrian-access-routes.pdf and https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-79-attachment-4-pedestrian-access-routes-appendices-part-one.pdf and https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-79-attachment-4-pedestrian-access-routes-appendices-part-two.pdf
[5] PC79 s42a report, Appendix 6 Transportation Technical report, prepared by Mat Collins, available online at https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-79-attachment-6-transport-technical-report.pdf
[6] Auckland Council PC79 website https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=145

Key issues identified by Auckland Council include:

- The Auckland Unitary Plan had no standards applying to pedestrian access routes which are the sole means of access to buildings (specifically residential)
- This was leading to unsafe and poorly designed pedestrian accesses, presenting a number of challenges in terms of practical access for a range of users; safety; wayfinding, convenience; amenity and emergency services (fire, police and ambulance).

Some examples of unsafe and poorly designed pedestrian accesses, from Auckland Council monitoring, are shown in Figure 2.1.

Figure 2.1 Examples of unsafe and poorly designed pedestrian accesses, from Auckland Council monitoring

While I expect pedestrian access is less likely to be an issue for Council, given that medium density development without vehicular access is less likely in the Far North District, I recommend that provisions are included in the PDP to avoid issues over the lifetime of the PDP.

I have included *TRAN-RW Design and location of pedestrian access for allotments where vehicle access is not provided* in Appendix A. I have based this on Unitary Plan Standard E27.6.6, although I have significantly simplified the proposed rule, acknowledging that this issue is far less likely in the Far North District compared to Auckland.

The key aspects that I recommend the Rule require are:

- That the pedestrian access be required to connect to the public footpath
- That the pedestrian access be constructed with stable and slip-resistant surfaces
- That pedestrian access that are shared between multiple allotments are required to
  - Have a minimum formed width of 1.8m to provide for a range of users, including people with permeant/temporary disability
  - Have a minimum clear width of 3m and minimum clear height of 2.1m to ensure they can be practically used by rear allotments for emergency access, maintenance and movement of things like rubbish bins, furniture removal etc.

Effects on the safe and efficient operation of the road corridor from parking spill over

Removal of parking minimums has the potential to affect the safe and efficient operation of the road corridor, particularly when demand on kerbside parking exceeds supply. These effects relate to:

- likely increased incidence of illegal parking (such as on footpaths or on areas with parking restrictions (which can often be installed to manage traffic safety and efficiency)
- Increased traffic circulation/parking congestion on the surrounding network and associated driver frustration.

~~with increased incidence of illegal parking due to increased parking demand within the road corridor limiting vehicle access and through movement~~. I therefore recommend that this be included as a matter of discretion when an Integrated Transport Assessment is required (per TRAN-R5).

Electric vehicles, bikes and scooters

Some submitters sought to introduce incentives to encourage electric vehicle uptake. Auckland Council has recently considered methods to provide for electric vehicle charging in residential developments[7] however I note that this Standard is subject to several appeals. Similarly, the Appeals version of the Wellington District Plan requires residential parking spaces to have electric charging wiring[8]. Following discussions with Council staff, I understand that Council considers that the PDP is not the appropriate method to address this matter.

S516.039 - Ngā Tai Ora - Public Health Northland sought provisions for electric bicycle and scooter charging stations. However, standard electrical sockets typically suffice for these modes, and I are unaware of any other district plans requiring such facilities. I therefore recommend rejecting this submission.

Minimum parking rates

Multiple submissions were received seeking changes to the minimum parking rates in TRAN-Table 11. As noted above, I have provided amendments to the TRAN chapter to remove parking minimums and, if these are adopted, these submitters can provide parking at their discretion. However, for fullness I have commented on these submissions below:

- **S042.012 / 0.13 Te Whatu Ora - Health New Zealand, Te Tai Tokerau** sought a minimum rate of 1 space per 2 beds plus 1 per 2 employees for Hospital activity, and 1 space per 2 clinics plus 1 per 2 employees for healthcare activity.

  I support changing from a GFA to an employee ratio as this is likely to better reflect the parking demand from staff. However, the submitter has not provided sufficient evidence for us to understand if their requested parking rate for employees aligns with parking demand. If parking minimums are not removed from the PDP, I recommend that the submitter provide further evidence, potentially surveys from existing sites, demonstrating that the requested relief aligns with the parking demand generated by Hospitals and Healthcare facilities.
- **S159.041 - Horticulture New Zealand** sought a minimum rate of one per 500m² GBA for Horticultural coolstores, whilst retaining the threshold of 1 per 100m² GBA for other Horticulture processing and distribution activities.

  NZTA Research Report 453 identifies an average parking demand of 0.9 spaces/100 m^2 GFA, a 15% demand of 0.3 spaces / 100 m^2 GFA, and an 85% demand of 1.7 spaces/ 100 m^2 GFA[9]. These rates are moderately to significantly higher than the rate proposed by the submitter. However, I acknowledge that Horticultural coolstores may have a lower number of employees per GBA/GFA compared to Warehouses. If parking minimums are not removed from the PDP, I recommend that the submitter provide further evidence, potentially surveys of the number of

[7] Standard E27.6.7 in the Plan Change 79 decision https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-79-decision.pdf
[8] TR-S7 https://eplan.wellington.govt.nz/proposed/rules/0/206/0/0/0/65
[9] Table C.1 https://www.nzta.govt.nz/assets/resources/research/reports/453/docs/453.pdf

employees from existing sites, demonstrating that the requested relief aligns with the parking demand generated by Horticultural coolstores.

- **S561.026 - Kāinga Ora Homes and Communities** sought to reduce the number of parking spaces required for a residential unit activity from 2, to 1 per unit. I consider that 1 parking space per unit aligns with current practice for transport planning in New Zealand and recommend that this is accepted.
- **S082.018 - Good Journey Limited** sought to remove car park minimums in the Mixed Use Zone. Some areas of Mixed Use Zone are supported by centralised public parking, for example Kerikeri and Paihia, which indicates that removal of parking minimums could be considered. However, other areas of Mixed Use Zone, for example North Park Drive (Kaitaia) and SH11/Puketona Road (Haruru Falls) do not have centralised public parking and are unlikely to have sufficient on-street parking to manage potential parking spill over. Further analysis is needed at a District wide level to determine whether parking minimums should be removed from the Mixed Use Zone.

Maximum parking rates

S560.001 - Jane E Johnston sought to reduce minimum parking requirements and incorporate maximum parking rates. Parking maximums are generally only provided in District Plans in areas of intensive commercial or residential activity:

- The Auckland Unitary Plan only has parking maximums within the Business – City Centre Zone, the Centre Fringe Office Control area, and for Offices in all Business – Town Centre, Local Centre, and Mixed Use zones and Residential – Terrace Housing and Apartment Buildings Zone.
- The Whangarei District Plan only has parking maximums for residential units, visitor accommodation, and commercial services within the City Centre Zone.

Given the low-intensity land use and limited alternative transport options in most of the Far North District, parking maximums are unlikely to be required. If the Kerikeri-Waipapa area qualifies as a Tier 3 area under the NPS-UD, parking maximums for some activities could be considered but further analysis would be required.

Bicycle parking and end of trip facilities

S184.021 - Northland Transportation Alliance sought amendments to require covered, secured bike parking. TRAN-P5.b states "…*secure parking facilities for bicycles*…". However, TRAN-Table 1 and TRAN-Table 4 do not specify when secure bicycle parking should be provided. District Plans commonly distinguish two types of bicycle parking, short stay (typically for visitor/customers) and long stay (typically for residents/employees). Some District Plans require Long stay parking to be undercover, protected from inclement weather and secure from theft. Whangarei District Plan TRA Appendix 1A - Minimum On-site Bicycle Parking Requirements uses this approach. However, other Plans such as Selwyn District Plan, do not require long stay parking to be covered. In my view it is preferable that the PDP require long stay parking to be covered and secure, as it is more likely to encourage people to cycle, particularly with the advent of more expensive e-bikes which are a common theft target. I therefore recommend this submission is accepted in part.

Several submitters sought to delete TRAN-Table 4 - End of trip facility requirements. I recommend that these submissions are rejected as end of trip facilities support sustainable mode shift away from private vehicle use (per TRAN-O6) and is a common provision within District Plans:

- Whangarei District Plan TRA Appendix 1D[10], which requires end-of-trip facilities for All Zones

[10] https://eplan.wdc.govt.nz/plan/?chapter=transport#tra-appendix-1d-minimum-end-of-trip-facilities-requirements

- Auckland Unitary Plan Table E27.6.2.6[11], which requires end-of-trip facilities for offices, education facilities, and hospitals
- Proposed Waimakariri District Plan TRAN-S11[12], which requires end-of-trip facilities for All Zones.

S331.030 - Ministry of Education Te Tāhuhu o Te Mātauranga sought amendment to TRAN-Table 4 for education facilities, the number of full-time employees (FTE) rather than GFA as a threshold. District Plans require end of trip facilities in a variety of ways:

- Whangarei District Plan TRA Appendix 1D - Minimum End-of Trip Facilities Requirements[13] and Waimakariri District Plan Table TRAN-14[14] set requirements based on total number of long stay bicycle parking spaces.
- Auckland Unitary Plan Table E27.6.2.6[15] sets requirements based on activity type and GFA and is the basis for the PDP.

I have no concerns with the FTE based approach requested by the submitter, and I consider that the submitter has proposed a rate of end-of-trip facilities that is appropriate for educational facilities. The notified PDP requires 1 bicycle parking space per 15 FTE for education facilities, and in Appendix A I have recommended an amendment that requires this to be 1 “long stay” bicycle parking space per 15 FTE. In my view the rate of end of trip facilities sought by the submitter aligns with the number of long stay bicycle spaces required by the notified PDP. I have made a minor amendment to the rates requested by the submitter, to be 10 – 29 FTEs rather than 10 – 30 FTEs, to avoid overlap with the 30 – 50 FTE tier.

2.3 Vehicle crossings and access, including private accessways (TRAN-R2, TRAN-S2, and TRAN-S3, and TRAN-Table 9)

Vehicle crossings

Some submitters sought amendments to TRAN-R2 or an exemption for vehicle crossings with a vehicle crossing permit. However, I understand that Council issues vehicle crossing permits only if the crossing complies with the TRAN Rules (making it a permitted activity) or has resource consent to infringe these rules. The District Plan is there to ensure compliance with key requirements relating to safety and functionality of both the vehicle crossing and the road network, while the vehicle crossing permit focuses on the design detail of the crossing and is used to record the location and form of the crossing from an asset management perspective. I therefore recommend that these submissions are rejected.

Some submitters raised concerns that transport effects on existing vehicle crossings and accessways might go unassessed when a new activity uses an existing accessway or crossing. I recommend amendments to TRAN-R2 and TRAN-S2 to ensure these provisions apply when a new activity utilises an existing accessway or crossing.

Some submitters sought to addresses instances of where a vehicle crossing should be formed when it has two site frontages. I recommend that these submissions are accepted.

Some submitters sought to remove reference to State Highways in TRAN-R2 PER-3. I recommend that these submissions are rejected as TRAN-R2 clarifies that this Rule does not apply to State Highways (TRAN-R9 applies instead).

[11] https://unitaryplan.aucklandcouncil.govt.nz/images/Auckland%20Unitary%20Plan%20Operative/Chapter%20E%20Auckland-wide/4.%20Infrastructure/E27%20Transport.pdf
[12] https://waimakariri.isoplan.co.nz/draft/rules/0/186/0/8701/0/229
[13] https://eplan.wdc.govt.nz/plan/?chapter=transport#tra-appendix-1d-minimum-end-of-trip-facilities-requirements
[14] https://waimakariri.isoplan.co.nz/draft/rules/0/186/0/8701/0/229
[15] https://unitaryplan.aucklandcouncil.govt.nz/images/Auckland%20Unitary%20Plan%20Operative/Chapter%20E%20Auckland-wide/4.%20Infrastructure/E27%20Transport.pdf

Thresholds for vesting a road

S271.013 - Our Kerikeri Community Charitable Trust and other similar submissions identified that the PDP was ambiguous about when a public road should be provided rather than a private accessway, noting that TRAN-R2 does not explicitly require vesting (but rather treats private accessways that serve 9 or more household equivalents as a discretionary activity), TRAN-R5 indicates vesting may be considered, and TRAN-S4 does not specify when roads should be vested, only how they should be designed.

I note that unlike TRAN-R2, SUB-R4 is directive about road vesting, permitting up to 8 sites/allotments from a private accessway and requiring vested of a road for 9 or more sites/allotments. I recommend that these submissions are accepted and recommend that TRAN-R2 PER-1 be consistent with SUB-R4:

- TRAN-R2 PER-1 should reference total sites/allotments rather than household equivalents
- TRAN-R2 PER-1 permits up to 8 sites/allotments for a private accessway
- Introduce a new activity, TRAN-R2 PER-1A that requires a public road for 9 or more sites/allotments.

Emergency services access

S512.018 - Fire and Emergency New Zealand sought to amend TRAN-Table 9 to align with SNZ PAS 4509:2008 by including:

- a minimum carriageway width of 4.0m
- a minimum height clearance of 4.0m
- gradient shall not exceed 16%
- accessway surfaces must be able to take the weight of a 20 tonne truck.

Fire and Emergency New Zealand vehicle access requirements were recently discussed as part of Auckland Council's Plan Change 79. Below I have summarised evidence that I prepared for Auckland Council on this matter[16].

The Building Code is contained in regulations under the Building Act 2004. All building work in New Zealand must comply with the Building Code (applicable at the time of building), even if it doesn't require a building consent. Acceptable Solutions and Verification Methods are produced by the Ministry of Building, Innovation and Employment (MBIE) and, if followed, must be accepted by a building consent authority (BCA) as evidence of compliance with the Building Code. However, an Acceptable Solution or Verification Method is not mandatory, as alternative solutions are possible.

Building Code C: Protection from Fire sets out the safety objectives for people, other property and firefighting applied to clauses C2 to C6 of the Building Code. Of relevance is Clause C5 – Access and safety for firefighting operations.

C/AS1 sets out acceptable solutions for buildings with sleeping (residential) and outbuildings for compliance with NZ Building Code Clauses C1-C6 Protection from Fire and applies to detached dwellings with a single household unit, such as stand-alone houses; low rise multi-unit dwellings where each household unit has its own escape route; and attached townhouses.

Clause 6 sets out fire service vehicular access including:

> ***6.1 Fire service vehicular access***

[16] PC79 s42a report, Appendix 6 Transportation Technical report, prepared by Mat Collins, available online at https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-79-attachment-6-transport-technical-report.pdf

6.1.1 If buildings that contain multi-unit dwellings with more than 2 units are located remotely from the street boundaries of a property, pavements situated on the property and necessary to be used for vehicular access to a hard-standing within:

i) 75 m of any point in any unit contained in the building except if there is a sprinkler system complying with NZS 4515, and

ii) 20 m of any inlets to fire sprinkler or building fire hydrant systems, shall

a) Be able to withstand a laden weight of up to 25 tonnes with an axle load of 8 tonnes or have a load-bearing capacity of no less than the public roadway serving the property, whichever is the lower, and

b) Be trafficable in all weathers, and

c) Have a minimum width of 4.0 m, and

d) Provide a clear passageway of no less than 3.5 m in width and 4.0 m in height at site entrances, internal entrances and between buildings.

C/AS2 also sets out acceptable solutions for residential units not included in C/AS1 such as apartment buildings and multi-unit buildings where they share escape routes. This has slightly different requirements namely there is no 75m rule. All buildings require a hard stand area within 20m of the fire access into the building and the inlets for sprinklers or hydrants etc.

My recommendation on PC79 was that FENZ standards or guidelines should not be incorporated into Unitary Plan because:

- The NZBC provides acceptable solutions but is not prescriptive. Alternative approaches are possible. It would not be appropriate to include standards/rules relating to NZBC acceptable solutions.
- Auckland Council had received legal advice that the Unitary Plan cannot require higher standards than what are required by the Building Code.

The PC79 Decision[17] recommended including a reference to emergency responder access "Note", as follows:

E27.6.4.3 Width of vehicle access, queuing and speed management requirements

…..

Note 1

…..

Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements.

I agree with the Fire and Emergency New Zealand submission that the District Plan should make reference to emergency responder access. However, I understand that the Hearing Panel has expressed concerns with referencing external documents in the PDP. Further, as noted above the Building Code controls fire service vehicular access and therefore it may be inappropriate for the PDP to "double up" on this.

I therefore recommend that the PDP adopt a Note in TRAN-R2 alerting plan users to emergency responder access requirements in the Building Code.

[17] Auckland Council PC79 Hearing Panel recommendation, available online at https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-79-decision.pdf

Accessway surfacing

S184.013 - Northland Transportation Alliance sought to amend TRAN-Table 9 to require permanent all-weather surfaces in the following instances:

- Residential Zone Rural and Rural Production sites with an area of less than 2,000m²
- Any accessway serving more than 5 residential units where the gradient exceeds 12.5%

S215.021 - Haigh Workman Limited sought to amend TRAN-Table 9 and add further standards as follows:

- Rural Accessways serving 3-8 residential units– the surfacing width should be 4.0m for 3-5 residential units and 2x 2.75m for 6-8 residential units
- Include standards for extra widening on horizontal curves
- Include rules on when private accessways should be sealed, such as: All urban accessways and rural accessways serving nine or more households off a sealed public road whether private access or vested as road.
- Include standards for sealing shared private accessways where the gradient exceeds 12.5%.

I consider that widening on horizontal curves and sealing widths can be addressed via the Engineering Standards and doesn't need to be included in the PDP. Refer to Section 2.1 where I discuss accessway surfacing requirements.

Accessway design

S215.014 - Haigh Workman Limited sought to amend TRAN-S3 to include greater specificity about passing bays within private accessways. I recommend this is accepted in part and have recommended alternative changes to TRAN-S3 to require passing bays:

- When accessways are less than 5.5m wide; and
- More than 100m long in Rural Production, Rural Lifestyle, Horticulture, and Māori Purpose Rural zones; or
- More than 50m long in all other zones.

Other matters

One submitter noted that non-compliance with TRAN-R9 is a restricted discretionary activity whereas non-compliance with TRAN-R2 PER-3 is a discretionary activity. The submitter sought to amend TRAN-R2, PER-3 to default to restricted discretionary activity status. I recommend that this submission is accepted. Council may wish to keep other TRAN-R2 activities as discretionary, therefore I have recommended amendments to TRAN-R2 PER-3 only to align with TRAN-R9.

One submitter sought to amend TRAN-R2 PER-1 to specify that 1 household equivalent is represented by 10 vehicle movements per day. I agree with the submitter, however I have made alternative changes to TRAN-R2 PER-1 to remove reference to household equivalents.

2.4 Vehicle crossings onto the State Highway network (TRAN-R9)

Some submitters sought to remove provisions relating to vehicle access onto State Highways, primarily because these are controlled by NZTA. I recommend rejecting these submissions for the following reasons:

- TRAN-R2/PER-3 clarifies that TRAN-R2 does not apply to vehicle crossings onto State Highways, meaning no amendments to TRAN-R2/PER-3 are necessary.

- NZTA Appendix 5B.1 Guidance: NZTA advises district plans to incorporate access standards for accessways onto State Highways[18].
- NZTA's Planning for State Highways webpage encourages District Councils to treat NZTA as an "affected third party" for subdivision applications involving access onto State Highways or roads near State Highway intersections[19].
- Vehicle access onto a State Highway needs to be considered in conjunction with any land use activity that is generating the need for access. Without a Rule relating to vehicle crossings onto the State Highway, resource consent could be granted for an activity without considering the safety and efficiency effects on the State Highway. This could result in a situation where either:
  - Resource consent is granted, but the consent holder is unable to enact the consent because NZTA refuses to grant approval for access to the State Highway; or
  - NZTA is put in a position where it feels compelled to approve access to the State Highway, despite having concerns, because resource consent has already been granted.
- Other district plans typically classify vehicle access to State Highways as a Restricted Discretionary Activity[20 and 21]. I consider it appropriate for Council to retain TRAN-R9.

Several submitters sought an exemption from TRAN-R9 for the maintenance of an existing vehicle crossing onto a State Highway, which has been previously approved by NZTA. I recommend that a new Rule (TRAN-R3A) is introduced that allows for maintenance of the existing transport system, including existing vehicle crossings and private accessways within paper roads, as a permitted activity. I recommend that a "Note" is included that alters Plan users to the fact that Road Controlling Authority approval is required before undertaking any works within the road corridor.

