

# **Kāpiti Proposed District Plan**

---

## ***Review of Transport Matters Raised In Submissions on Chapter 11***

**Prepared by:**

Neil Trotter, Roding Network Planning Team Leader  
Kāpiti Coast District Council

May 2016

# Kāpiti Proposed District Plan

---

## *Review of Transport Matters Raised In Submissions on Chapter 11*

### Table of Contents

1. Introduction.....	3
2. Issues & Recommendations.....	3
3. Review by Chapter/Submitter/Issue Number.....	4
3.1 Chapter 01.....	4
3.2 Maps.....	9
3.3 Chapter 11.....	19
Appendix 1: Traffic Activity Thresholds Memo.....	46

# Kāpiti Proposed District Plan

---

## *Review of Transport Matters Raised In Submissions On Chapter 1 and Chapter 11*

### **1 Introduction**

Transport is an important environmental effect that is dealt with via Objectives, Policies and Rules set out within the Proposed District Plan. The Proposed District Plan was notified on 29 November 2012 and attracted a range of submissions, including a number from individuals and organisations dealing with transport issues.

The results of my review of Chapter 11 matters are provided below. Reference is also made to Chapter 01 in terms of submissions to definitions which are relevant to Chapter 11 and Chapter 02 with regard to objectives which require a transport related response.

The technical advice is based on relevant New Zealand standards, and related guidelines including international standards where appropriate (this is reference to Austroads standards which are applicable in New Zealand).

### **2 Issues & Recommendations**

I set out below a brief description of the relevant transport issue / matter raised by each submitter, details surrounding the submission itself, an indication of whether the submission matter has been accepted or rejected, with changes to the Plan recommended where appropriate.

### 3 Review by Chapter/Submitter/Issue Number

#### 3.1 Chapter 01

---

**Submitter 92: Winstone Aggregates**

**Issue Number:** 092-9

Chapter 01: Introduction & Interpretation

**Plan Provision:** New policy    **eDoc no. :** 368295

**Summary of Submission Point / Decision Requested:**

Delete the definition of major traffic activities.

**Recommendation: Reject** for the reasons: An indication of at what level of traffic increase leads to potentially more than minor effects in terms of traffic and transport is essential. To remove this altogether would not allow development to occur which have lower impacts and conversely would not enable Council to assess the effects of major traffic generation development both in terms of traffic composition and volume.

**Changes recommended to PDP:**

None

**Further submitters;**

n.a.

---

**Submitter 92: Winstone Aggregates**

**Issue Number:** 092-15

Chapter 01: Introduction & Interpretation

**Plan Provision:** New policy    **eDoc no. :** 368295

**Summary of Submission Point / Decision Requested:**

Delete the definition of vehicle movement.

**Recommendation: Reject** for the reasons: The definition requires clarification and further refinement but will not be deleted.

**Changes recommended to PDP:**

Covered by the Traffic Activity Thresholds Memo in Appendix 1.

**Further submitters:**

n.a.

---

**Submitter 92: Winstone Aggregates**

**Issue Number:** 092-5

Chapter 01: Introduction & Interpretation

**Plan Provision:** New policy    **eDoc no. :** 368295

**Summary of Submission Point / Decision Requested:**

Amend the definition of freight hierarchy to read: "Freight hierarchy means the mapped hierarchy for freight routers to and from working environments, policy areas or specific sites in the District..."

**Recommendation: Reject** for the reasons: The Freight Network hierarchy maps are proposed to be deleted as they are not referenced in any rules or standards and their inclusion in the Proposed District Plan serve no purpose.

**Changes recommended to PDP:**

Delete the Freight Network hierarchy maps and Freight Hierarchy definition.

**Further submitters:**

n.a.

---

**Submitter 218: Coastlands Shoppingtown Ltd**

**Issue Number: 218-2**

Chapter 01: Introduction & Interpretation

**Plan Provision:** New policy **eDoc no. :** 369670

**Summary of Submission Point / Decision Requested:**

Delete the reference to the Western Link Road in the definition of "Ihakara Street east/Ihakara St west".

**Recommendation: Accept** for the reasons: The extension from Ihakara street will be a single road as there will be no connection to the Expressway - so references to east and west are no longer valid there should be one description of Ihakara Street extension - from the end of Ihakara Street to the Hurley Road/Kāpiti Road intersection via an underpass beneath the Kapiti Expressway.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 218: Coastlands Shoppingtown Ltd**

**Issue Number: 218-9**

Chapter 01: Introduction & Interpretation

**Plan Provision:** New policy **eDoc no. :** 369670

**Summary of Submission Point / Decision Requested:**

Seek deletion of the Western Link Road definition. Alternatively, the Proposed Plan could refer to the designation for a link road, but in the context of the current expressway Notice of Requirement.

**Recommendation: Accept** for the reasons: Expressway is sufficiently advanced to allow deletion of this definition.

**Changes recommended to PDP:**

Delete the Western Link Road definition.

**Further submitters:**

n.a.

---

**Submitter 218: Coastlands Shoppingtown Ltd**

**Issue Number: 218-4**

Chapter 01: Introduction & Interpretation

**Plan Provision:** New policy **eDoc no. :** 369670

**Summary of Submission Point / Decision Requested:**

Consider the definition of a 'major traffic activity' seems at odds with the proposed permitted activity standard Rule 11C.1 (p. 11-79) which permits (in working zones) "the lesser of, up to a maximum of 200 vehicles per day (VPD) or 50 vehicles per peak hour (in any one hour period)". Coastlands seek amendments to ensure consistency between the major traffic activity definition and the standards contained in the Proposed Plan.

