

Draft District Plan Review:

Transport

OVERVIEW: TRANSPORT

This draft chapter has been prepared as part of Council's District Plan Review Project. The structure and layout of the chapter reflects the intended reformatting of the existing District Plan in accordance with the National Planning Standards 2019.

Council is working on reviewing the whole District Plan at present. The following overview is focused on the Transport (TRAN) Chapter of the draft Plan.

As a draft plan change we expect to be making changes to the provisions as we respond to matters raised in feedback, new technical advice received, and any change in national or regional direction. These changes will be made before public notification of the plan change documents under the Resource Management Act 1991 takes place. Public notification of the plan change will enable formal submissions to be lodged which can then be considered as part of a hearing and final decision-making process.

The focus of the Transport Chapter is to provide clear direction for the provision of access, roads and transportation environments across the district. This chapter is used as a subsidiary to the main zone chapters of the plan and is used to inform the provision of access to the roading network for new activities. The main outcomes of the review of this chapter have been updating the standards of the Plan to reflect current best practice. It is recognised that standards relating to the transportation network are well documented across the country and informed by a number of accepted standards in the transportation section. Therefore, rather than drafting new approaches, this chapter is more of an update to reflect current best practice.

Due to the number of substantive changes and consequential changes proposed, the new Transportation Chapter will replace the existing chapter in its entirety. The main changes proposed by draft Plan Change, for the TRAN, include:

- Updating the Objectives and Policies to reflect the current direction set by the New Zealand Transport Agency for managing transportation environments.
- Updating the Objectives and Policies to reflect the new District Plan approach whilst continuing to provide clear direction for plan users on the relevant matters to the provision of access and roads.
- Updating the standards to reflect current best practices, in particular clear design parameters for each of the different roading environments from residential access points, to rural access to new roading networks.
- Introducing clear direction of the different roading environments and road classifications as directed by NZTA.
- Requiring development to occur in accordance with Council's new Engineering Standards.

- Providing clear mechanisms for Council to manage the effects of new development on the safe and efficient operation of the roading network.
- Setting minimum standards of design that are acceptable without further intervention from Council, in particular specified widths and lengths of accesses, separation distances from other transport elements, minimum sight lines, and design standards for new roads.

PROVISION-BY-PROVISION SUMMARY OF CHANGES – TRANSPORT

Provision	Change	Primary reason for change
Introduction	New text added which provides updated commentary on purpose of the Transport Chapter and what it provides for, including promoting a safe and efficient roading network.	To better align the zone description with the National Planning Standards description of a Transport Chapter and to highlight the wider range of design outcomes anticipated within the District.
TRAN-Objectives	Objectives added to include the need for sustainable and efficient provision of access and roads across the district.	To better reflect the wider range of living and business environments already within the district and the intent to continue to provide a clear framework to manage transportation aspects of new development across the district in the future. Where new development aligns with the intent of this chapter, the focus is to allow for new development to be a straight forward process.
TRAN-Objectives	Objectives added to include the need for new development, in particular larger scale subdivisions, to achieve good design outcomes that enhance existing character and amenity values.	To recognise that character and amenity, and the uses for land, are going to change over time and recognise that change is not automatically an adverse outcome. The purpose of this chapter is to enable new development whilst ensure careful consideration of the design outcomes is undertaken along the way. It is recognized that the existing development patterns across the district is dated and that any change is going to be significantly different to what currently exists.
TRAN-Objectives	Objectives added to ensure that appropriate consideration is had through subdivision and development processes in regard to access and roads.	To ensure that the careful consideration of access and road provision is undertaken up front in the subdivision and development processes. Subdivision is often used to enable new development and it is important that any new developments have sufficient access and road provision in place to enable future development.
TRAN-Policies	Policies added to include clear direction on the key matters to be maintained and addressed for new	To clearly outline the key design outcomes sought for each zone and to articulate the matters that are to be addressed for new development before it

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	development within the various zones across the district.	can occur. We want to ensure that the Plan contains enough regulatory control to achieve the desired outcomes but at the same time not inhibit new development from occurring.
TRAN-Policies	Policies added to include the need for stormwater management and servicing capacity to be a key consideration for any new developments involving new accesses or road ways.	We recognise that the management of stormwater and the provision of services is going to be a key consideration moving forward. New development will increase the level of impervious surfaces and impact upon natural overland flow paths, as well as the load placed on existing servicing networks. New development needs to be considered and suitable solutions presented and assessed before development can take place.
TRAN-Rules	Updates to convert the old rule structure into the new National Planning Standards format.	To align what is provided for within the zone with the National Planning Standards.
TRAN-Rules	Updates to ensure that the list of activities and variation of access and road types are provided for within the district are clear and concise.	To recognise and provide for the wide range of activities that can occur within the District and provide clear direction on the matters that are to be addressed through the development or subdivision process. Clearer differentiation between scale of activities is also provided to allow for smaller scale activities to have a clear and simple process and for larger scale proposals, the process remains simple but the level of consideration is slightly more detailed to ensure the desired outcomes are achieved.
TRAN-Rules	New Rule added to update the Plan to align for current best practise measures for managing transport environment.	To recognise the existing national direction for managing road and access related matters and ensure that the Plan is consistent and not contrary to these.
TRAN-Matters of Discretion	Additional (and updated) matters of discretion added to allow for careful consideration of resource consent applications.	To require careful consideration of the design outcomes of new proposals including explicit direction around the design, layout, and configuration of new developments and the associated access and roading arrangements, in particular access and stormwater management. Also, to enable Council to achieve the desired design outcomes through the consenting process.
TRAN-Standards	Additional (and updated) Standards added to reflect current best practice for managing access and roads across the different zones within the	The standards require updating to better reflect current best practice for managing the transport network. In some cases, the existing plan does not

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	<p>Plan, in particular the inclusion of controls managing minimum design standards for new accesses and roads.</p>	<p>include any standards or direction to manage these environments, or the standards are out of date.</p> <p>The focus of the new plan is to set clear thresholds for the consenting process to inform the level of consideration required from application to application. New and updated controls are needed to ensure that a clear indication is provided in regard to the desired outcomes across the different zones. The Plan aims to clearly define the thresholds for regulatory intervention depending on the size and scale of the proposal.</p>
<p>TRAN- Consequential Changes</p>	<p>Additional rules added to the Area Specific Chapters providing for the application of the transport chapter for new development.</p>	<p>To align the other chapters of the plan with the direction taken under the TRAN chapter.</p>