S356.041 - Waka Kotahi NZ Transport Agency sought to amend TRAN-R9 to include changes in use of an existing vehicle crossing. I recommend that this submission is accepted.

2.5 Public road maintenance, upgrade and formation (TRAN-R3, TRAN-R8, TRAN-S4, and TRAN-S5)

Maintenance and upgrade of existing roads, and maintenance of existing vehicle crossings

One submitter sought to amend TRAN-R3 to provide for road maintenance in situations where private accessways are formed within paper roads. Another submitter raised concerns about existing roads and Council-initiated upgrades not complying with TRAN-S4, resulting in resource consents being required for many Council-led maintenance and upgrade projects under TRAN-R3. I recommend that these submissions are accepted in part:

- Maintenance and renewal activities within legal roads generally do not create transport safety or efficiency issues that require management under the District Plan. I recommend adding a rule to permit road maintenance activities within existing road corridors, including maintenance of existing vehicle crossings and private accessways within paper roads. I have added this rule as TRAN-R3A.
- I recommend that TRAN-R3 PER-1 is amended to delete reference to road designations, as some roads may not be designated. I consider that all road corridors should be included in TRAN-R3 PER-1.
- Maintenance of privately maintained assets within the road corridor (e.g., privately maintained accessways on paper roads and vehicle crossings) can be managed by Council through its

[18] NZTA Appendix 5B – Accessway standards and guidelines https://www.nzta.govt.nz/assets/resources/planning-policy-manual/docs/planning-policy-manual-appendix-5B-accessway-standards-and-guidelines.pdf
[19] https://www.nzta.govt.nz/planning-and-investment/planning/transport-planning/planning-for-state-highways/
[20] Whangarei District Plan TRA-R5 https://eplan.wdc.govt.nz/plan/?chapter=transport#transport
[21] Selwyn District Plan TRAN-REQ4 https://eplan.selwyn.govt.nz/review/rules/0/304/0/0/0/214

Corridor Access Request process[22] and NZTA's Corridor Management website[23]. I have included a "Note" in TRAN-R3A to alert Plan users to this requirement.

- I recommend that TRAN-R3 is a Restricted Discretionary activity, to be consistent with TRAN-R8.
- I recommend rejecting the request to exclude road upgrades from complying with TRAN-S4. Since third parties, such as land developers, often undertake road upgrades (e.g., upgrading intersections to mitigate subdivision traffic effects), Council should retain TRAN-R3 to ensure proper review and assessment.

Road design standards

Several submitters sought changes to TRAN-S4 to require subdivisions in urban areas comprising more than two lots to include footpaths suitable for disability scooters, and within cycling distance of a township or public facilities (e.g: school, sports field) to include safe cycleways (separated from road traffic) which will connect to a future network of cycleways. Footpath and cycleway requirements are provided in Council's Engineering Standards. Refer to Section 2.1 where I have recommended relevant aspects of the Engineering Standards that should be included in the PDP.

Submissions were received in support and in opposition to TRAN.S4.2 relating to cul-de-sacs. I recommend that TRAN-S4.2 is retained, with amendments as discussed in Section 2.1.

S178.011 - Reuben Wright sought to delete TRAN-S5 and have streetlighting controlled through a subdivision or land use activity. I have recommended that the PDP include minimum width requirements for new roads, refer to Section 2.1, which will ensure that new roads provide sufficient width at subdivision consent stage to ensure lighting can be provided during Engineering Plan Approval. In my view TRAN-S5 is not required, as streetlighting is better addressed through the Engineering Plan Approval process.

S184.019 - Northland Transportation Alliance sought to remove the requirement for an Integrated Transport Assessment to be completed for any new roads to vest, per TRAN-S4.1. I recommend that this submission is accepted as not all new or upgraded roads would require an Integrated Transport Assessment. In my view the thresholds of TRAN-R5 are adequate to ensure that an Integrated Transport Assessment would be required at appropriate thresholds.

2.6 Trip generation (TRAN-R5 and TRAN-Table 11)

TRAN-R5 scope and cumulative effects

Several submitters requested clarifications or expansions to the scope of transport assessments required by TRAN-R5. These requests included:

- Adding a trigger for an Integrated Transport Assessment (ITA), potentially as a second-tier assessment, similar to the Whangarei District Plan's Table TRA 15 and TRA 16
- Including additional modes of transport as part of the rule assessment.
- Requiring full consideration of cumulative traffic effects.

I agree that TRAN-R5 should include consideration of walking, cycling, and public transport (where provided). I recommend that TRAN-R5 require an Integrated Transport Assessment (ITA) when the thresholds of TRAN-Table 11 are exceeded. NZTA Research Report 422 provides guidance on ITA scoping, which could be referenced in a Note to TRAN-R5 if required, although I understand that the Hearing Panel has stated its preference to avoid referencing external documents within the PDP.

Several submitters also raised concerns about cumulative transport effects from multiple developments assessed under separate resource consents. This is a complex issue nationwide, and I do not believe

[22] https://www.fndc.govt.nz/Services/Transport/roads/Road-closures-and-restrictions
[23] https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/processes/corridor-management/

the PDP can fully resolve it. Mitigating cumulative effects often requires a combination of developer-funded and Council-funded infrastructure improvements benefiting multiple parties. Given this complexity, bulk transport infrastructure needs are best addressed through Structure Plans and/or Plan Changes that rezone land for more intensive development.

That said, the thresholds in TRAN-Table 11 remain appropriate for assessing and mitigating transport effects at the development level. These thresholds support site-specific infrastructure upgrades, such as road frontage improvements, intersection upgrades, or extending the pedestrian network. TRAN-R5 enables Council to assess the need for, and timing of, transport infrastructure upgrades to address network deficiencies, where these can be linked to a proposed development.

TRAN-R5 applicability to expansion of an existing activity

Some submitters requested amendments to TRAN-R5 to address expansions of existing activities. In certain cases, expanding an activity may result in lower trip generation rates, such as increased trip chaining in mixed-use developments – e.g. where additional separate retail spaces are added next to a supermarket. I believe this situation is too nuanced to include in TRAN-Table 11 and should be assessed on a site-specific basis by a transport professional.

I do not consider TRAN-R5 to be retrospective. For example, if an existing supermarket with a GFA of 800m² sought to expand to 1,000m² GFA, the resource consent application would only need to assess the effects of the 200m² expansion, not the existing 800m².

No amendments are recommended to TRAN-R5 or TRAN-Table 11 regarding existing activities.

TRAN-R5/TRAN-Table 11 thresholds

Abley has advised Council on high trip-generating activities in drafting the PDP. Many district plans use vehicle trip-based thresholds, often converted into units such as floor area or dwelling count. Examples include:

- Whangarei District Plan, which has a two-tier threshold of approximately 25 veh/hr and 50 veh/hr[24]
- Auckland Unitary Plan, which has a threshold of 100 veh/hr[25]
- Waimakariri District Plan (proposed), which has zoning based thresholds of 200 veh/day and 250 veh/day[26]
- Selwyn District Plan, which has a which has a two-tier threshold of 50 veh/hr and 120 veh/hr[27].

The ODP includes Traffic Intensity Thresholds in Table 15.1.6A, which equate to 200 trips per day for many activities, with residential activities being a Restricted Discretionary Activity between 21 and 40 vehicle trips per day, and Discretionary above 40 trips per day.

For the PDP, Abley applied a threshold of 200 ECM trips per day to align with the ODP but also included a peak-hour lens to capture activities with peak-hour issues. For the drafting of the PDP, Abley referenced trip generation rates in NZTA Research Report 453 - Trips and parking related to land use (2011)[28]. The calculation of daily and hourly thresholds used in the PDP is shown in Table 2.2. Abley generally adopted the daily threshold for the PDP, to align with the ODP, other than for childcare, primary and secondary schools as these tend to generate trips that align with typical peak hours for the transport network.

[24] Assumed, based on 1 dwelling generating 1 peak hour vehicle movement, Table TRA 15 and TRA 16 https://eplan.wdc.govt.nz/plan/?chapter=transport#tra-appendix-5-integrated-transport-assessment-thresholds
[25] E27.6.1.(1)(b) https://unitaryplan.aucklandcouncil.govt.nz/images/Auckland%20Unitary%20Plan%20Operative/Chapter%20E%20Auckland-wide/4.%20Infrastructure/E27%20Transport.pdf
[26] Table TRAN-1 https://waimakariri.isoplan.co.nz/draft/rules/0/186/0/0/0/229
[27] TRAN-TABLE2 https://eplan.selwyn.govt.nz/review/rules/0/304/0/0/0/214
[28] NZTA Research Report 453 - Trips and parking related to land use https://www.nzta.govt.nz/resources/research/reports/453/

Multiple submitters sought to increase the thresholds in TRAN-Table 11 to permit more intensive activities. I recommend these submissions are rejected, as the respective thresholds have been established using 40 vehicle trips per peak hour or 200 vehicle trips per day. The only exception is the submission from S045.008 - Puketona Business Park Limited, which I recommend is accepted. The submitter seeks to increase the notified threshold for Industrial Activity, which is 200 m^2 GFA. I support this request, as this was an error in the Notified PDP and in the Ableys report supporting the s32 report[29]. The threshold for Industrial Activity should be 4,000 m^2 GFA rather than 200 m^2 as notified.

Table 2.2 Calculation of trip generation thresholds for different activities

Activity	Vehicles per day based on RR453	Vehicles per peak hour based on RR453	Daily threshold based on 200 vpd	Hourly threshold based on 40 vph	Threshold adopted in the PDP
Healthcare activity and hospitals	90	9	222m² GFA	444m² GFA	450m² GFA
Commercial activity	129 vpd/100m²	17.9 vph/100m²	155m² GBA	223m² GBA	200m² GBA
Drive-thru and service stations	122	20.4	164m² GFA	196m² GFA	200m² GFA
Trade supplier	44.8 vpd/100m²	5.6 vph/100m²	446m² GFA	714m² GFA	450m² GFA
Large-format retail	44.8	5.6	446m² GFA	714m² GFA	450m² GFA
Supermarket	129 vpd/100m²	17.9 vph/100m²	155m² GFA	223m² GFA	200m² GFA
Restaurants/bars /cafes	92	15.6	217m² GFA	256m² GFA	200m² GFA
Office	26.1 vpd/100m²	2.5 vph/100m²	766m² GFA	1600m² GFA	800m² GFA
Commercial service	129	17.9	155m² GFA	223m² GFA	200m² GFA
Industrial activity	5 vpd/100m²	1 vph/100m²	4000m² GFA	4000m² GFA	**200m² GBA (PDP has 200m² GFA which is an error, I recommend 4,000m² GBA is adopted)**
Kohanga reo/childcare centre	4.1/child	1.4/child	49 children	29 children	30 children
Primary and secondary schools	1.6/student	0.7/student	125 students	57 students	60 students
Tertiary education facility	1.4/student[30]	0.2/student[18]	143 students	200 students	150 students
Residential activity	10.7/dwellings	1.3/dwellings	19 dwellings	31 dwellings	20 units

[29] District Plan Review – Trip Threshold in TRAN Table 11, prepared by Abley, dated 28 January 2022 https://www.fndc.govt.nz/__data/assets/pdf_file/0033/17997/appendix-2-trip-threshold-in-tran-table-11.pdf

[30] Small sample, use with caution

TRAN-R5/TRAN-Table 11 and Section 15.1.6A of the Operative District Plan

Some submitters proposed replacing TRAN-R5 and TRAN-Table 11 with the Traffic Intensity provisions from Section 15.1.6A of the ODP. Others expressed concern that the PDP is more permissive than the ODP, particularly for residential activities, potentially leading to increased cumulative effects. I recommend rejecting these submissions for the following reasons:

- TRAN-R5 and TRAN-Table 11 are more user-friendly and easier to apply compared to Section 15.1.6A of the ODP.
- This approach aligns with multiple district plans across New Zealand, including Whangārei District Plan's TRA Appendix 5 – Integrated Transport Assessment Thresholds[31].
- The origins of Table 15.1.6A.1 in the ODP are unclear, but it has a strong bias toward certain zones. There is no transport planning or engineering rationale for distinguishing trip generation thresholds based on zoning in district-wide rules. For example, the ODP allows 200 Equivalent Car Movements (ECM) per day in a Commercial Zone but only 20 ECM per day in an adjacent Residential Zone accessing the same road.
- Unlike Table 15.1.6A.1, TRAN-R5 applies consistent thresholds across all land uses (200 ECM trips per day and/or 40 ECM trips per hour). While trip patterns may vary by zone (e.g., trip timing, vehicle types, or active mode use), a uniform approach is appropriate at a district-wide level
- The ODP's 20 ECM threshold for residential activity is extremely low. In practice, it is highly unlikely that Council would reject or require offsite mitigation for a development generating only 20 vehicle movements per day. This low threshold imposes an unnecessary administrative burden on applicants and Council by requiring traffic assessments for minor activities.

One submitter sought to amend TRAN-R5 to provide exemptions relating to first residential unit, farming and forestry per the ODP. I recommend that this submission is rejected:

- TRAN-R5 already allows permitted activity status for developments complying with TRAN-Table 11.
- The first residential unit is excluded from TRAN-R5, as the threshold in TRAN-Table 11 is 20 residential units.
- I believe transport effects of farming and forestry should be addressed by TRAN-R5 if they generate 200 ECM trips per day or 40 ECM trips per hour or more.

TRAN-Table 11 other matters

Some submissions sought to ensure TRAN-R5 referenced defined terms consistently applied throughout the PDP. I recommend that these submissions are accepted and suggest:

- That a hyperlink is provided for Large Format Retail as this is a defined term in Part 1.
- That Council's Planner consider whether other Activities in TRAN-Table 11 need to be defined.

2.7 Transport network hierarchy

Several submitters noted that while the PDP references a transport network hierarchy—aligned with the One Road Network Classification (ONRC)—it does not define this hierarchy. Key references include:

- TRAN-Table 6, TRAN-Table 7 and TRAN-Table 8, which specify the vehicle crossing requirements based on roading hierarchy

[31] https://eplan.wdc.govt.nz/plan/?chapter=transport#tra-appendix-5-integrated-transport-assessment-thresholds

- TRAN-Table 10, which provides qualitative “expectations” for the transport network hierarchy, based on the One Road Network Classification.

S184.025 - Northland Transportation Alliance also sought to replace ONRC references with the One Network Framework (ONF). The ONRC and ONF are tools developed by NZTA for classifying roads and streets within New Zealand’s transport network, with the ONF superseding the ONRC. A comparison of ONF and ONRC classifications is provided in Figure 2.2..

I generally support these submissions, as the PDP should provide greater certainty for users regarding the transport network hierarchy. Three options were considered:

- Introduce the ONF Hierarchy, noting that Council has already classified all FNDC roads under the ONF
- Keep the ONRC Hierarchy, noting that Council has already classified all FNDC roads under the ONRC
- Introduce a standalone transport network hierarchy, which could be based on the ONF, the ONRC, or an entirely separate classification method

Additionally, regardless of the chosen approach, the hierarchy could be included as a mapped layer in the PDP or as an appendix.

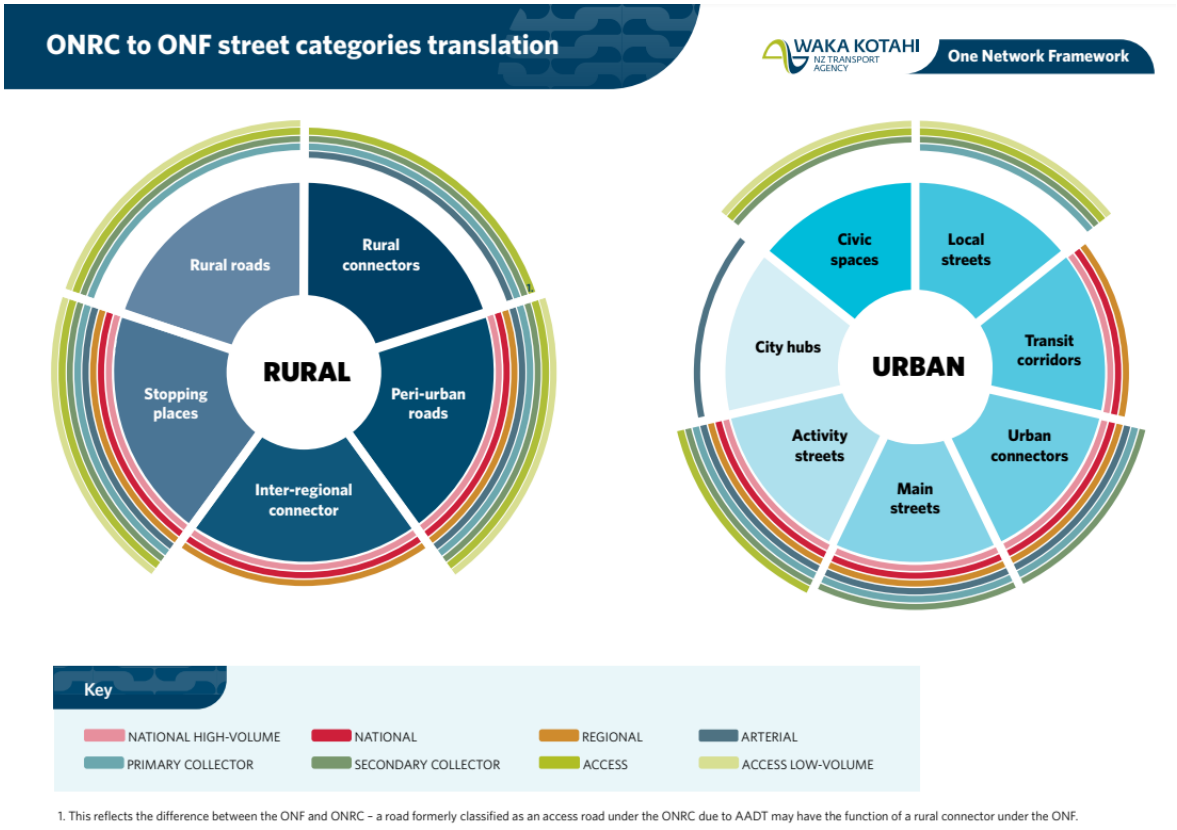

Figure 2.2 ONRC to ONF translation (Source: NZTA ONRC to ONF street categories translation[32])

[32] https://www.nzta.govt.nz/assets/Roads-and-Rail/onf/docs/onrc-to-onf-translation-2022.pdf

I recommend that a standalone transport network hierarchy is adopted in the District Plan, based on the ONRC, for the following reasons:

- The ONF is a "live" roading hierarchy, in that NZTA and/or Council are likely to update the classification of roads within the District in the future to reflect changes in land use, changes in travel demand, and changes in transport network layout. Therefore, if the ONF was referenced in the PDP, Council would need to undertake a Plan Change every time Council or NZTA wanted to change the ONF.
- ONF incorporates place value in its classifications. This creates complexity for the notified PDP as
  - The Roading Hierarchy under ONRC (and the PDP) can map over to multiple classifications under ONF. For example, an arterial under the ONRC (and PDP) could be classified as an Urban Connector, a Main Street, an Activity Street, or a City Hub under the ONF.
  - The Transport Chapter in the PDP is based on movement functions of roads, and does not incorporate place functions of roads, and therefore is not conducive to inserting the ONF classifications.
- FNDC had the ONRC in mind when it drafted the Transport Chapter, therefore the classification method in the PDP is consistent with the ONRC. But the ONRC is a superseded method of classifying roads, and it would not be appropriate to codify the ONRC into the PDP.
- It is preferable to have the transport network hierarchy as a layer in the PDP map rather than as an appendix to the PDP, for user friendliness.

Upon further investigation, Council staff confirmed that under the ONRC there are no national routes and only one regional route (the section of State Highway 1 between Whangarei and Kawakawa) in the Far North District. As such, I consider that references to both of these categories can be deleted from the TRAN chapter and replaced with references to a State Highway. This means that the highest category of road mapped on the Transport Network Hierarchy map will be Arterial.

I therefore recommend that the PDP use a standalone transport network hierarchy, based on the existing ONRC classifications for all roads within the District. I recommend the hierarchy is a layer within the PDP maps rather than an appendix to the PDP. Key amendments that I recommend:

- TRAN-R2 PER-3, to reference the transport network hierarchy in the District Plan map
- TRAN-Table 6 – 8, table title to reference the transport network hierarchy in the District Plan map
- TRAN-Table 10, delete this table as it will be replaced by the transport network hierarchy in the District Plan map.
- Remove references to National and Regional road hierarchies and replace these with "State Highway"

2.8 New provisions for level rail crossings

KiwiRail's submission requested:

- A new Rule to manage vehicle crossings near level rail crossings
- A new Rule and Standard to manage driver sightlines at level rail crossings

Many district plans include rules/standards relating to vehicle crossings near level rail crossings. The Rules proposed by KiwiRail are generally consistent with other district plans[33] and [34]. I have adopted KiwiRail's requests with minor amendments:

[33] Whangarei District Plan TRA Appendix 2E - Railway Level Crossing Sight Triangles and Explanations https://eplan.wdc.govt.nz/plan/?chapter=transport#tra-appendix-2e-railway-level-crossing-sight-triangles-and-explanations
[34] Selwyn District Plan TRAN-R9 https://eplan.selwyn.govt.nz/review/rules/0/304/0/0/0/194

- New Rule TRAN-R2A PER-1 references the “edge of the vehicle crossing” rather than the “edge of seal on the proposed vehicle access point” as some vehicle crossings are not sealed.
- New Rule TRAN-R2B matters of discretion, amending “Any implications arising from advice from KiwiRail” to “The outcome of any consultation with KiwiRail” for the sake of consistency with other Rules
- New Standard TRAN-S6, adding a note to clarify that the restart and approach sightlines only apply to level crossings that are not controlled by barrier arms.

3. Engineering Standards

Submissions requesting amendments and/or clarifications to references in the TRAN chapter to the Engineering Standards, and my responses, are provided in Table 3.1.

Table 3.1 Submission summary - Engineering Standards

Submission number	Submission detail / relief sought	Abley recommendation
S178.018 - Reuben Wright S344.009 - Paihia Properties Holdings Corporate Trustee Limited and UP Management Ltd S363.011 - Foodstuffs North Island Limited S344.009 - Paihia Properties Holdings Corporate Trustee Limited and UP Management Ltd S516.042 - Ngā Tai Ora - Public Health Northland	Concerns that the Far North District Council Engineering Standards (ES) are referenced in the PDP, but the ES are not written in a way that can be interpreted as rules.	Accept. See my discussion in Section 2.1.
S184.010 - Northland Transportation Alliance	Amend as follows: Design and construction standards for access, new roads, footpaths, and car parking will be in accordance with ~~Far North District Council~~ **the most recently adopted** Engineering Standards ~~April 2022~~	Accept. See my discussion in Section 2.1.
S215.016 - Haigh Workman Limited	Insert rules on when public roads should be sealed.	Reject. I consider that this should be addressed via the Engineering Standards and should not be included in the PDP.
S215.017 - Haigh Workman Limited	Insert standards for sealing public roads where gradient exceeds 12.5%	Reject. Council cannot vest roads exceeding 12.5% unless otherwise specified by the District Plan or bylaw, per Local Govt Act 1974 s329(1). Council's Engineering Standards specify a maximum gradient of 12.5%.

4. Transport Policies

Submissions requesting amendments and/or clarifications to the TRAN policies, and my responses, are provided in Table 4.1.

Table 4.1 Submission summary – Transport Policies

Submission number	Submission detail / relief sought	Abley recommendation
S42.014 - Te Whatu Ora - Health New Zealand, Te Tai Tokerau	Amend TRAN-P7 so that the development within the Hospital Zone is not required to undertake Integrated Transport Assessments	Reject. The submitter has not provided evidence to demonstrate why the transport effects on the surrounding transport network, which may be generated by activities Hospital Zone, are either acceptable or should not be considered by Council.
S184.002 - Northland Transportation Alliance	Amend TRAN-P2 as follows: "recognises the different movement and place functions and the design requirements for each road classification under the National Transport Network Classification, ONF or ONRC."	Reject. I consider that TRAN-P2(c) is adequate to achieve the outcome sought by the submitter. Further, refer to my discussion of the ONF and ONRC in Section 2.7.
S184.003 - Northland Transportation Alliance	Amend TRAN-P2 as follows: provides a safe and efficient linkages and connections for all users using Safe Systems Principles.	Reject. I consider that this is notified Policy adequately references transport safety.
S184.005 - Northland Transportation Alliance	Amend TRAN-P4 to include: recognise NPS-UD car parking.	Accept in part. Refer to my discussion in Section 2.2
S356.037 - Waka Kotahi NZ Transport Agency	Amend TRAN-P6 for consideration of a reduction in parking if a portion of electric charging stations are provided.	Reject. Refer to my discussion in Section 2.2.

5. TRAN-R1

Submissions seeking amendments and/or clarifications to TRAN-R1, and my responses, are provided in Table 5.1.

Table 5.1 Submission summary – TRAN-R1

Submission number	Submission detail / relief sought	Abley recommendation
S45.009 - Puketona Business Park Limited	Amend PER-2 of Rule TRAN-R1 to extend to industrial activities	Reject. In my experience district plans only permit stacked parking for residential activities, as other parking types, such as visitor, customer and employee parking, are more difficult to manage if stacked.
S463.021 - Waiaua Bay Farm Limited	The requirement for minimum onsite parking provision (excepting accessible spaces) is contrary to subpart 8 (Car Parking) of the National Policy Statement for Urban Development 2020 (May 2022). Delete rule TRAN-R1	Reject. I understand that Council is currently considering whether it is a Tier 3 Council as defined in the NPS-UD, my amendments to the Transport Chapter include removing parking minima. However, even if parking minima are removed, TRAN-R1 applies to situations when parking and loading spaces are provided and therefore should be retained regardless of the NPS-UD.
S502.093 - Northland Planning and Development 2020 Limited S503.039 - Waitangi Limited	Amend TRAN-R1 to clarify how parking is assessed for activities that are not listed within the rule or table.	Reject. Refer to my discussion in Section 2.2

6. TRAN-R2

Submissions requesting amendments and/or clarifications to TRAN-R2, and my responses, are provided in Table 6.1.

Table 6.1 Submission summary – TRAN-R2

Submission number	Submission detail / relief sought	Abley recommendation
S45.010 - Puketona Business Park Limited	Amend to ensure that PER-3 of TRAN-R2 and TRAN-R9 are consistent	Accept. Refer to my discussion in Section 2.3.
S107.002 - Lynley Newport	Amend TRAN-R2, PER-3, activity status column, where new or altered vehicle crossings complies with TRAN-S2, to default to restricted discretionary activity status	Accept. Refer to my discussion in Section 2.3.
S184.011 - Northland Transportation Alliance	Amend PER-3 of rule TRAN-R2 to include ONF street categories for limited crossings	Accept in part. Refer to my discussion in Section 2.7.
S184.012 - Northland Transportation Alliance	Amend Rule TRAN-R2 to insert new PER-7 as follows: permanent all-weather surfaces are provided in the following instances: Residential Zone, Rural Zone, and rural production sites with an area of less than 200m^2. Any accessway serving more than 5 residential units, and where the gradient exceeds 12.5%	Accept in part. Refer to my discussion in Section 2.1.
S215.010 - Haigh Workman Limited S328.009 - Traverse Ltd S400.010 - BR and R Davies S502.090 - Northland Planning and Development 2020 Limited	Delete reference to State Highways in rule TRAN-R2/PER-3	Reject. Refer to my discussion in Section 2.3.
S215.011 - Haigh Workman Limited	Insert to rule TRAN-R2 PER-6 'or a vehicle crossing permit has been obtained under councils vehicle crossing bylaw'	Reject. Refer to my discussion in Section 2.3..
S271.013 - Our Kerikeri Community Charitable Trust S446.015 - Kapiro Conservation Trust S524.013 - Vision Kerikeri (Vision for Kerikeri and Environs, VKK) S529.078 - Carbon Neutral NZ Trust	Amend TRAN-R2 to clarify that where TRAN-PER 1 cannot be complied with, a public road that complies with TRAN-S4 is required to be vested in Council or Discretionary Resource Consent Required	Accept in part. Refer to my discussion in Section 2.3.

Submission number	Submission detail / relief sought	Abley recommendation
S363.009 - Foodstuffs North Island Limited S371.008 - Bunnings Limited S385.007 - McDonalds Restaurants (NZ) Limited	Amend rule TRAN-R2 vehicle crossing and access, including private accessways, PER 3 to ensure that existing access from state highways can be upgraded as a permitted activity	Accept in part. Refer to my discussion in Section 2.3.
S416.028 - KiwiRail Holdings Limited	Amend to include: all new vehicle access points shall be a minimum of 30m from a railway level crossing	Accept in part. Refer to my discussion in Section 2.8.
S463.022 - Waiaua Bay Farm Limited	Amend the note to PER-1 Rule TRAN-R2 as follows: 1 household equivalent is represented by 10 vehicle movements per day. One vehicle movement is a single movement to or from a property	Accept in part. I agree with the submitter, however I have recommended other changes to TRAN-R2 PER-1 that remove reference to household equivalents. Refer to my discussion in Section 2.3.

7. TRAN-R3

Submissions requesting amendments and/or clarifications to TRAN-R3, and my responses, are provided in Table 7.1.

Table 7.1 Submission summary – TRAN-R3

Submission number	Submission detail / relief sought	Abley recommendation
S259.021 - Nicole Wooster	Amend plan to provide for situations where public roads are not maintained by council and are treated as private accessways	Accept. Refer to my discussion in Section 2.5.
S184.014 - Northland Transportation Alliance	Permitted activities for maintenance or upgrade of existing roadway requires compliance with TRAN-S4 (Engineering Standards). Would maintenance of FNDC roads fall under a discretionary activity if not compliant with Engineering Standards? Will this trigger the FNDC renewals programme as needing resource consent for routine upgrades or renewals?	Accept in part. Refer to my discussion in Section 2.5.

8. TRAN-R4

Submissions requesting amendments and/or clarifications to TRAN-R4, and my responses, are provided in Table 8.1

Table 8.1 Submission summary – TRAN-R4

Submission number	Submission detail / relief sought	Abley recommendation
S356.039 - Waka Kotahi NZ Transport Agency	TRAN-R4: Amend for consideration of rules that would incentivise provision of electric charging stations.	Reject. Refer to my discussion in Section 2.2.
S516.039 - Ngā Tai Ora - Public Health Northland	Amend rule TRAN-R4 to include the requirement to provide safe and secure electric bicycle and electric scooter charging stations	Reject. Refer to my discussion in Section 2.2.

9. TRAN-R5

Submissions requesting amendments and/or clarifications to TRAN-R5, and my responses, are provided in Table 9.1.

Table 9.1 Submission summary – TRAN-R5

Submission number	Submission detail / relief sought	Abley recommendation
S067.001 - Michael John Winch S215.022 - Haigh Workman Limited	Delete TRAN-R5 based on trip generation rates and replace it with the Traffic Intensity provisions of Section 15.1.6A of the Operative District Plan. Address effects where a new activity is proposed on an existing accessway/vehicle crossing.	Accept in part. Refer to my discussion in Section 2.6.
S184.016 - Northland Transportation Alliance S427.049 - Kapiro Residents Association S449.037 - Kapiro Conservation Trust S502.091 - Northland Planning and Development 2020 Limited S503.037 - Waitangi Limited S522.044 - Vision Kerikeri (Vision for Kerikeri and Environs, VKK) S529.036 - Carbon Neutral NZ Trust	Several similar themes across multiple submissions: Add trigger for Integrated Transport Assessment. Consider using WDC language in separate table (WDC District Plan Table TRA 15). Currently all new roads to vest or upgrade of vested roads trigger an ITA; suggest that this requirement is unfair for small developments that only have to upgrade the site frontage. Amend TRAN-R5 to include other forms of transport to form part of the rule assessment. Amend TRAN-R5 to require full consideration of cumulative/combined traffic effects, congestion, emissions, noise etc. in towns and roads, especially roads leading to/from a CBD or service centres.	Accept in part. Refer to my discussion in Section 2.6.
S251.003 - New Zealand Maritime Parks Ltd	Amend TRAN-R5 to reference defined terms consistently applied throughout the plan to provide clarity for plan users	Accept. Refer to my discussion in Section 2.6.

Submission number	Submission detail / relief sought	Abley recommendation
S262.006 - Ti Toki Farms Limited S378.002 - Marshall Investments Trustee (2012) Limited S384.006 - LD Family Investments Limited	Amend TRAN-R5 to ensure that it does not apply to sites or activities which have direct access onto a State Highway or limited access road which has been previously approved by Waka Kotahi	Reject. Activates that have direct access onto the State Highway can create transport effects on the State Highway and local roads, which should not be exempt from TRAN-R5. Also refer to my discussion about TRAN-R9 in Section 2.4.
S344.007 - Paihia Properties Holdings Corporate Trustee Limited and UP Management Ltd	That TRAN-R5 is amended to provide permitted activity standard for activities complying with the trip generation thresholds, that the exemptions relating to first residential unit, farming and forestry are retained, and to clarify the expectations for EVCS's and upgrading standards for private accessways.	Reject. Refer to my discussion in Section 2.6.
S363.010 - Foodstuffs North Island Limited	Amend rule TRAN-5 trip generation, to increase the threshold to appropriately provide for supermarkets particularly within zones where supermarkets are a permitted activity, amendments to the provisions to provide for extension of activities.	Reject. NZTA Research Report 453 identifies that Supermarkets have a peak hour trip rate of 17.9 veh/hr/100m^2 GLFA and a daily trip rate of 129 veh/day/100m^2 GLFA. Therefore, converting the ITA thresholds using the hourly and daily trip rate, the following rates are calculated: • 223 m^2 GFA if 40 veh/hr is applied • 155 m^2 GFA if 200 veh/day is applied I therefore consider that a threshold of 200 m^2 GFA for Supermarkets is appropriate. I consider that this threshold should apply, regardless of the zoning. If the zoning allows Supermarkets as a permitted activity, there still may be transport safety or transport efficiency effects on the surrounding transport network that need to be assessed. Refer to my further discussion in Section 2.6.

Submission number	Submission detail / relief sought	Abley recommendation
S385.008 - McDonalds Restaurants (NZ) Limited	Amend TRAN-R5 to ensure terms are used consistently, increase the threshold to appropriately provide for drive-thrus and restaurants, amend the provisions to provide for extension of activities.	Reject. NZTA Research Report 453 identifies that Drive-in fast food restaurants have a peak hour trip rate of 52.2 veh/hr/100m^2 GFA and a daily trip rate of 362 veh/day/100m^2 GFA. Therefore, converting the ITA thresholds using the hourly and daily trip rate, the following rates are calculated: • 76 m^2 GFA if 40 veh/hr is applied • 76 m^2 GFA if 200 veh/day is applied I therefore consider that a threshold of 200 m^2 GFA for Drive-thru is appropriate, as a 76m^2 GFA Drive-thru restaurant is unlikely to arise. I consider that this threshold should apply, regardless of the zoning. If the zoning allows Drive-thru as a permitted activity, there still may be transport safety or transport efficiency effects on the surrounding transport network that need to be assessed. Refer to my further discussion in Section 2.6.

10. TRAN-R8

Submissions requesting amendments and/or clarifications to TRAN-R8, and my responses, are provided in Table 10.1.

Table 10.1 Submission summary – TRAN-R8

Submission number	Submission detail / relief sought	Abley recommendation
S215.012 - Haigh Workman Limited	Insert a new permitted activity clause relating to the formation and use of a paper road for private access where it serves up to 8 households, has council consent as landowner, is constructed to private access standards and it privately maintained	Accept in part. Access standards are already specified in TRAN-R2, which apply to "Access, including private accessways" and provides a permitted pathway as it does not preclude private accessways within paper roads. However, Council maintains discretion over the approval to use paper roads under a separate process[35]. Refer to my discussion in Section 2.5 where I recommend that maintenance activities within the road corridor, including maintaining existing private accesses within paper roads, are a Permitted Activity.
S215.008 - Haigh Workman Limited	Amend TRAN-R8 to include a corresponding permitted activity rule requiring 9 or more households to be served by a public road	Accept in part Refer to my discussion in 2.3.
S427.053 - Kapiro Residents Association	Amend Rule TRAN-R8 to include full consideration of cumulative/combined traffic effects, congestion, emissions, noise etc. in townships and roads, especially roads leading to/from a CBD or service centres [inferred].	Accept in part. I consider that amendments to TRAN-R8 are not required, however I have addressed this submission through amendments to TRAN-R5. Refer to my discussion in Section 2.6

[35] "I want access to my property – will the council form the road for me?", available online https://www.fndc.govt.nz/Services/Transport/roads/Unformed-or-paper-roads

11. TRAN-R9

Submissions requesting amendments and/or clarifications to TRAN-R9, and my responses, are provided in Table 11.1.

Table 11.1 Submission summary – TRAN-R9

Submission number	Submission detail / relief sought	Abley recommendation
S262.007 - Ti Toki Farms Limited	Amend TRAN-R9 to not enter the realm of effects that is managed by Waka Kotahi	Reject. Refer to my discussion in Section 2.3.
S342.015 - Waipapa Pine Limited and Adrian Broughton Trust (now Fletcher Building Ltd) S344.008 - Paihia Properties Holdings Corporate Trustee Limited and UP Management Ltd S378.003 - Marshall Investments Trustee (2012) Limited S384.007 - LD Family Investments Limited	Amend to ensure that TRAN-R9 does not apply to sites or activities which have direct access onto a SH or LAR which has been previously approved by Waka Kotahi. Amend PER-3 to ensure that existing access from SH can be upgraded as permitted activity.	Accept in part. Refer to my discussion in Section 2.3.
S356.041 - Waka Kotahi NZ Transport Agency	Amend as follows: *altered includes, but not limited to, any widening, narrowing, gradient changing, redesigning, change in use and relocating of a vehicle crossing, but excludes resurfacing*	Accept. I consider that a vehicle crossing that has a change of use should be captured by TRAN-R9

12. TRAN-S1

Submissions requesting amendments and/or clarifications to TRAN-S1, and my responses, are provided in Table 12.1.

Table 12.1 Submission summary – TRAN-S1

Submission number	Submission detail / relief sought	Abley recommendation
S045.007 - Puketona Business Park Limited S082.015/016 - Good Journey Limited S082.013 - Good Journey Limited S331.027 - Ministry of Education Te Tāhuhu o Te Mātauranga S425.018 - Pou Herenga Tai Twin Coast Cycle Trail Charitable Trust S560.002 - Jane E Johnston	Delete/reduce parking minimums.	Neither accept nor reject. Refer to my discussion in Section 2.2.
S184.018 - Northland Transportation Alliance	Amend standard TRAN-S1 to provide for bicycle parking spaces in lieu of car parking, using an ITA to support alternatives.	Reject. I consider that the TRAN-S1 matters of discretion allow applicants and the Council to consider this on a site by site basis.

Submission number	Submission detail / relief sought	Abley recommendation
S502.095 - Northland Planning and Development 2020 Limited	Delete Trans-S1.4 It is considered this is an unnecessary component to add under the District Plan framework to add showers to Commercial, Industrial, Commercial Service activities, Hospitals & Education facilities. There is no commentary in the s32 report to support this provision. Not all areas of the Far North are suitable for alternative modes of transport and the roading network within my rural areas doesn't support cycling or walking to work. The locations where end of trip facilities are practical could rather utilize this provision to reduce the amount of car parks required instead of it being a blanket rule for the activities listed. The assessment criteria if compliance is not achieved also doesn't address matters related to no showers being provided or a reduced number of showers being provided.	Reject. End of trip facilities support sustainable mode shift away from private vehicle use, and is a common provision within District Plans. TRAN-S1.4 is generally consistent with: • Whangarei District Plan TRA Appendix 1D[36], which requires end-of-trip facilities for All Zones • Auckland Unitary Plan Table E27.6.2.6[37], which requires end-of-trip facilities for offices, education facilities, and hospitals • Proposed Waimakariri District Plan TRAN-S11[38], which requires end-of-trip facilities for All Zones.

[36] https://eplan.wdc.govt.nz/plan/?chapter=transport#tra-appendix-1d-minimum-end-of-trip-facilities-requirements
[37] https://unitaryplan.aucklandcouncil.govt.nz/images/Auckland%20Unitary%20Plan%20Operative/Chapter%20E%20Auckland-wide/4.%20Infrastructure/E27%20Transport.pdf
[38] https://waimakariri.isoplan.co.nz/draft/rules/0/186/0/8701/0/229

13. TRAN-S2

Submissions requesting amendments and/or clarifications to TRAN-S2, and my responses, are provided in Table 13.1

Table 13.1 Submission summary – TRAN-S2

Submission number	Submission detail / relief sought	Abley recommendation
S502.097 - Northland Planning and Development 2020 Limited S503.041 - Waitangi Limited	Amend TRAN-S2 to clarify a situation where you would have more than one site frontage.	Accept Refer to my discussion in Section 2.3.
S561.024 - Kāinga Ora Homes and Communities	Amend TRAN-S2 to include the following matters of discretion: *where the standard is not met, matters of discretion are restricted to:* *a. the potential for adverse effects on safety and efficiency of the transport network, including effects on vehicles, pedestrians and cyclists,* *b. the scale, management and operation of the activity as it relates to its demand for access,* *c. the ability for persons with a disability or limited mobility, enter and exit a vehicle manoeuvre*	Accept in part. TRAN-R2 PER-6 states that any activity that does not comply with TRAN-S2 is a Discretionary Activity, therefore TRAN-S2 does not contain matters of discretion. However, I recommend that this is identified in TRAN-S2.

14. TRAN-S3

There are submissions requesting amendments and/or clarifications to TRAN-S3, and my responses are provided in Table 14.1.

Table 14.1 Submission summary – TRAN-S3

Submission number	Submission detail / relief sought	Abley recommendation
S215.014 - Haigh Workman Limited	Amend TRAN-S3 to: include 1. passing bay requirements on single lane accessways exceeding 100m, 2. where required, passing bays on private accessways are to be at least 15m long and provided a minimum usable access width of 5.5m, 3. on all single lane accessways serving two or more sites, safe intervisibility shall be provided. 4. all accesses serving two or more sites shall provide vehicle queuing space at the vehicle crossing to the legal road.	Accept in part. Refer to my discussion in Section 2.3.
S561.025 - Kāinga Ora Homes and Communities	Amend TRAN-S3 as follows: all accessing serving **8**~~2~~ or more sites shall provide passing bays and double width vehicle crossing to allow for vehicles to queue within the site.	Accept in part. I consider that the requirement for a double width vehicle crossing may be overly restrictive, unless a site is accessing an arterial road or State Highway (in which case a Restricted Discretionary activity automatically applies through TRAN-R2 and R9). As it is a Discretionary activity to have more than 8 household equivalents (TRAN-R2 PER-1), I suggest that the submitters relief is addressed by deleting TRAN-S3.3.

15. TRAN-S4

Submissions requesting amendments and/or clarifications to TRAN-S4, and my responses, are provided in Table 15.1.

Table 15.1 Submission summary – TRAN-S4

Submission number	Submission detail / relief sought	Abley recommendation
S184.019 - Northland Transportation Alliance	Amend clause 1 of TRAN-S4 to provide a trigger for requiring an Integrated Transport Assessment as opposed to it being a mandatory requirement for all new roads and upgrades.	Accept. I agree with the submitter and suggest that reference to Integrated Transport Assessments is removed from TRAN-S4.
S211.003 - Borders Real Estate Northland S446.016 - Kapiro Conservation Trust S524.017 - Vision Kerikeri (Vision for Kerikeri and Environs, VKK) S529.082 - Carbon Neutral NZ Trust	Amend TRAN-S4 (implied) to require subdivisions in urban areas comprising more than two lots to include pedestrian footpaths suitable for disability scooters, and within cycling distance of a township or public facilities (e.g: school, sports field) to include safe cycleways (separated from road traffic) which will connect to a future network of cycleways.	Accept in part. Refer to my discussion in Section 2.1 and Section 2.5.
S215.015 - Haigh Workman Limited	Insert Operative District Plan Appendix 3B-2 standards for Roads to Vest in the Proposed District Plan and amend TRAN-S4 clause 1 to refer to this table, not Engineering Standards Tables 3-2 and Table 3-3.	Accept in part. Refer to my discussion in Section 2.1.
S215.018 - Haigh Workman Limited	Delete TRAN-S4(2) conditions (i), (ii) and (iii).	Reject. Cul-de-sacs can limit the connectivity and resilience of the transport network. I recommend retaining these provisions.

Submission number	Submission detail / relief sought	Abley recommendation
S271.017 - Our Kerikeri Community Charitable Trust	Amend to 1. Provide for design that exceeds that required in the Engineering Standards (e.g. provides for separated cyclist network where not otherwise required), particularly where in alignment with a spatial/strategic document. 2. Disincentivize cul-de-sacs, as a minimum in regard to TRAN-S4.2 The following additional requirements should be included: ITA with targeted information should be required. Without this, Cul-de-sacs are essentially further incentivised as a lower costs option. The cul-de-sac legal width must extend to the boundary of the site to facilitate future connection	Accept in part. The PDP should not require roading design that is inconsistent with the Engineering Standards. I consider that the thresholds in TRAN-R5 and TRAN-Table 11 are adequate in regard to ITA requirements, other than amendments that I have recommended in other sections of this technical note. I agree that roads should be extended to the site boundary to allow future extension, where appropriate. I recommend the following amendment: ***Where the standard is not met, matters of discretion are restricted to:*** *a.* *the extent that the design provides for a safe, efficient and connected transport network ~~safety implications of the non-compliance with engineering standards~~; and* *b.* *layout or topographical constraints that prevent cul-de-sacs meeting the design standards.*
S338.016 - Our Kerikeri Community Charitable Trust	Retain Standard TRAN-S4	Accept in part. I have recommended amendments to TRAN-S4 in my response to other submissions.
S368.018 - Far North District Council	Amend TRAN-S4 where the standard is not met, matters of discretion are restricted to: *safety implications of the non-compliance with Far North District Council Engineering Standards April 2022 engineering standards*	Accept in part. Refer to my discussion in Section 2.1.

16. TRAN-S5

Submissions requesting amendments and/or clarifications to TRAN-S5, and my responses, are provided in Table 16.1.

Table 16.1 Submission summary – TRAN-S5

Submission number	Submission detail / relief sought	Abley recommendation
S178.011 - Reuben Wright	The provision of streetlighting for any new road of road extension should not be a rule but rather a matter that control is reserved over or discretion is restricted to for any subdivision or land use activity	Accept. Refer to my discussion in Section 2.5

17. TRAN-Table 1

Submissions requesting amendments and/or clarifications to TRAN-Table 1, and my responses, are provided in Table 17.1.

Table 17.1 Submission summary – TRAN-Table 1

Submission number	Submission detail / relief sought	Abley recommendation
S042.012 and 0.13 - Te Whatu Ora - Health New Zealand, Te Tai Tokerau S159.041 - Horticulture New Zealand S561.026 - Kāinga Ora Homes and Communities	Amend minimum parking rates (various).	Neither accept nor reject. Refer to my discussion in Section 2.2.
S082.018 - Good Journey Limited	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter	Neither accept nor reject. Refer to my discussion in Section 2.2.
S165.009 - Arvida Group Limited S331.028 - Ministry of Education Te Tāhuhu o Te Mātauranga S363.008 - Foodstuffs North Island Limited S463.026 - Waiaua Bay Farm Limited	Delete Parking Minimums	Neither accept nor reject. Refer to my discussion in Section 2.2.
S184.020 - Northland Transportation Alliance	Consider adding a column for required EV spaces either here or in separate location if the intent is to encourage installation of EV charging stations (see note under TRAN R-4). Note that bicycle parking is determined by employee numbers (in most cases) not by business type/size. Consider an alternative to the employee number as trigger.	Reject. Refer to my recommendation regarding EV charging in residential developments in 2.2. I consider that the bicycle parking rates based on the number of employees is appropriate. I note that this approach is consistent with the Whangarei District Plan TRA Appendix 1A - Minimum On-site Bicycle Parking Requirements[39].
S184.021 - Northland Transportation Alliance	Amend TRAN-Table 4 to address requirement for covered, secured bike parking	Accept. Refer to my discussion in Section 2.2.
S502.094 - Northland Planning and Development 2020 Limited S503.040 - Waitangi Limited	Amend Table 1 to clarify how parking is assessed for activities that are not listed within the rule or table.	Reject. This is stated in TRAN-S1.6

[39] https://eplan.wdc.govt.nz/plan/?chapter=transport#rules

Submission number	Submission detail / relief sought	Ableyrecommendation
S560.001 - Jane E Johnston	Amend TRAN-Table 1 to reduce the requirement for all parking requirements and include maximum spaces to allocate for different categories of unit.	Neither accept nor reject. Refer to my discussion in Section 2.2

18. TRAN-Table 2

Submissions requesting amendments and/or clarifications to TRAN-Table 2, and my responses, are provided in Table 18.1.

Table 18.1 Submission summary – TRAN-Table 2

Submission number	Submission detail / relief sought	Abley recommendation
S560.003 - Jane E Johnston	Amend TRAN-Table 2 to increase the requirement for all accessibility parking requirements.	Accept in part. Refer to Section 2.2, where I discuss how the removal of minimum parking requirements could impact the provision of accessible parking. The accessible parking rates in TRAN-Table 2 are consistent with ***NZS4121 Design for access and mobility*** and therefore are appropriate in my view.
S561.027 - Kāinga Ora Homes and Communities	Amend TRAN-Table 2 - Minimum number of accessible car parking spaces as follows: Number of parking spaces required 20 or less (except for residential developments as specified below) = 1 Residential developments of 10 or more dwellings on a site = 1 (per 10 dwellings)	Reject. The accessible parking rates in TRAN-Table 2 are consistent with ***NZS4121 Design for access and mobility*** and therefore are appropriate in my view. The submitter is able to provide additional accessible parking on its sites if it wishes, as a permitted acitivty.

19. TRAN-Table 3

Submissions requesting amendments and/or clarifications to TRAN-Table 3, and my responses, are provided in Table 19.1.

Table 19.1 Submission summary – TRAN-Table 3

Submission number	Submission detail / relief sought	Abley recommendation
S331.029 - Ministry of Education Te Tāhuhu o Te Mātauranga	The submitter opposes TRAN-Table 3 Minimum on-site loading bar requirements and recommends that all onsite loading requirements be removed. the Notice of Requirement process for the Ministry often includes a ITA. This ITA should determine how many bus bays or loading areas are appropriate for the school as more rural schools may require more buses than schools in residential areas. Delete TRAN-Table 3 Minimum onsite loading bay requirements	Reject. Should the submitter submit a Notice of Requirement for a school, I agree that the submitter will address loading as part of the ITA. However, not all educational facilities will be subject to a Notice of Requirement (for example private schools and tertiary education facilities). Further, note that the ***Whangarei District Plan TRA Appendix 1C - Minimum On-site Loading Space Requirements***[40] specifies that Education facilities must provide loading (under the category *Commercial Services, Visitor Accommodation, Hospitals and Other Activities*). I therefore recommend that TRAN-Table 3 retain minimum loading bay requirements for educational facilities.

[40] https://eplan.wdc.govt.nz/plan/?chapter=transport#tra-appendix-1c-minimum-on-site-loading-space-requirements

20. TRAN-Table 4 - End of trip facility requirements

Submissions requesting amendments and/or clarifications to TRAN-Table 4, and my responses, are provided in Table 20.1.

Table 20.1 Submission summary – TRAN-Table 4

Submission number	Submission detail / relief sought	Abley recommendation
S184.021 - Northland Transportation Alliance	Amend TRAN-Table 4 to address requirement for covered, secured bike parking	Accept. Refer to my discussion in Section 2.2.
S262.010 - Ti Toki Farms Limited S342.018 - Waipapa Pine Limited and Adrian Broughton Trust (now Fletcher Building Ltd) S378.006 - Marshall Investments Trustee (2012) Limited S384.010 - LD Family Investments Limited S502.096 - Northland Planning and Development 2020 Limited	Delete TRAN-Table 4	Reject. Refer to my discussion in Section 2.2.
S331.030 - Ministry of Education Te Tāhuhu o Te Mātauranga	The submitter supports in part TRAN-Table 4 - End of trip facility requirements for educational facilities to encourage active modes of transport for students and staff noting that most educational facilities will supply showering and changing / clothing storage facilities for sporting activities. The submitter does not support the GFA thresholds and recommend that requirements for end of trip facilities are based on the number of full-time employees.	Accept in part. Refer to my discussion in Section 2.2.

21. TRAN-Table 5 - Parking and manoeuvring dimensions

Submissions requesting amendments and/or clarifications to TRAN-Table 5, and my responses, are provided in Table 21.1.

Table 21.1 Submission summary – TRAN-Table 5

Submission number	Submission detail / relief sought	Abley recommendation
S82.021 - Good Journey Limited	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.	Reject. TRAN-Table 5 is required for instances when on-site car parking is provided.
S184.022 - Northland Transportation Alliance	Amend TRAN-Table 5 to include the layout/dimensions for accessible parking or reference NZS 4121	Accept. Refer to my discussion in Section 2.2
S215.006 - Haigh Workman Limited	Delete TRAN-Table 5, including Figures 1 to 8 and move to Far North District Council Engineering Standards.	Reject. Refer to my discussion in Section 2.1.

22. TRAN-Table 6 - Maximum number of vehicle crossings per site

Submissions requesting amendments and/or clarifications to TRAN-Table 6, and my responses, are provided in Table 22.1.

Table 22.1 Submission summary – TRAN-Table 6

Submission number	Submission detail / relief sought	Abley recommendation
S082.022 - Good Journey Limited	Delete car park minimums in the Mixed Use Zone and other relief that will satisfy the concerns of the submitter.	Reject. TRAN-Table 6 is required for instances when on-site parking or loading is provided.
S184.023 - Northland Transportation Alliance	Amend TRAN-Table 6 to consider reducing the number of VC's allowed for 61-100m frontage and consider including a provision that VC must be taken from the lower classification of roadway.	Accept in part. The number of vehicle crossings permitted by TRAN-Table 6 is consistent with Whangarei District Plan **TRA Appendix 2A - Vehicle Crossings Per Site**[41] and should be retained. I agree that vehicle crossings should be formed onto the lower classification road. Refer to my discussion in Section 2.3
S502.098 - Northland Planning and Development 2020 Limited S503.042 - Waitangi Limited	Amend TRANS-Table-6 to clarify a situation where you have more than one site frontage.	Accept. Refer to my discussion in Section 2.3

[41] https://eplan.wdc.govt.nz/plan/?chapter=transport#tra-appendix-2a-vehicle-crossings-per-site

23. TRAN-Table 8 - Minimum sight distances for vehicle crossings

Submissions requesting amendments and/or clarifications to TRAN-Table 8, and my responses, are provided in Table 23.1.

Table 23.1 Submission summary – TRAN-Table 8

Submission number	Submission detail / relief sought	Abley recommendation
S215.020 - Haigh Workman Limited	Amend TRAN-Table 8 sight distances to be based on 85%ile operating speed and sight distances that are appropriate for sealed and unsealed roads in the Far North District. Amend Far North District Engineering Standards April 2022 accordingly	Reject. The methodology taken by the applicant to determine sight lines is acceptable. However, I note that the sight distances in TRAN-Table 8 are consistent with Whangarei District Plan **TRA Appendix 2C - Vehicle Crossings Sight Distances**[42] and similar to the Selwyn District Plan **TRAN-TABLE5**[43] and Proposed Waimakariri District Plan **Table TRAN-19**[44] I recommend that TRAN-Table 8 is retained as this provides consistency with the Whangarei District Plan and is simple to apply. Further, the submitters relief would add unreasonable costs at it would require traffic surveys to determine operating speeds, and likely require input from a qualified transport engineer, whereas the posted speed limit is easily determined for users of the Plan.

[42] https://eplan.wdc.govt.nz/plan/?chapter=transport#tra-appendix-2c-vehicle-crossings-sight-distances
[43] https://eplan.selwyn.govt.nz/review/rules/0/304/0/12531/0/195
[44] https://waimakariri.isoplan.co.nz/draft/rules/0/186/0/85724/0/229

24. TRAN-Table 9 - Requirements for private accessways

Submissions requesting amendments and/or clarifications to TRAN-Table 9, and my responses, are provided in Table 24.1.

Table 24.1 Submission summary – TRAN-Table 9

Submission number	Submission detail / relief sought	Abley recommendation
S184.013 - Northland Transportation Alliance	Amend Rule TRAN-Table 9 to require permanent all-weather surfaces in the following instances: Residential Zone Rural and Rural Production sites with an area of less than 2,000m² Any accessway serving more than 5 residential units Where the gradient exceeds 12.5% (to confirm this gradient, check against new Engineering Standards) Amend TRAN-Table 9 to align with engineering standards and consider incorporating requirement to seal where specific gradient exceeded	Accept in part. Refer to my discussion in Section 2.3.
S215.021 - Haigh Workman Limited	Amend TRAN-Table 9 and add further standards as follows – • Rural Accessways serving 3-8 residential units– the surfacing width should be 4.0m for 3-5 res units and 2x 2.75m for 6-8 residential units • Include standards for extra widening on horizontal curves • Include rules on when private accessways should be sealed, such as: All urban accessways and Rural accessways serving nine or more households off a sealed public road whether private access or vested as road. • Include standards for sealing shared private accessways where the gradient exceeds 12.5%.	Accept in part. Refer to my discussion in Section 2.3.
S302.003 - Kristine Kerr	Amend to require 5m width for private accessway, more than 8 houses allowed down private roadway and not require 10m high flag lights.	Reject. 6m carriageway width for private accessways serving 6 – 8 residential units is consistent with the Engineering Standards. TRAN-Table 9 does not require 10m high flag lights. I recommend that a public road is required for accessways that serve 9 or more allotments. Refer to my discussion in Section 2.3.

Submission number	Submission detail / relief sought	Abley recommendation
S512.018 - Fire and Emergency New Zealand	Amend table provisions to align with SNZ PAS 4509:2008 by including: • a minimum carriageway width of 4.0m • a minimum height clearance of 4.0m • gradient shall not exceed 16% • accessway surfaces must be able to take the weight of a 20 tonne truck	Neither accept nor reject. Refer to my discussion in Section 2.3.

25. TRAN-Table 10 - Transport network hierarchy

Submissions requesting amendments and/or clarifications to TRAN-Table 10, and my responses, are provided in Table 25.1.

Table 25.1 Submission summary – TRAN-Table 10

Submission number	Submission detail / relief sought	Abley recommendation
S184.025 - Northland Transportation Alliance	Recommend that both the ONRC and ONF are included or that ONRC is replaced by the ONF. Advise if table of ONF street classifications is needed.	Accept in part. Refer to my discussion in Section 2.7.
S215.009 - Haigh Workman Limited	Insert a note in the introduction to the rules on the ONRC, referring to the TRAN-Table 10 and detailing how the system can be accessed.	Accept in part. Refer to my discussion in Section 2.7.

26. TRAN-Table 11

Submissions requesting amendments and/or clarifications to TRAN-Table 11, and my responses, are provided in Table 26.1

Table 26.1 Submission summary – TRAN-Table 11

Submission number	Submission detail / relief sought	Abley recommendation
S067.020 - Michael John Winch S215.023 - Haigh Workman Limited	Delete TRAN Table 11 Trip Generation in the Proposed District Plan and replace with the Traffic Intensity provisions of Section 15.1.6A of the Operative District Plan. In particular,	Reject. Refer to my discussion in Section 2.6.
S251.004 - New Zealand Maritime Parks Ltd	Amend TRAN-Table 11 to reference defined terms consistently applied throughout the plan to provide clarity for plan users.	Accept. Refer to my discussion in Section 2.6.
S262.008 - Ti Toki Farms Limited S378.004 - Marshall Investments Trustee (2012) Limited S384.008 - LD Family Investments Limited	Amend TRAN-Table 11 to ensure that it does not apply to sites or activities which have direct access onto a State Highway or limited access road which has been previously approved by Waka Kotahi.	Reject Refer to my discussion in Section 2.4.
S328.010 - Traverse Ltd S400.011 - BR and R Davies	Amend the trip generation thresholds in TRAN-Table 11 to be in accordance with best practice and to achieve the purpose of the RMA in the context of Section 32.	Reject Refer to my discussion in Section 2.6.
S331.032 - Ministry of Education Te Tāhuhu o Te Mātauranga	Amend TRAN-Table 11 Trip generation to increase the threshold for Primary and Secondary schools from 60 students to 100 students.	Reject. NZTA Research Report 453 identifies a peak hour trip rate for Primary Schools of 0.7 veh/hr per pupil, therefore 60 students are anticipated to generate 42 peak hour trips. I therefore recommend that the 60 student threshold is retained.

Submission number	Submission detail / relief sought	Abley recommendation
S371.009 - Bunnings Limited	Amend TRAN-Table 11 (inferred) to increase the threshold for trade suppliers particularly within zones where trade suppliers are a permitted activity, and amend the provisions to provide for extension of activities.	Reject NZTA Research Report 453 identifies that trade suppliers have a peak hour trip rate of 5.6 veh/hr/100m^2 GLFA and a daily trip rate of 44.8 veh/day/100m^2 GLFA. Therefore, converting the ITA thresholds using the hourly and daily trip rate, the following rates are calculated: • 714 m^2 GFA if 40 veh/hr is applied • 446 m^2 GFA if 200 veh/day is applied I therefore consider that a threshold of 450 m^2 GFA for trade suppliers is appropriate. I consider that this threshold should apply, regardless of the zoning. If the zoning allows trade suppliers as a permitted activity, there still may be transport safety or transport efficiency effects on the surrounding transport network that need to be assessed.
S385.009 - McDonalds Restaurants (NZ) Limited	Amend TRAN - Table 11 - Trip Generation to: - Reference defined terms consistently applied throughout the plan to provide clarity for plan users - Increase the threshold to appropriately provide for drive through and restaurant/cafes (see sub#5 and sub#6) particularly within zones where they are a permitted activity, - Amend the provisions to provide for extension of activities.	Reject. Regarding the threshold for drive through and restaurants/cafes, refer to my response to S385.008 in Table 9.1.
S427.050 - Kapiro Residents Association	Amend TRAN-Table 11 to have regard to cumulative/combined traffic effects, congestion, emissions, noise etc. in townships and roads, especially roads leading to/from a CBD or service centres [inferred].	Accept in part. Refer to my discussion in Section 2.6.
S045.008 - Puketona Business Park Limited	Amend TRAN-Table 11 (inferred) to adopt the Auckland Unitary Plan thresholds for trip generation for industrial activities, as follows: • Warehousing and storage 20,000m² GFA • Other industrial activities 10,000m² GFA.	Accept in part. Refer to my further discussion in Section 2.6. NZTA Research Report 453 identifies a trip rates for Warehousing and Manufacturing activity, with a peak hour trip rate of 1 – 2.7 veh/hr/100m^2 GFA and a daily trip rate of 2.4 - 30 veh/day/100m^2 GFA respectively. For the PDP I adopted the following trip rates for Industrial Activities, noting that this encompasses a broad range of activities: • 1 veh/hr/100m^2 • 5 veh/day/100m^2 Therefore, converting the ITA thresholds using the hourly and daily trip rate, the following rates are calculated: • 4000 m^2 GFA if 40 veh/hr is applied • 4000 m^2 GFA if 200 veh/day is applied I therefore recommend that TRAN-Table 11 is amended to specify a threshold of 4,000 m^2 GFA for Industrial activities rather than 200 m^2

Submission number	Submission detail / relief sought	Abley recommendation
S458.005 - Woolworths New Zealand Limited	Amend to increase the trip generation threshold for supermarket activities in TRAN-Table 11 to 1500m2	Reject Refer to my response to S363.010 in Table 9.1, and my further discussion in Section 2.6.
S502.092 - Northland Planning and Development 2020 Limited S503.038 - Waitangi Limited	Amend Table 11 to include other forms of transport to form part of the rule assessment	Accept. Refer to my further discussion in Section 2.6.

27. Other transport submissions

Submissions requesting amendments and/or clarifications to other provisions or new provisions, and my responses, are provided in Table 27.1.

Table 27.1 Submission summary – Other transport submissions

Submission number	Submission detail / relief sought	Abley recommendation
S416.029 - KiwiRail Holdings Limited	Insert new standards relating to sight lines at railway level crossings.	Accept, with amendments. Refer to my further discussion in Section 2.8. Many district plans include a rule relating to vehicle crossings near level rail crossings. I support the submitter's proposed rule, however I suggest minor amendments as shown below. *All new vehicle ~~access points, on roads that cross a railway crossing~~ crossings shall be located a minimum of 30m from a railway level crossing. The 30m shall be measured from the edge of the closest rail track to the ~~edge of seal~~ nearest edge on the proposed vehicle access point*. Further, I recommend that a note is added that clarifies that the rail level crossing sight triangles do not apply to rail crossing controlled by barrier arms.
S178.008 - Reuben Wright	Amend transport rules to include a separate section for Transport rules that require consideration as part of any subdivision consent may be required and suitable cross referencing between the transport and subdivision chapters included.	Accept. I have recommended amendments to TRAN-R2 to align it with SUB-R4 regarding road vesting. Refer to my discussion in Section 2.3. Further, in my view TRAN-R5 should apply to subdivision consent applications that aren't coupled with a land use consent, to avoid situations where a large subdivision is undertaken, followed by multiple smaller land use consents, each of which sits under the TRAN-R5 threshold. I note that the Whangarei District Plan addresses this matter in TRA-R15 and TRA-R16[45]. I recommend the following amendment to TRAN-R5 ***Activity status: Permitted*** ***Where:*** ***PER-1*** *The use or development is no greater than the thresholds in TRAN-Table 11 - Trip generation.* *PER-2* *The subdivision does not create lots with the ability for use or development greater than the thresholds in TRAN-Table 11 - Trip generation*

Appendix A.
Recommended amendments to the Transport Chapter

Overview

The district's transport network has over 2,500 km of roads, which includes approximately 90 km of the nationally significant New Zealand Cycle Trail, with the Far North District section known as the Pou Herenga Tai Twin Coast Cycle Trail. This transport network is listed as regionally significant infrastructure under the RPS and it significantly enhances the district's economic, cultural, environmental and social wellbeing by facilitating the movement of people and goods. This chapter recognises the critical role of the transport network in connecting people and communities both within and beyond the district, and enables both the redevelopment and extension of the network as needed to meet the needs of future generations.

The transport network is largely a physical resource, comprised of assets such as roads and rail corridors, but also walking and cycle ways, parking facilities and public transport services. The predominant mode of transport across the district is the private motor vehicle as there is limited public transport available. This can create pressures on the transportation network, including increasing demand for car parking in the town centres.

As well as managing and developing physical transportation assets, this chapter also manages factors in the wider environment that can impact on the transportation network, including both the physical impact of activities and potential reverse sensitivity effects. Council seeks to ensure that development results in safe and connected communities. This can be achieved by requiring minimum design standards for driveways, rights of way, vehicle access points, visibility, road widths, and managing on-site car parking needs.

This chapter regulates transport activities, and the impacts of land use and subdivision activities on the transportation network. These provisions should be applied in addition to the provisions in the underlying zone. The zoning of the road, rail and cycle way corridor will be the same zone as that of the adjoining land (as shown on the District Plan maps). Where the zoning of the land that adjoins one side of the road is different to that of the land that adjoins the other side of the road corridor, then the zoning of the adjoining land shall apply up to the centreline of the road corridor.

All of Council's roading network (for which Council is responsible for maintaining) is designated.

Council has responsibilities under the RMA and the RPS to ensure that land use and subdivision promotes a regional form that contributes to an efficient and effective transport network. The Council will continue to make provision for new roads, roading improvements and associated parking facilities through the Annual Plan, Long Term Plan, the 30 Year Infrastructure Strategy and the Far North Integrated Transport Strategy. There are also other controls on access, traffic, and parking provided through other regulatory instruments, such as Council policies and bylaws, and the Land Transport Act 1998, Land Transport Management Act 2008, Land Transport (Road User) Rule 2004, and Traffic Control Devices 2004.

Notes: The Airport zone chapter in Part 3 'Area-specific matters' addresses airports as regionally significant infrastructure.

There are a number of commercial ferry services operating in Northland. Ferry activities in the coastal marine area are regulated by NRC.

Objectives	
TRAN-O1	The State Highways, transport networks and cycleways of strategic significance are recognised and managed as regionally significant infrastructure to support the economic, cultural, environmental and social wellbeing of current and future generations.
TRAN-	The transport network is designed and located to minimise adverse effects on historical,

O2	cultural and natural values.
TRAN-O3	Land use and all modes of transport are integrated so that the transport network is safe, efficient and well-connected.
TRAN-O4	Parking, loading and access provisions support the needs of land use and subdivision activities, and ensure safe and efficient operation for users.
TRAN-O5	The safe and efficient movement of vehicular, cycle and pedestrian traffic that also meets the needs of persons with a disability or limited mobility.
TRAN-O6	The transport network is resilient to the likely current and future effects of climate change, and supports urban environments designed to reduce greenhouse gas emissions.
Policies	
TRAN-P1	Recognise the transport network as regionally significant infrastructure by having particular regard to the significant social, economic, and cultural benefits of transport projects when determining resource consent applications or making recommendations on notices of requirement.
TRAN-P2	Establish and maintain a transport network that: a. provides safe efficient linkages and connections; b. avoids and mitigates adverse effects on historical, cultural and natural environment values to the extent practicable; c. recognises the different functions and design requirements for each road classification under the most current National Transport Network classification system; d. supports reductions of greenhouse gases from vehicle movements; e. considers the likely current and future impacts of climate change when new sections of the network are proposed or existing sections upgraded; and f. provides for existing and future pedestrian and cycling pathways, including the Pou Herenga Tai Twin Coast Cycle Trail.
TRAN-P3	Ensure the safe, efficient and well connected operation of the transport network through the management of: a. the subdivision layout, and location of buildings, structures and other potential visual obstructions that may impact on sightlines and the integrity of the road carriageway; b. the design of access and parking; c. vehicular access to and from sites; d. the volume of traffic from land use activities; e. vehicular, pedestrian, and cyclist needs, including persons with a disability or limited mobility; f. the adverse cumulative effects of land use and subdivision on the transport network; and g. reverse sensitivity effects that may impact regionally significant infrastructure.
TRAN-P4	Manage the design and~~,~~ location ~~and supply~~ of all parking and the supply of bicycle parking and loading bays to: a. achieve the safe, efficient and effective operation of the transport network; b. support the operational and functional requirements of activities; c. appropriately manage character and amenity effects on the local environment, including on the streetscape; d. minimise the impact of large parking areas on the stormwater network by encouraging low impact design; e. provide sufficient parking for persons with a disability or limited mobility; and f. comply with any relevant Parking Management Plans.
TRAN-P5	Encourage new land uses to support an integrated and diverse transport network by: a. promoting alternative transport modes;

Commented [MC1]: NPS-UD: minimum car parking requirements

Commented [MC2]: NPS-UD maintain loading and bicycle parking requirements

	b. the provision of safe and secure parking facilities for bicycles and associated changing or showering facilities for staff; c. allocation of parking facilities for motorcycles, car share vehicles, pick/up/drop off areas for ride share services and charging stations for electric vehicles; and d. supporting the establishment and operation of accommodation and tourism related activities in close proximity to the Pou Herenga Tai Twin Coast Cycle Trail, provided reverse sensitivity effects can be avoided.
~~**TRAN-P6**~~	~~Provide flexibility for a reduction in on-site parking where it can be demonstrated that:~~ ~~a. there are no adverse effects on public parking or the transport network; or~~ ~~b. there is a lower parking demand; or~~ ~~c. alternative modes of transport are provided for, if appropriate; or~~ ~~d. the reduction will protect cultural or heritage values.~~
TRAN-P7	Only allow high traffic generating activities exceeding the thresholds in TRAN-Table 11 - Trip generation where these activities support the safe, efficient and effective use of transport infrastructure, as demonstrated through an integrated transport assessment (ITA). All ITAs should be completed by a suitably qualified and experienced transport professional.
TRAN-P8	Manage land use and subdivision to address the effects of the activity requiring resource consent, including (but not limited to) consideration of the following matters where relevant to the application: a. the type and level of traffic anticipated; b. the location of high traffic generating activities and their relationship to existing roads and their status under the National Transport Network classification system, and adjacent properties; c. low impact design principles, including green spaces; d. safety requirements and improvements; e. the management of stormwater; f. any natural hazards; g. any cumulative effects arising from lawfully established activities in the surrounding environment; h. current and future connectivity including pathways and parking, and open space networks; i. any traffic assessment prepared by a suitably qualified and experienced transport professional; j. impacts on any State Highway or Limited Access Road; and k. any historical, spiritual or cultural association held by tangata whenua, with regard to the matters set out in Policy TW-P6.
Rules	

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Notes:

1. **There may be rules in other Part 2 - District-Wide Matters that apply to a proposed activity, in addition to the rules in this chapter. With the exception of the Temporary activities chapter which is exempt from the requirements of the Transport chapter, ensure other relevant Part 2 chapters are also referred to in addition to this chapter, to determine whether resource consent is required under other rules in the District Plan. Refer to the how the plan works chapter to determine the activity status of a proposed activity where resource consent is required under multiple rules.**
2. **Design and construction standards for access, new roads, footpaths, and car parking will be in accordance with Far North District Council Engineering Standards ~~April 2022~~.**
3. **All access to the State Highway network (including changes to existing access, subdivision or change in land use utilising an existing access) require the approval of Waka Kotahi New Zealand Transport Agency (Waka Kotahi) under the Government Roading Powers Act 1989. This approval is separate and additional to any land use or**

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subdivision resource consent approval required.

TRAN-R1	Parking	
All zones	**Activity status: Permitted** **Where:** **PER-1** With the exception of PER-2, parking spaces and loading spaces are located on site and they shall not be located over any footpaths, access, manoeuvring, or outdoor living areas. **PER-2** Stacked parking is permitted for one of two spaces associated with a specific residential unit, and may include a parking space on the access in front of a garage or carport. **PER-3** Parking spaces and loading spaces are permanently marked or delineated, except when they are: 1. associated with a residential unit which is not a multi-unit development; or 2. associated with the fuel refill and pumps at service stations. **PER-4** All parking and loading spaces comply with: TRAN-S1 Requirements for parking. Where an assessment results in a fractional space, any fraction under half shall be disregarded and any fraction of a half or more shall be counted as one space.	**Activity status where compliance not achieved with PER-4: Restricted Discretionary** **Matters of discretion are restricted to:** a. the matters of discretion of any infringed standard; b. the streetscape and amenity of the surrounding area; c. screening, planting, landscaping and stormwater mitigation; and d. topographical or other site constraints making compliance with the standard impractical. **Activity status where compliance not achieved with PER-1, PER-2 or PER-3: Discretionary**
TRAN-R2	**Use of existing, or formation of new, v~~V~~ehicle crossings and access, including private accessways**	
All zones	**Activity status: Permitted** **Where:** **PER-1** A private accessway serves a maximum of 8 sites. ~~Where the private accessway serves a maximum of 8 household equivalents~~ ~~**Note:** 1 household equivalent is represented by 10 vehicle movements per day. One vehicle movement is a single movement to or from a property.~~ **PER-X** Where a private accessway would serve 9 or more allotments, access shall be by public road.	**Activity status where compliance not achieved with PER-1, ~~PER-2,~~ ~~PER-3,~~ PER-4, PER-5 or PER-6: Discretionary** **Activity status where compliance not achieved with PER-3: Restricted Discretionary** **Matters of discretion are restricted to:** a. the use, location, design, and number of vehicle crossings; b. the ability to obtain alternative access; c. any adverse effects on the safe, efficient, and effective operation of

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S446.015
S524.013
S529.078

	~~**PER-2**~~ ~~The vehicle crossing and access for fire appliances comply with SNZ PAS 4509:2008 New Zealand Fire Fighting Water Supplies Code of Practice.~~ **PER-3** The vehicle crossing is not off a State Highway, or off a road classified arterial or higher ~~under the One Network Road Classification~~ in the Transport Network Hierarchy in the District Plan Map. **PER-4** Any unused vehicle crossings are reinstated to match the existing footpath and kerbing, or the shoulder and berm are reinstated where there is no footpath or kerbing, with all works to be undertaken as per any required traffic management plan and corridor access request. **PER-5** Private accessways shall be designed and constructed in accordance with TRAN-Table 9 - Requirements for private accessways. **PER-6** The vehicle crossing, access, or private accessway complies with standards: TRAN-S2 Requirements for vehicle crossings; and TRAN-S3 Requirements for passing bays; and TRAN-Table X – Sealing requirements for vehicle crossings and private accessways. **Note:** Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements.	the adjacent road; d. whether the vehicle crossing has sufficient sight distances; e. whether there are sufficient separation distances from other vehicle crossings and intersections; f. the design and construction is sufficient to allow appropriate manoeuvring, acceleration or deceleration due to the volume and speed of vehicles on the road; and g. the types of vehicles serving the site, their intensity, the time of day the site is frequented and likely number of trips.
TRAN-RW	**Design and location of pedestrian access for allotments where vehicle access is not provided**	
All zones	**Activity status: Permitted** **Where:**	**Activity status where compliance not achieved with PER-1, PER-2 or PER-3: Restricted Discretionary**

Commented [MC8]: S184.025 and others. Transport network hierarchy

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	PER-1 Where the pedestrian access serves one allotment and no vehicle access is provided, pedestrian access must be provided that: 1. Has a surface treatment that is firm, stable and slip-resistant in any weather conditions; and 2. Provides direct and continuous access to the buildings from a public footpath. **PER-2** Where 2 or more allotments require shared access and no vehicle access is provided, pedestrian access must be provided that: 1. Meets the requirements in PER-1; 2. Has a minimum formed width of 1.8m along its full length; 3. Is free from permanent obstructions and have a clear height of at least 2.1m and a clear width of at least 3m. When applying PER-2(3), the clear width may include: 4. The minimum 1.8m formed access width required by PER-2(2); 5. Landscape treatment with a maximum mature height of 600mm; and 6. Lighting infrastructure.	**Matters of discretion are restricted to:** a. The safety and practicality of pedestrian access having regard to: i. allotment limitations; ii. configuration of buildings and activities; iii. user requirements and operational requirements; b. The number of allotments / future users that a pedestrian access is serving; c. The extent to which a pedestrian access is direct, continuous, obstruction free and able to safely accommodate different users and abilities; and d. The safety and functionality of emergency responder access.
TRAN-RX	**Vehicle crossings near level railway crossing**	
All zones	**Activity status: Permitted** **Where:** **PER-1** All new vehicle crossings on roads that cross a level railway crossing shall be located a minimum of 30m from a railway level crossing. The 30m shall be measured from the edge of the closest rail track to the nearest edge on the proposed vehicle crossing.	**Activity status where compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** a. The extent to which the safety and efficiency of railway and road operations will be adversely affected b. The outcome of any consultation with KiwiRail; and c. Any characteristics of the proposed use that will make compliance unnecessary. Notification: Application for resource consent under this rule will be decided without public notification. KiwiRail is likely to be the only affected person determined in accordance with section 95B of the

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		Resource Management Act 1991.
TRAN-RY	**Structures and trees near rail level crossings**	
All zones	**Activity status: Permitted** **Where:** **PER-1** New structures and trees than comply with TRAN-S6 Rail level crossing sight triangles	**Activity status where compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** a. The extent to which the safety and efficiency of railway and road operations will be adversely affected b. The outcome of any consultation with KiwiRail; and c. Any characteristics of the proposed use that will make compliance unnecessary
TRAN-RZ	**Maintenance of existing transport infrastructure and existing vehicle crossings within the existing road corridor**	
All Zones	**Activity status: Permitted** **Note:** Works within the State Highway network require the approval of NZTA. Works within the local road network require the approval of the Far North District Council.	**Activity status when compliance not achieved: N/A**
TRAN-R3	**~~Maintenance or u~~ Upgrading of existing transport infrastructure within the existing road corridor**	
All zones	**Activity status: Permitted** **Where:** **PER-1** The ~~maintenance or~~ upgrade is wholly within the existing road corridor ~~(and is subject to an existing designation for a road~~). **PER-2** The upgrade complies with standards: TRAN-S4 Requirements for road design~~; and TRAN-S5 Requirements for streetlighting~~. **PER-3** The road is not an arterial road.	**Activity status where compliance not achieved with PER-1 or PER-2: ~~Discretionary~~ Restricted Discretionary** **Matters of discretion are restricted to:** a. the matters of discretion of any infringed standard; and b. the safe, efficient, and effective operation of the road. **Activity status where compliance not achieved with PER-3: Discretionary**
TRAN-R4	**Electric vehicle charging stations**	
All zones	**Activity status: Permitted** **Where:** **PER-1** Where the ~~minimum number of~~ parking spaces	**Activity status where compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:**

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	are provided in accordance with: TRAN-S1 Requirements for parking. ~~**Note:** Any electric vehicle parking space associated with charging stations contributes towards the total number of required parking spaces in TRAN-Table 1 - Minimum number of parking spaces.~~	a. the matters of discretion of any infringed standard; b. location, size and design of parking and loading areas; ~~and~~ c. ~~the number of parking spaces that can accommodate electric vehicle charging stations.~~
TRAN-R5	**Trip generation**	
All zones	**Activity status: Permitted** **Where:** **PER-1** The use or development is no greater than the thresholds in TRAN-Table 11 - Trip generation. **PER-2** The subdivision does not create lots (including balance lots) with the ability for use or development greater than the thresholds in TRAN-Table 11 - Trip generation. **Notes:** ~~Dependent upon the trip generation over a shared access, TRAN-R2 may require private access to vest as road or resource consent will be required to waive this requirement.~~ Where there are multiple activities on a site, the trip generation is calculated separately for each activity, then added together. For multiple on site uses and other activities not listed within TRAN-Table 11 - Trip generation, equivalent car movements (ECM) should be incorporated into the 200 trips per day or 40 trips per hour trip generation threshold as per below: 1 car trip (to or from the property) = 1 equivalent car movement 1 truck trip (to or from the property) = 3 equivalent car movements 1 truck and trailer trip (to or from the property) = 5 equivalent car movements	**Activity status where compliance not achieved with PER-1: Restricted discretionary** **Matters of discretion are restricted to:** a. any recommendations in an Integrated Transport Assessment ~~a transport assessment~~ approved by a suitably qualified and experienced transport professional; b. whether the use or development compromises the safety and efficiency of the transport network, including future transport connections, and the impact of parking demand on the road corridor; c. the extent to which vehicle access, parking and manoeuvring areas associated with the activity are provided; d. the nature of the activity and compatibility with the function and purpose of the underlying zone; and e. the extent to which the design and layout of the site maximise opportunities for alternative transport modes.
TRAN-R6	**Maintenance or upgrading of the Pou Herenga Tai Twin Coast Cycle Trail**	

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All zones	**Activity status: Permitted** **Where:** **PER-1:** The works are for track maintenance, upgrade or repair or the construction of the following structures to support an existing section of track: 1. shelters; 2. toilets; 3. seats; 4. bridges; 5. board walks; 6. retaining walls; or 7. culverts.	**Activity status where compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** a. the safe, efficient and effective operation of the cycleway; b. the operational or functional need for the proposed works; and c. potential adverse effects on properties adjacent to the track.
TRAN-R7	**New sections of the Pou Herenga Tai Twin Coast Cycle Trail**	
All zones	**Activity status: Permitted** **Where:** **PER-1** The new section of cycleway is not subject to the following overlays: 1. Significant Natural Areas; 2. Outstanding Natural Features; 3. Outstanding Natural Landscapes; 4. The Coastal Environment; or 5. Natural Hazards.	**Activity status when compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** a. the safe, efficient and effective operation of the cycleway; and b. the means to avoid or mitigate adverse effects on the qualities and characteristics of the affected overlay.
TRAN-R8	**New roads including within unformed paper roads**	
All zones	**Activity status: Permitted** **Where:** **PER-1** The new road complies with standards: TRAN-S4 Requirements for road design; and TRAN-S5 Requirements for streetlighting. **PER-2** The new road is not subject to the following overlays: 1. Significant Natural Areas; 2. Outstanding Natural Features; 3. Outstanding Natural Landscapes; 4. The Coastal Environment; 5. Natural Hazards; 6. Heritage overlay areas; 7. Scheduled heritage resource; or 8. Sites and areas of significance to Māori.	**Activity status when compliance not achieved with PER-1 or PER-2: Restricted Discretionary** **Matters of discretion are restricted to:** a. the matters of discretion of any infringed standard; b. the safe, efficient, and effective operation of the road; c. the avoidance of natural hazard areas; and d. the means to avoid or mitigate adverse effects on historical, cultural and natural values. **Activity status where compliance not achieved with PER-3: Discretionary**

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	PER-3 The road is not an arterial road.	
TRAN-R9	**New or altered vehicle crossings accessed from a State Highway or a Limited Access Road**	
All zones	**Activity status: Restricted Discretionary** **Where:** **RDIS-1** The new or altered vehicle crossing is constructed, designed and located so that it complies with standard: TRAN-S2 Requirements for vehicle crossings. Note: Altered includes, but is not limited to, any widening, narrowing, gradient changing, redesigning, change in use, and relocating of a vehicle crossing, but excludes resurfacing. **Matters of discretion are restricted to:** h. the use, location, design, and number of vehicle crossings; i. the ability to obtain alternative access; j. any adverse effects on the safe, efficient, and effective operation of the state highway; k. whether the vehicle crossing has sufficient sight distances; l. whether there are sufficient separation distances from other vehicle crossings and intersections; m. the design and construction is sufficient to allow appropriate manoeuvring, acceleration or deceleration due to the volume and speed of vehicles on the road; and n. the types of vehicles serving the site, their intensity, the time of day the site is frequented and likely trip. **Note:** Minimum vehicle crossing widths to the State Highway network may be greater than those above. All access to the State Highway network requires the approval of Waka Kotahi under the Government Roading Powers Act 1989.	**Activity status where compliance not achieved with RDIS-1: Discretionary**
TRAN-R10	**Activities not otherwise listed in this chapter**	
All zones	**Activity status: Discretionary**	**Activity status where compliance not achieved: Not applicable**
Standards		
TRAN-S1	**Requirements for parking**	

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All zones	~~1.~~ The minimum number of on-site ~~car parking and~~ bicycle spaces are provided for each activity in accordance with TRAN-Table 1 - Minimum number of bicycle parking spaces~~, except that:~~ ~~a. for sites in the Mixed Use zone, no additional on-site parking spaces are required where the nature of a lawfully established activity changes, provided that:~~ ~~i. the gross business area of the site is not increased; and~~ ~~ii. it is not a residential activity or visitor accommodation activity;~~ 2. ~~Where on-site parking is provided in accordance with (1) above, additional~~ The minimum number of accessible car parking spaces must be provided in accordance with TRAN-Table 2 - Minimum number of accessible car parking spaces and TRAN-Table W – Theoretical parking demand factor; 3. Loading spaces for commercial activities, offices, industrial activities, commercial service activities, hospital activities, and educational facilities are provided on site in accordance with TRAN-Table 3 - Minimum on-site loading bay requirements; 4. End-of-trip facilities for commercial activities, offices, industrial activities, commercial service activities, hospital activities and educational facilities are provided for staff use in accordance with TRAN-Table 4 - End of trip facility requirements; 5. All on-site car parking and manoeuvring areas are provided in accordance with TRAN-Table 5 - Parking and manoeuvring dimensions; and 6. If any activity is not represented within TRAN-Table 1 - Minimum number of bicycle parking spaces then the activity closest in nature to the proposed activity shall apply, provided that where there are two or more similar activities in the table, the activity with the higher bicycle parking rate shall apply. 7. Short stay bicycle parking spaces required under TRAN-Table 1 above shall: • Be clearly visible or signposted. • Be located within 30m of public entrances to the activity. • Consist of stands that are securely attached to an immovable object such as a wall or the ground.	**Where the standard is not met, matters of discretion are restricted to:** a. any recommendations in a transport assessment approved by a chartered professional engineer; b. the potential for adverse effects on the safety and efficiency of the transport network, including effects on vehicles, pedestrians and cyclists; c. the scale, management and operation of the activity as it relates to its demand for parking; d. the use of low impact design techniques to minimise stormwater run off; and e. the ability for persons with a disability or limited mobility to park, enter and exit a vehicle and manoeuvre around a parking area safely and effectively.

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	8. Long stay bicycle parking spaces required under TRAN-Table 1 shall be undercover and secure from theft.	
TRAN-S2	**Requirements for vehicle crossings**	
All zones	1. No more than the maximum number of vehicle crossings shall be provided per site in accordance with TRAN-Table 6 - Maximum number of vehicle crossings per site; 2. New vehicle crossings shall be located at least 8m from a dedicated pedestrian crossing facility; 3. Where a site has frontage to more than one road, the vehicle crossing shall be prioritised to be provided onto the road that has the lower road classification; 4. New vehicle crossings shall meet the minimum separation distance requirements from intersections as set out in TRAN-Table 7 - Minimum distance of vehicle crossings from intersections; and 5. New vehicle crossings shall be located to meet the minimum sight distance requirements as set out in TRAN-Table 8 - Minimum sight distances for vehicle crossings. 6. Where there is more than one road frontage, the frontage measurement will only apply to the road front where vehicle access is proposed. **Note:** Minimum vehicle crossing widths to the State Highway network may be greater than those above. All access to the State Highway network requires the approval of Waka Kotahi under the Government Roading Powers Act 1989.	**~~Not applicable.~~ Where the standard is not met: Discretionary**
TRAN-S3	**Requirements for passing bays**	
All zones	1. Where required, passing bays on private accessways are to be at least 15m long and provide a minimum usable access width of 5.5m; ~~2.~~ Passing bays are required for accessways with less than 5.5m surfacing width: i. in Rural Production, Rural Lifestyle, Horticulture, and Māori Purpose Rural zones at spacings not exceeding 100m; ii. in all other zones at the spacings to ensure visibility is available from bay to bay, and not exceeding 50m ~~on all blind corners in all zones at locations where the horizontal and vertical alignment of the private accessway restricts visibility; and~~	**Where the standard is not met, matters of discretion are restricted to:** a. any adverse effects on the ease and safety of vehicle manoeuvres; b. the extent to which the safety and efficiency of road operations will be adversely affected; c. any adverse effects on character and amenity of the surrounding environment; d. any impacts on public waste collection; and e. any characteristics of the

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	3. ~~All accesses serving 2 or more sites shall provide passing bays and a double width vehicle crossing to allow for vehicles to queue within the site.~~	proposed use that will make compliance unnecessary.
TRAN-S4	**Requirements for road design**	
All zones	1. All new roads and upgrades to existing roads shall be designed ~~and constructed~~ in accordance with TRAN-Table Y Road Formation Criteria and TRAN-Table Z Minimum Intersection Spacing ~~Far North District Council Engineering Standards April 2022~~ ~~and must be supported by an Integrated Transport Assessment approved by a suitably qualified and experienced transport professional~~; and 2. Cul-de-sacs must meet ~~the Local Road requirements in Far North District Council Engineering Standards April 2022 and~~ the following additional requirements: i. it must not exceed a maximum length of 150m; and ii. there must be a shared-use path link for pedestrians, cyclists and mobility devices at the end of the cul-de-sac in the General Residential and Mixed Use zones to existing adjacent public road, open spaces, recreational facilities, schools or other neighbourhood facilities and where these facilities do not currently exist provision should be made to reserve a shared-use corridor for future connection; and iii. there must be no more than one private accessway at the end of the cul-de-sac; and ~~iv.~~ it must incorporate a turning head ~~meeting the following requirements:~~ ~~• 25m diameter with on-street parking in the General Residential zone; or~~ ~~• 30m diameter with on-street parking in all other zones.~~ **Note:** FNDC Engineering Standards specify appropriate design vehicles to use when designing turning heads.	**Where the standard is not met, matters of discretion are restricted to:** a. the extent that the design provides for a safe, efficient and connected transport network ~~safety implications of the non-compliance with engineering standards~~; and b. layout or topographical constraints that prevent cul-de-sacs meeting the design standards.
~~**TRAN-S5**~~	~~**Requirements for streetlighting**~~	
	~~1. Any land use or subdivision which creates a new road or extends the requirement for street lighting, must:~~ ~~i. include a street lighting plan that is designed and constructed in accordance with Far North District Council Engineering Standards April 2022.~~	~~**Where the standard is not met, matters of discretion are restricted to:**~~ ~~a. the potential for adverse effects on the safety and efficiency of the road network; and~~ ~~b. consideration of crime prevention through environmental design~~

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		~~(CPTED) principles.~~
TRAN-SX	**TRAN-S6 Rail level crossing sight triangles**	
All zones	1. Buildings, structures, planting or other visual obstructions must not be located within the restart or approach sightline areas of railway level crossings as shown in the shaded areas of TRAN-Figure X: Restart Sightlines and TRAN-Figure Y –: Approach Sightlines. **Note:** This Standard applies at rail level crossings with Stop or Give Way signs, it does not apply to crossings controlled by barrier arms.	**Activity status when compliance not achieved: N/A.**

TRAN-Table 1 - Minimum number of bicycle parking spaces

Activity	**Required bicycle parking spaces**
Residential activities	
Multi-unit development Home unit or townhouse	1 long stay per residential unit without dedicated parking plus 1 short stay per 10 residential units
Retirement village	1 long stay per 10 employees
Commercial activities	
Casual accommodation	
Visitor accommodation	1 long stay per 15 employees
Camping grounds/motor camp	1 long stay per 10 units/campsites
Retail	
Vehicle and marine sales and hire	1 long stay per 15 employees
Trade supplier	
Convenience/general store Supermarket Large format retail	1 long stay per 15 employees, plus 1 short stay per 350m^2 GFA
Other retail	
Service station	1 long stay per 15 employees
Food and beverage	
Fast food with drive-thru Takeaway	1 long stay per 15 employees, plus 1 short stay per 350m^2 GFA
Restaurants/bars/cafes	
Office and other commercial premises	
Office	1 long stay per 15 employees plus 1 short stay per 350m^2 GFA

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Commercial service Funeral home	1 long stay per 15 employees plus 1 short stay per 400m^2 GFA
Marine/vehicle sales and hire	1 long stay per 15 employees
Other commercial activities not listed in this table	1 long stay per 15 employees
Industrial activities	
Manufacturing Storage Warehousing Contractors depots	1 long stay per 30 employees
Other industrial activity not provided for in this table	
Community activities	
Place of assembly	2 short stay plus 1 short stay per 1,000m^2 GBA
Recreation activities	
Gymnasium	3 short stay, plus 3 short stay per 1 hectare
Sport and recreation facility (including fields or courts)	
Golf driving range	
Golf course	
Bowls	
General community (including grandstand)	
Health and educational facilities	
Hospital	1 long stay per 15 employees
Healthcare activity	1 long stay per 15 employees
Primary and secondary schools	1 long stay per 15 employees, plus 1 short stay per 20 students
Kohanga reo Child care centre	1 long stay per 5 employees
Tertiary education facility	1 long stay per 15 employees, plus 1 short stay per 15 students
Rural activities	
Horticulture processing and distribution	1 long stay per 30 employees
All other activities	
All other activities	Nil

TRAN-Table 1 - Minimum number of parking spaces

Activity	Required car parking spaces	Required bicycle parking spaces
Residential activities		
Residential unit	2 per unit	Nil
Multi-unit development Home unit or townhouse	1 per unit	1 per residential unit without dedicated parking plus 1 per 10 residential units
Papakāinga	1 for the first house, plus 1 per 2 additional residential units	Nil
Minor residential unit Pensioner housing Kuia/kaumatua housing	1 per unit	Nil
Retirement village	1 per individual unit, plus 0.3 per visitor/staff per individual unit or hospital bed	1 per 10 employees
Home business	1 per non-residential employee	Nil
Commercial activities		
Casual accommodation	-	
- Visitor accommodation	1 per two persons accommodated	1 per 15 employees
- Camping grounds/motor camp	1 per unit/campsite, plus 1 per 2 employees	1 per 10 units/campsites
Retail	-	
- Vehicle and marine sales and hire	1 per 60m² GFA, plus 1 per 100m² of outdoor storage	1 per 15 employees
- Trade supplier	1 per 100m2 GBA	
- Convenience/general store - Supermarket - Large format retail	1 per 25m2 GFA	1 per 15 employees, plus 1per 350m^2 GFA
- Other retail	1 per 30m2 GFA	
Service station	1 per 35 m² GFA shop, plus 2 for every 3 employees on-site at any one time	1 per 15 employees
Food and beverage	-	
- Fast food with drive-thru - Takeaway	1 per 10m^2 GBA	1 per 15 employees, plus 1 per 350m^2 GFA
- Restaurants/bars/cafes	1 per 20m^2 GFA and outdoor seating area or 1 space for every 4 persons the activity is designed to accommodate, whichever is greater	

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Office and other commercial premises	————————	
Office	1 per 40m^2 GBA	1 per 15 employees plus 1 per 350m^2 GFA
Commercial service Funeral home	1 per 50m^2 GFA	1 per 15 employees plus 1per 400m^2 GFA
Marine/vehicle sales and hire	1 per 150m^2 vehicle display area, plus 4 for each repair bay plus 1 per each remaining 50m^2 GBA	1 per 15 employees
Other commercial activities not listed in this table	1 per 40m^2 GBA	1 per 15 employees
Industrial activities		
Manufacturing Storage Warehousing Contractors depots	1 per 100m^2 GBA	1 per 30 employees
Other industrial activity not provided for in this table	1 per 100m^2 GFA	
Port/sea terminal	1 per two employees	Nil
Community activities		
Marae	1 per 5 persons facility is designed for, provided that where a marae and church are erected on the same site the maximum requirement shall be the maximum requirement for the marae or church, whichever is the greater.	Nil
Place of assembly	1 per 5 persons facility is designed for, provided that where a church and hall are erected on the same site the maximum requirement shall be the maximum requirement for the church or hall, whichever is the greater.	2 plus 1 per 1,000m^2 GBA
Emergency services facility	1 per on-site employee	Nil
Recreation activities	-	
Public playground Public toilet and other public amenities	Nil	Nil
Boat ramps	15 (vehicle and trailer) per 3 m width of ramp	Nil
Gymnasium	3 per 100m^2 GFA	3, plus 3 per 1 hectare

~~Sport and recreation facility (including fields or courts)~~	~~3 per 100m^2 GFA, plus 12.5 per 1 hectare and/or 3 per court~~	
~~Golf driving range~~	~~1 per tee~~	
~~Golf course~~	~~2.5 per 1 hectare~~	
~~Bowls~~	~~125 per 1 hectare~~	
~~General community (including grandstand)~~	~~1 per every 4 persons the facility is designed for~~	
~~Marina~~	~~1 per every berth/mooring~~	~~Nil~~
~~**Health and educational facilities**~~	~~-~~	
~~Hospital~~	~~1 per 3 hospital beds, plus 5 per operating theatre, plus 1 per remaining 25m^2 GFA~~	~~1 per 15 employees~~
~~Healthcare activity~~	~~1 per 20 m^2 GFA~~	~~1 per 15 employees~~
~~Primary and secondary schools~~	~~2 per classroom, plus 1 loading bay for pick up/drop off~~	~~1 per 15 employees, plus 1 per 20 students~~
~~Kohanga reo~~ ~~Child care centre~~	~~1 per every 4 children, plus 1 loading bay for pick up/drop off~~	~~1 per 5 employees~~
~~Tertiary education facility~~	~~1 per 3 persons the facility is designed for~~	~~1 per 15 employees, plus 1 per 15 students~~
~~**Rural activities**~~		
~~Forestry~~ ~~Farming~~	~~Nil~~	~~Nil~~
~~Horticulture processing and distribution~~	~~1 per 100m^2 GBA~~	~~1 per 30 employees~~
~~Rural produce~~ ~~Rural retail~~	~~1 per 30m^2 GFA~~	~~Nil~~
~~Quarrying and mining~~	~~4 per 5 employees on site~~	~~Nil~~
~~Intensive indoor primary production~~ ~~Rural industry~~ ~~Commercial composting~~	~~1 per 100m^2 GBA~~	~~Nil~~

TRAN-Table 2 - Minimum number of accessible car parking spaces

~~**Number of parking spaces required**~~ **Theoretical parking demand as calculated using theoretical parking demand factor in TRAN-Table 2A**	Number of accessible parking spaces required
20 or less	1
21 - 50	2
Every additional 50 car parking spaces required	1 additional accessible parking space

TRAN-Table W - Theoretical parking demand factors

Activity	Theoretical parking demand
Residential activities	
Residential unit	1 per unit
Multi-unit development Home unit or townhouse	
Papakāinga	1 for the first house, plus 1 per 2 additional residential units
Minor residential unit Pensioner housing Kuia/kaumatua housing	1 per unit
Retirement village	1 per individual unit, plus 0.3 per visitor/staff per individual unit or hospital bed
Home business	1 per non-residential employee
Commercial activities	
Casual accommodation	
Visitor accommodation	1 per two persons accommodated
Camping grounds/motor camp	1 per unit/campsite, plus 1 per 2 employees
Retail	
Vehicle and marine sales and hire	1 per 60m² GFA, plus 1 per 100m² of outdoor storage
Trade supplier	1 per 100m2 GBA
Convenience/general store Supermarket Large format retail	1 per 25m2 GFA
Other retail	1 per 30m2 GFA
Service station	1 per 35 m² GFA shop, plus 2 for every 3 employees on-site at any one time
Food and beverage	
Fast food with drive-thru Takeaway	1 per 10m^2 GBA
Restaurants/bars/cafes	1 per 20m^2 GFA and outdoor seating area or 1 space for every 4 persons the activity is designed to accommodate, whichever is greater
Office and other commercial premises	
Office	1 per 40m^2 GBA
Commercial service Funeral home	1 per 50m^2 GFA
Marine/vehicle sales and hire	1 per 150m² vehicle display area, plus 4 for each repair bay plus 1

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	per each remaining 50m² GBA
Other commercial activities not listed in this table	1 per 40m^2 GBA
Industrial activities	
Manufacturing Storage Warehousing Contractors depots	1 per 100m^2 GBA
Other industrial activity not provided for in this table	1 per 100m^2 GFA
Port/sea terminal	1 per two employees
Community activities	
Marae	1 per 5 persons facility is designed for, provided that where a marae and church are erected on the same site the maximum requirement shall be the maximum requirement for the marae or church, whichever is the greater.
Place of assembly	1 per 5 persons facility is designed for, provided that where a church and hall are erected on the same site the maximum requirement shall be the maximum requirement for the church or hall, whichever is the greater.
Emergency services facility	1 per on-site employee
Recreation activities	
Public playground Public toilet and other public amenities	Nil
Boat ramps	15 (vehicle and trailer) per 3 m width of ramp
Gymnasium	3 per 100m^2 GFA
Sport and recreation facility (including fields or courts)	3 per 100m^2 GFA, plus 12.5 per 1 hectare and/or 3 per court
Golf driving range	1 per tee
Golf course	2.5 per 1 hectare
Bowls	125 per 1 hectare
General community (including grandstand)	1 per every 4 persons the facility is designed for
Marina	1 per every berth/mooring
Health and educational facilities	
Hospital	1 per 3 hospital-beds, plus 5 per operating theatre, plus 1 per remaining 25m^2 GFA
Healthcare activity	1 per 20 m^2 GFA
Primary and secondary schools	2 per classroom, plus 1 loading bay for pick up/drop off

Kohanga reo Child care centre	1 per every 4 children, plus 1 loading bay for pick up/drop off
Tertiary education facility	1 per 3 persons the facility is designed for
Rural activities	
Forestry Farming	Nil
Horticulture processing and distribution	1 per 100m^2 GBA
Rural produce Rural retail	1 per 30m^2 GFA
Quarrying and mining	4 per 5 employees on-site
Intensive indoor primary production Rural industry Commercial composting	1 per 100m^2 GBA

TRAN-Table 3 - Minimum on-site loading bay requirements

Activity	GFA Threshold	Loading space requirement
Commercial activities Industrial activities Commercial service activities Hospitals Education facilities	Up to 200m^2	No loading space
	Greater than 200m^2 and up to 500m^2	One loading space
	Greater than 500m^2 and up to 5,000m^2	Two loading spaces
	Greater than 5,000m^2	Three loading spaces

TRAN-Table 4 - End of trip facility requirements

Activity	GFA Threshold	Number of showers and changing areas required
Commercial activities Industrial activities Commercial service activities Hospitals ~~Education facilities~~	Up to 500 m^2	No requirement
	Greater than 500 m^2 and up to 2,500 m^2	One shower and changing area with space for storage of clothing
	Greater than 2500 m^2 and up to 7,500 m^2	Two showers and changing area with space for storage of clothing
	Every additional 7,500 m^2	Two additional showers and changing area with space for storage of clothing
Education facilities	<10 full time employees	No requirement
	10-29 full time employees	One shower and changing area with space for storage of clothing
	30-50 full time employees	Two showers and changing area

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		with space for storage of clothing
	>50 full time employees	Two additional showers and changing area with space for storage of clothing

TRAN-Table 5 - Parking and manoeuvring dimensions

All zones

TRAN-Figure 1 - Manoeuvring and parking space dimensions

Parking Angle	Width of Parking Space	Kerb Overhang	Depth of Parking Space	Manoeuvring Spaces	Total Depth One Row	Total Depth Two Rows
90° Regular Users[1]	2.4[3]	1.0	4.9	7.1	12.9	16.9
	2.5	1.0	4.9	6.7	11.6	16.5
	2.6	1.0	4.9	6.3	11.2	16.1
	2.7	1.0	4.9	5.9	10.8	15.7
	≥2.75	1.0	4.9	5.9	10.8	15.7
90° Casual Users [2]	2.5	1.0	4.9	8.1	13.0	17.9
	2.6	1.0	4.9	7.1	12.0	16.9
	2.7	1.0	4.9	6.7	11.6	16.5
	≥2.75	1.0	4.9	6.6	11.6	16.4
75°	2.4[3]	1.0	5.2	6.5	11.7	16.9
	2.5	1.0	5.2	6.0	11.2	16.4
	2.6	1.0	5.2	5.7	10.9	16.1
	2.7	1.0	5.2	5.0	10.2	15.4
	≥2.75	1.0	5.2	4.3	9.5	14.7
60°	2.4[3]	1.0	5.2	4.6	9.8	15.0
	2.5	1.0	5.2	4.1	9.3	14.5
	2.6	1.0	5.2	3.5	8.7	13.9
	2.7	1.0	5.2	3.3	8.5	13.7
	≥2.75	1.0	5.2	3.2	8.4	13.6
45°	2.4[3]	0.8	4.9	2.9	7.8	12.7
	2.5	0.8	4.9	2.7	7.6	12.5
	2.6	0.8	4.9	2.5	7.4	12.3
	2.7	0.8	4.9	2.4	7.3	12.2
	≥2.7	0.8	4.9	2.3	7.2	12.1
30°	2.4[3]	0.6	4.0	2.4	6.4	10.4
	2.5	0.6	4.0	2.4	6.4	10.4
	2.6	0.6	4.0	2.4	6.4	10.4
	2.7	0.6	4.0	2.3	6.3	10.3
	≥2.75	0.6	4.0	2.3	6.3	10.3
Parallel	5.9	0.4	2.5	3.6	6.1	8.6
	6.1	0.4	2.5	3.3	5.8	8.3
	6.3	0.4	2.5	3.0	5.5	8.0

~~1. Regular users are people whose regular use gives them a familiarity with the building that permits smaller safe clearances between vehicles and parts of buildings.~~
~~2. Casual users are people (usually short-term visitors) who would not be familiar with the building layout.~~
~~3. Stall widths of 2.4m should generally only be used where users are familiar with the car park. This stall width does not meet the requirements of the Building Code for Casual Users.~~
4. Minimum aisle widths shall be 3.6m for a one-way aisle, and 5.5m for a two-way aisle.
5. Where an aisle serves more than 50 spaces, it shall be designed as a circulation route, which requires a 6.5m minimum width for a two-way aisle.
6. Stall widths shall be increased by 0.3m where they abut obstructions such as columns or walls.
7. All overhang areas shall be kept clear of objects greater than 150mm in height.
8. Where parallel end spaces have direct access through the end of the stall the length of the stall may be reduced to 5.4m.
9. Car park height shall be at least 2.3m over the full area of the space, except where

special provision is made to divert over height vehicles, in which case the minimum height may be reduced to 2.1m.

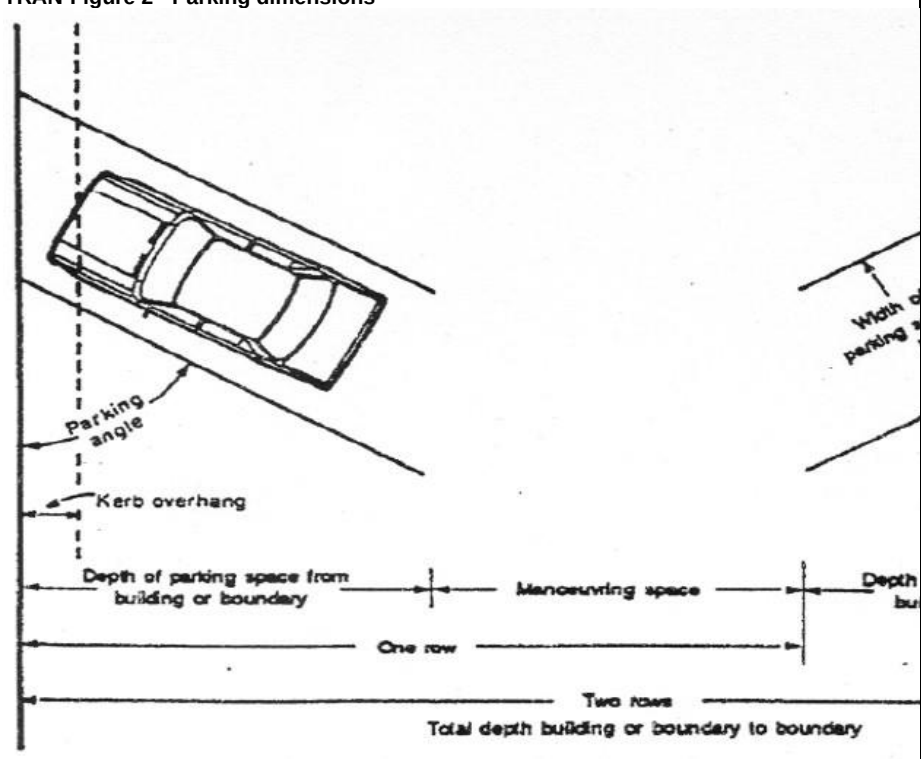
10. Accessible parking space dimensions shall be as follows:[1]
    a. Car park spaces set at 90º to the footpath shall be not less than 3500mm wide
    b. Angle parks shall have an operational width of 3500mm
    c. Where the car park space is parallel and adjacent to a marked footpath on the same level as the parking space, the width of the common footpath may form part of the parking.

Commented [MC58]: Decouple ES from PDP.

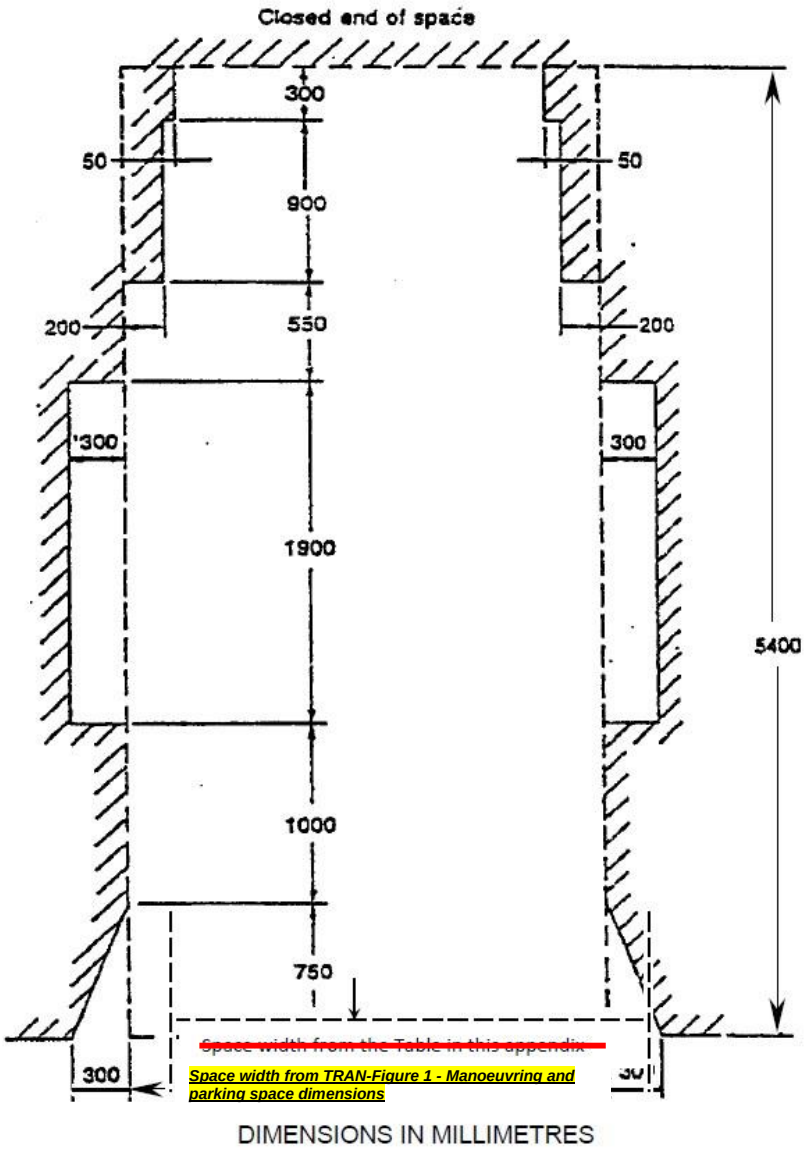
Notes:

i. ~~Minimum aisle widths are 3.6m for a one-way aisle, and 5.5m for a two-way aisle. Where an aisle serves more than 50 spaces, it should be designed as a circulation route in which case the minimum width for a two-way aisle increases to 6.5m. Note that the Building Code requires an extra 0.8m width where pedestrians use a vehicle circulation route.~~
ii. ~~Stall widths shall be increased by 0.3m where they abut obstructions such as columns or walls.~~
iii. ~~All overhang areas shall be kept clear of objects greater than 150mm in height.~~
iv. ~~Where parallel end spaces have direct access through the end of the stall the length of the stall may be reduced to 5.4m.~~
v. Regular users are people whose regular use gives them a familiarity with the building that permits smaller safe clearances between vehicles and parts of buildings.
vi. Casual users are people (usually short-term visitors) who would not be familiar with the building layout.
vii. Stall widths of 2.4m should generally only be used where users are familiar with the car park. This stall width does not meet the requirements of the Building Code for Casual Users.
viii. The Building Code requires an extra 0.8m width where pedestrians use a vehicle circulation route.
ix. One-way traffic is assumed for angle spaces.
x. ~~Car park height shall be at least 2.3m over the full area of the space, except where special provision is made to divert over height vehicles, in which case the minimum height may be reduced to 2.1m.~~
xi. ~~Note that the Building Code may require car park spaces to be provided for people with disabilities. Details of the requirements for these spaces may be found in NZS 4121.~~[2]
xii. Linear interpolation is permitted for stall width, parking angle and aisle width.
xiii. Car park spaces that comply with the ~~preferred~~ design envelope in TRAN-Figure 3 ~~shown below~~ are deemed to comply with the dimensions in TRAN-Table 5 ~~above~~.

[1] NTA (S184.022)
[2] NTA (S184.022)

All zones	**TRAN-Figure 2 - Parking dimensions** 
All zones	**TRAN-Figure 3 - ~~Preferred~~ design envelope around parked vehicles to be kept clear of columns, walls and obstructions**

Commented [MC59]: Decouple ES from PDP.

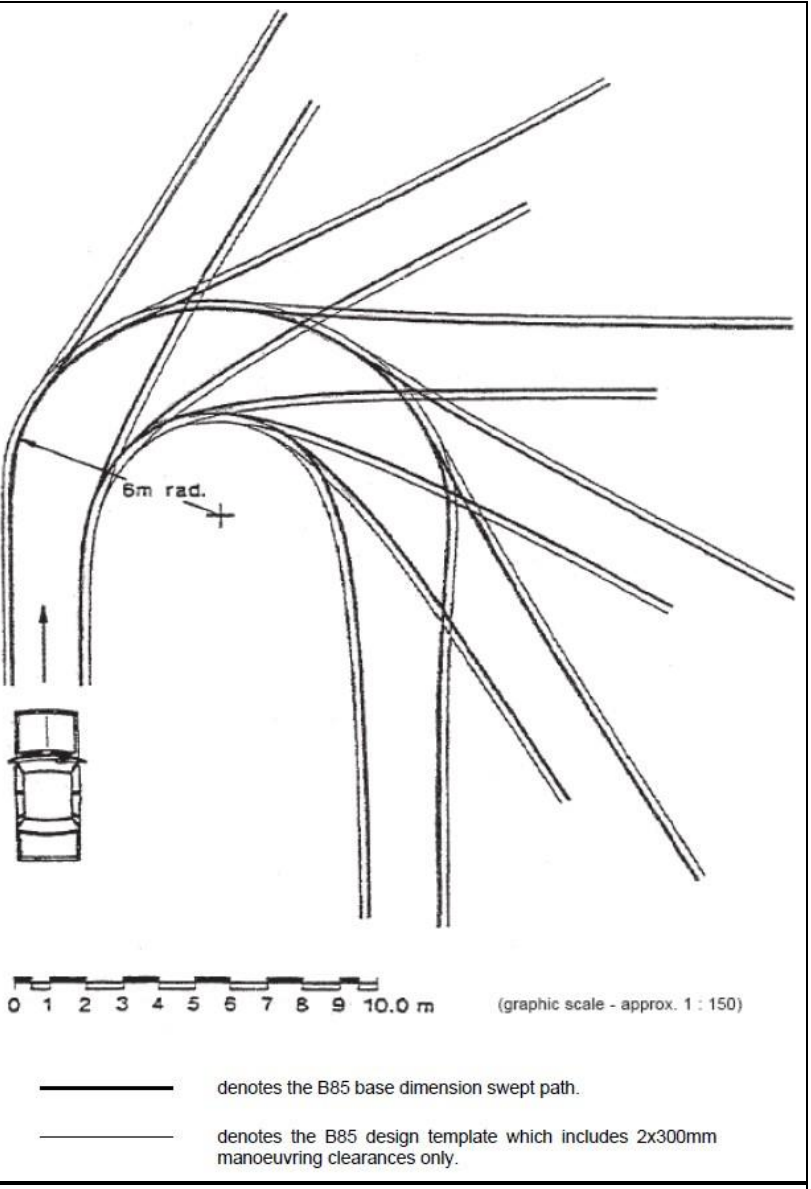


Note: The ~~preferred~~ design envelope provides for structural elements to be clear of all four side doors whereas the standard provides for the opening of the front door only.

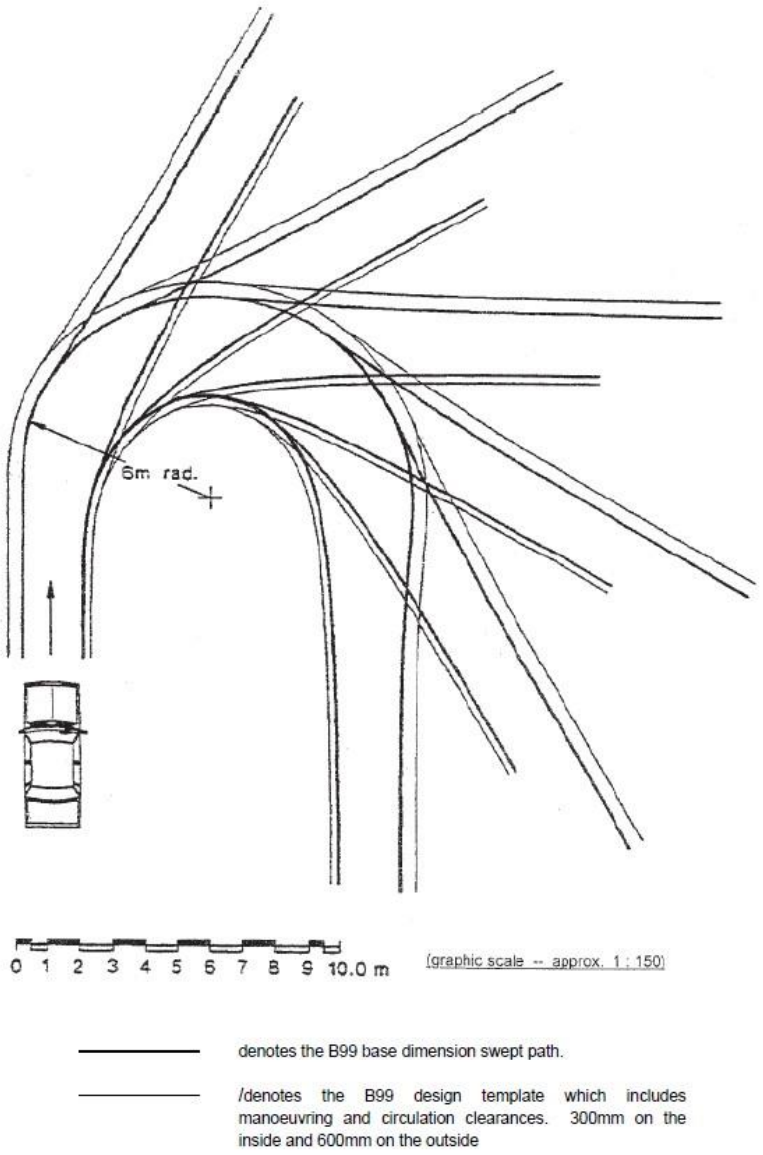
All zones	**TRAN-Figure 4 - Tracking curves - 85 percentile**

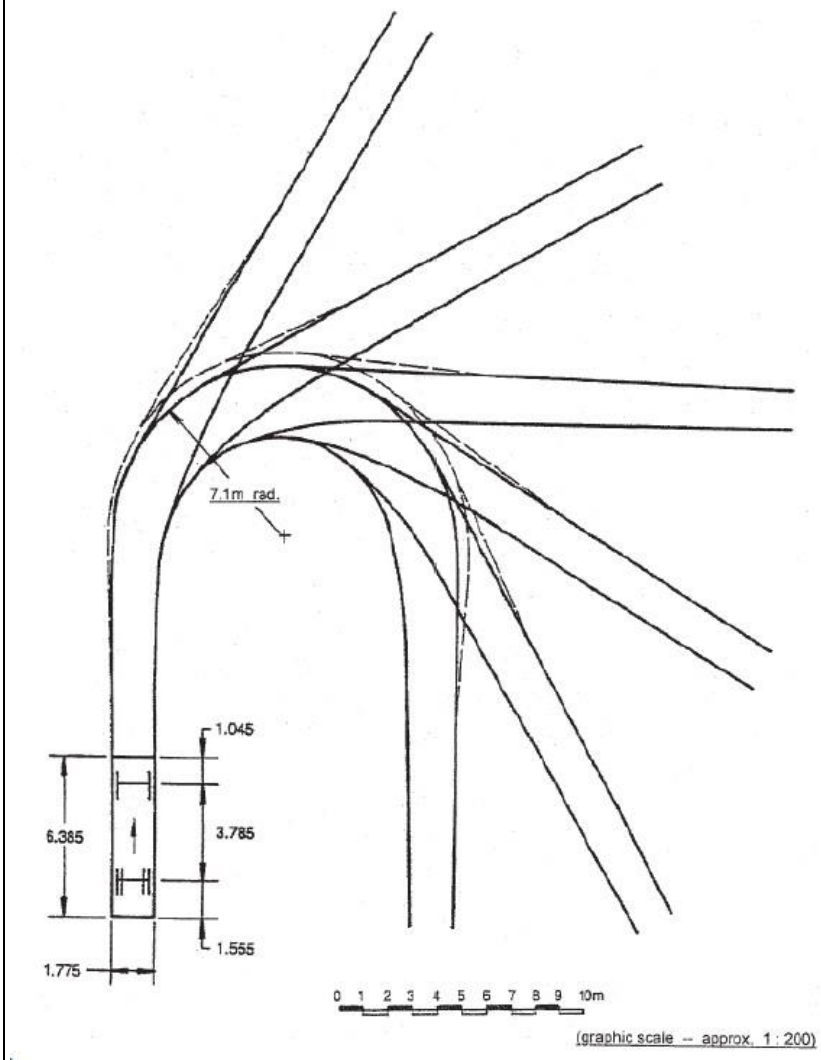
Commented [MC60]: Amend "***Space width from the Table in this appendi***x" as this should reference TRAN-Figure 1 parking space dimensions

Commented [MC61]: Decouple ES from PDP. TRAN-Figure 3 needs to be directive.

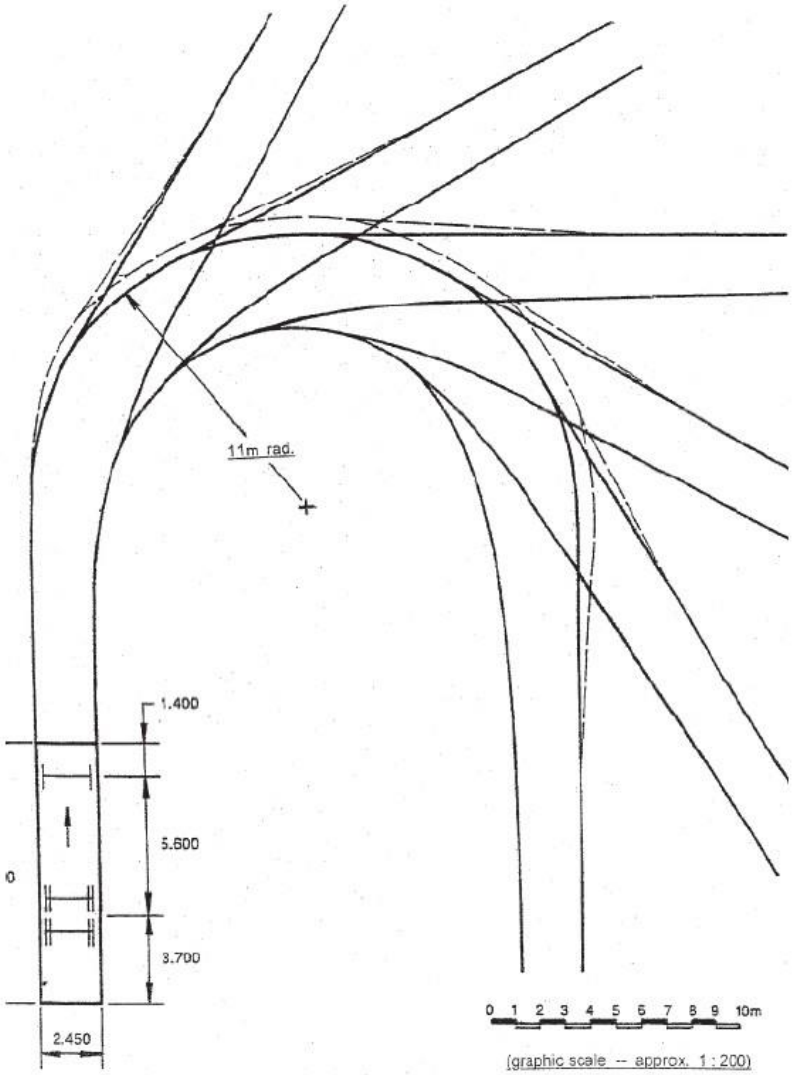


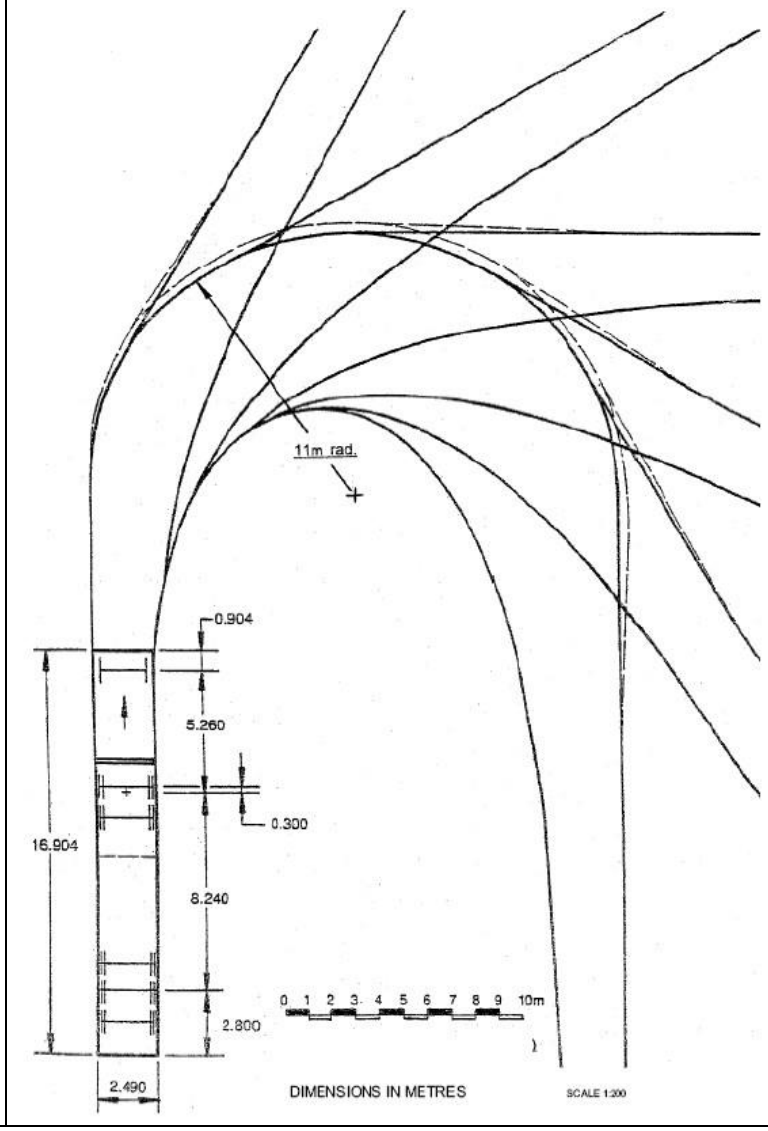
All zones	**TRAN-Figure 5 - Tracking curves - 99 percentile**

	
All zones	**TRAN-Figure 6 - Tangential curve template - small rigid vehicles (radius 7.1m)**



All zones	**TRAN-Figure 7 - Tangential curve template - heavy rigid vehicle (radius 11m)**

	Tangential Curve Template – Heavy Rigid Vehicle (Radius 11m):  DIMENSIONS IN METRES
All zones	**TRAN-Figure 8 - Tangential curve template - articulated vehicle (radius 11m)**



TRAN-Table 6 - Maximum number of vehicle crossings per site using Transport Network Hierarchy in the District Plan Map

Site frontage (m)	Low volume	Access	Secondary collector	Primary collector	Arterial
0 - 16	1	1	1	1	1

Commented [MC62]: S184.025 and others. Transport network hierarchy

17 - 60	2	2	1	1	1
61 - 100	3	3	2	1	1
> 100	3	3	3	2	1

TRAN-Table 7 - Minimum distance of vehicle crossings from intersections using Transport Network Hierarchy in the District Plan Map

Intersection road classification (m)			
Road frontage	**National, regional and arterial (m)**	**Primary and secondary collector (m)**	**Access and low volume (m)**
Speed limit 50km/hr or less			
Arterial	70	55	35
Primary and secondary collector	40	40	20
Access and low volume	25	25	10
Speed limit over 50km/hr			
Arterial	180	180	90
Primary and secondary collector	75	60	60
Access and low volume	75	60	60

TRAN-Table 8 - Minimum sight distances for vehicle crossings using Transport Network Hierarchy in the District Plan Map

Frontage transport corridor classification			
Posted speed limit (km/hr)	**Access and low volume (m)**	**Primary and secondary collector (m)**	**Arterial and regional (m)**
40	45	50	90
50	60	70	120
60	85	90	150
70	105	120	185
80	135	145	220
90	160	175	265
100	195	210	305

TRAN-Table 9 - Requirements for private accessways

Number of ~~residential units~~ allotments	Maximum length (m)	Minimum legal width (m)	Minimum carriageway width (m)			Footpath width (m)	Maximum gradient	Crossfall
			Unsealed shoulde	Surfacing width	Total			

Commented [MC63]: S184.025 and others. Transport network hierarchy

Commented [MC64]: Decouple ES. Amendment needed to address speed limits less than 50 km/hr

Commented [MC65]: S184.025 and others. Transport network hierarchy

Commented [MC66]: S271.013. and Decouple ES. Consequential amendment to reflect SUB-R4, and also incorporate non-residential accessway design.

			r					
~~Urban~~ General Residential								
~~2~~1-4	50	4.0	-	1 x 3.0	3.0	-	12.5% from the first 5m from the road boundary and 22% for the remainder restricted to straight sections	3%
5-8	100	6.0		1 x 4.5	4.5	1 x 0.95		
Mixed Use. Light Industrial, and Heavy Industrial								
1 – 8	-	9	-	6	6	2 x 1.35	12.5% from the first 5m from the road boundary and 22% for the remainder restricted to straight sections	3%
~~Rural~~ All other zones								
1-2	-	4.0	2 x 0.25	1 x 3.0	3.5	-	12.5% for the first 5m from the road boundary and 22.2% for the remainder	3% where sealed; 6% where unsealed
3 - 5		6.0	2 x 0.25	1 x 3.0	4.5			
6 - 8		10.0	2 x 0.25	1 x 3.0	6.0			

TRAN-Table X – Sealing requirements for vehicle crossings and private accessways

Sealing requirements for vehicle crossings and private accessways			
Zone	**Adjacent road surface**	**Vehicle crossing surface requirement**	**Private accessway surface requirement**
General Residential Mixed Use Light Industrial Heavy Industrial	Any	Sealed or concreted	Sealed or concreted
All other zones	Sealed	Sealed or concreted	Sealed for a length of 10m from the edge of the carriageway; and Sealed where gradient exceeds 12.5%

Commented [MC67]: Decouple ES from PDP

Commented [MC68]: Decouple ES from DP.

Commented [MC69]: Decouple ES from PDP. Mixed use and industrial requirements per ES Sheet 2 Service Lanes

Commented [MC70]: Decouple ES from PDP

Commented [MC71]: Decouple ES from DP.

Commented [MC72]: Decouple ES from PDP

	Unsealed	Unsealed	Sealed where gradient exceeds 12.5%
Note: Far North District Council Engineering Standards include additional requirements for accessway surfacing.			

~~**TRAN-Table 10 - Transport network hierarchy**~~

~~**One Network Road Classification**~~	
~~**Classification**~~	~~**Expectation**~~
~~**National (high volume)**~~	~~Roads that 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.~~
~~**Regional**~~	~~Regional roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports or airports. They are also major connectors between regions and in urban areas may have substantial passenger transport movements.~~
~~**Arterial**~~	~~Arterial roads make a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports or airports and may be the only route available to some places within the region (i.e. they may perform a significant lifeline function). In urban areas, they may have significant passenger transport movements and numbers of cyclists and pedestrians using the road.~~
~~**Primary collector**~~	~~Primary collectors are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or areas of population. They may be the only route available to some places within the region and in urban areas they may have moderate passenger transport movements and numbers of cyclists and pedestrians using the road.~~
~~**Secondary collector**~~	~~Secondary collectors are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites and may be the only route available to some places within this local area.~~
~~**Access**~~	~~Access includes all other roads. Low volume roads within this category will fall into the low volume subset.~~
~~**Low volume**~~	~~All other roads are classed as low volume.~~

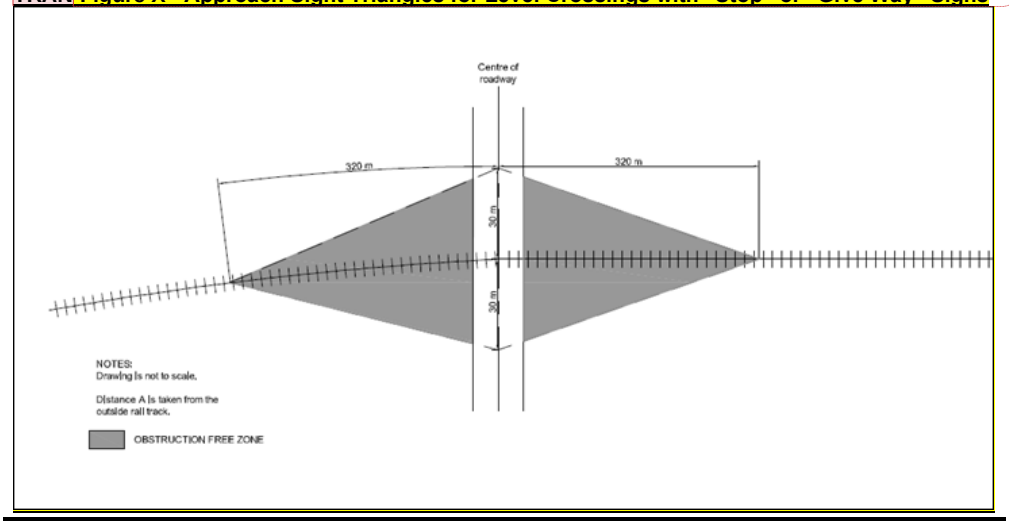
Commented [MC73]: S184.025 and others. Transport network hierarchy

TRAN-Table 11 - Trip generation

Activity	Threshold
Multiple on site uses	200 ECM trips per day or 40 ECM trips per hour
Any activity not listed below	200 ECM trips per day or 40 ECM trips per hour
Healthcare activity and hospitals	250m^2 GFA
Commercial activity	200m^2 GBA
Drive-thru and service stations	200m^2 GFA
Trade supplier	450m^2 GFA
Large-format retail	450m^2 GFA
Supermarket	200m^2 GFA
Restaurants/bars/cafes	200m^2 GFA
Office	800m^2 GFA
Commercial service	200m^2 GFA
Industrial activity	4,000~~200~~m^2 GFA
Kohanga reo/childcare centre	30 children
Primary and secondary schools	60 students
Tertiary education facility	150 students
Residential activity	20 residential units

Note: ECM refers to equivalent car movements ~~per day~~

TRAN-Figure X - Approach Sight Triangles for Level Crossings with "Stop" or "Give Way" Signs



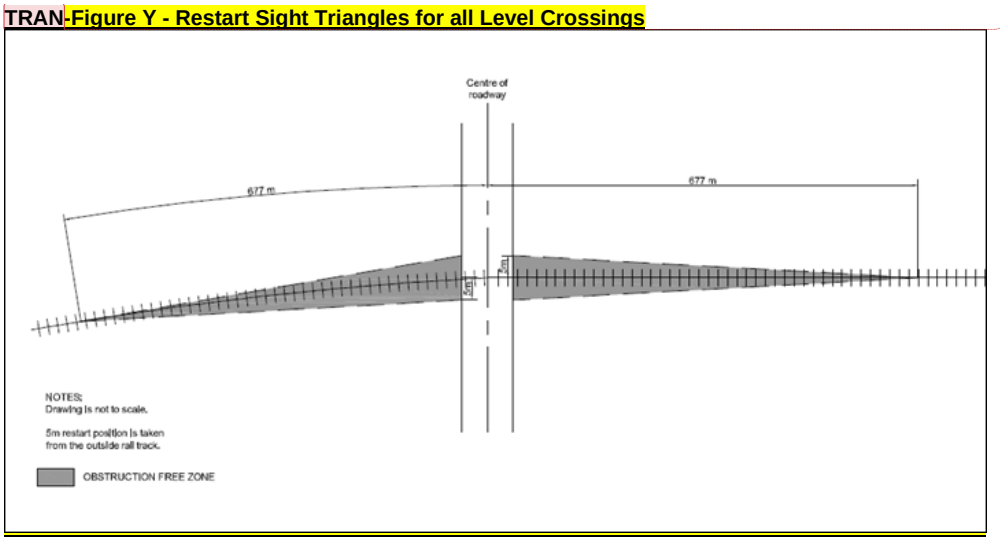
Commented [MC74]: S251.003
Add hyperlink to existing definition

Commented [MC75]: S045.008

Commented [MC76]: Amendment needed as TRAN-Table 11 uses ECM per hour and ECM per day.

Commented [MC77]: S416.029

TRAN-Figure Y - Restart Sight Triangles for all Level Crossings



Commented [MC78]: S416.029

TRAN-Table Y – Road formation criteria

Zone	Classification	Minimum legal width
Light Industrial Zone	Access	22m
Heavy Industrial Zone	Secondary Collector	24m
	Primary Collector	25m
All other zones	Low Volume Access Access	20m
	Secondary Collector	24m
	Primary Collector	25m
Note: The classification of new roads should be determined in consultation with Far North District Council.		

Commented [MC79]: Decouple Engineering Standards.

TRAN-Table Z – Minimum Intersection Spacing

Commented [MC80]: Decouple Engineering Standards.

Zone	Road Classification	Minimum spacing between intersections
General Residential Mixed Use Light Industrial Heavy Industrial	Low Volume Access Access	30m
	Secondary Collector	50m
	Primary Collector Arterial	100m
All other zones	Low Volume Access Access	75m
	Secondary Collector	100m
	Primary Collector Arterial	150m
Note: The classification of new roads should be determined in consultation with Far North District Council.		

Auckland
Level 1/70 Shortland Street
Auckland 1010
Aotearoa New Zealand

Wellington
Level 1/119-123 Featherston Street
Wellington 6011
Aotearoa New Zealand

Christchurch
Level 1/137 Victoria Street
PO Box 36446, Merivale
Christchurch 8146
Aotearoa New Zealand

hello@abley.com
+64 3 377 4703
abley.com