**Recommendation: Accept in part** for the reasons: The definition requires amendment to align better with parts of Chapter 11.

**Changes recommended to PDP:**

Covered by the Traffic Activity Thresholds Memo in Appendix 1.

**Further submitters:**

n.a.

---

**Submitter 218: Coastlands Shoppingtown Ltd**

**Issue Number:** 218-10

Chapter 01: Introduction & Interpretation

**Plan Provision:** New policy   **eDoc no. :** 369670

**Summary of Submission Point / Decision Requested:**

Seek additional definition for “Boulevard” which is a term used but not defined in the proposed plan.

**Recommendation: Accept in part** for the reasons: The term “Boulevard” should be removed as it is not required and causes confusion.

**Changes recommended to PDP:**

Delete the term “Boulevard.”

**Further submitters:**

n.a.

---

**Submitter 221: Ngahina Developments Ltd**

**Issue Number:** 221-5

Chapter 01: Introduction & Interpretation

**Plan Provision:** New policy   **eDoc no. :** 369681

**Summary of Submission Point / Decision Requested:**

Oppose in part the definition of “major traffic activity” as it would make activities in the centres zones a restricted discretionary activity instead of permitted.

**Recommendation: Accept in part** for the reasons: The definition requires amendment to align better with parts of Chapter 11.

**Changes recommended to PDP:**

Covered by the Traffic Activity Thresholds Memo in Appendix 1.

**Further submitters:**

n.a.

---

**Submitter 221: Ngahina Developments Ltd**

**Issue Number:** 221-6

Chapter 01: Introduction & Interpretation

**Plan Provision:** New policy   **eDoc no. :** 369681

**Summary of Submission Point / Decision Requested:**

Seek amendment to add definition of “boulevard”.

**Recommendation: Accept in part** for the reasons: The term “Boulevard” should be removed as it is not required and causes confusion.

**Changes recommended to PDP:**

Delete the term “Boulevard.”

**Further submitters:**

n.a.

---

---

**Submitter 440: Kāpiti Coast District Council****Issue Number:** 440-12

Chapter 01: Introduction &amp; Interpretation

**Plan Provision:** New policy    **eDoc no. :** 370364**Summary of Submission Point / Decision Requested:**

Amend the definition of Access leg to add the words “land which” after “means”.

**Recommendation: Accept** for the reasons: Provides clarity to the definition.**Changes recommended to PDP:**

Amend the definition of Access leg to add the words “land which” after “means”.

**Further submitters:**

n.a.

---

**Submitter 440: Kāpiti Coast District Council****Issue Number:** 440-13

Chapter 01: Introduction &amp; Interpretation

**Plan Provision:** New policy    **eDoc no. :** 370364**Summary of Submission Point / Decision Requested:**

Amend the definition of access strip to replace “shall have the same meaning as” with “means the same as”.

**Recommendation: Accept** for the reasons: Provides clarity to the definition.**Changes recommended to PDP:**

Amend the definition of access strip to replace “shall have the same meaning as” with “means the same as”.

**Further submitters:**

n.a.

---

**Submitter 457: NZ Transport Agency****Issue Number:** 457-3

Chapter 01: Introduction &amp; Interpretation

**Plan Provision:** New policy    **eDoc no. :** 370408**Summary of Submission Point / Decision Requested:**

Opposes definition of “road” in the Vehicle Movement Definition.

**Recommendation: Accept** for the reasons: Requires amendment to incorporate State highway in the definition of road.**Changes recommended to PDP:**

Change the definition of road to read adding the words “or is defined as a State Highway” and “or NZTA” as highlighted below:

Road means the whole of any land which is within a district and which is laid out by the Council as a road or street, or is defined as a State Highway which is vested in the Council or NZTA as a road or street, or as otherwise defined by section 315 of the Local Government Act 1974 and includes footpaths, berms, bridges and culverts.**Further submitters:**

n.a.

---

**Submitter 457: NZ Transport Agency****Issue Number:** 457-8

Chapter 01: Introduction &amp; Interpretation

**Plan Provision:** New policy    **eDoc no. :** 370408**Summary of Submission Point / Decision Requested:**

Amend the definition of “road” to read “means a movement of a vehicle between a road and state highway...”

**Recommendation: Accept** for the reasons: Requires amendment to incorporate State highway in the definition of road.

**Changes recommended to PDP:**

Change the definition of road to read adding the words “or is defined as a State Highway” and “or NZTA” as highlights below:

Road means the whole of any land which is within a district and which is laid out by the Council as a road or street, or is defined as a State Highway which is vested in the Council or NZTA as a road or street, or as otherwise defined by section 315 of the Local Government Act 1974 and includes footpaths, berms, bridges and culverts.

**Further submitters:**

n.a.

---



## 3.2 Maps

---

**Submitter 26: David H & Ethel M Burson**                      **Issue Number:** 26-2

Maps: Transport Network Hierarchy: Ihakara Street West Extension

**Plan Provision:** New policy    **eDoc no. :** 364677

**Summary of Submission Point / Decision Requested:**

Confirm that the Ihakara Street West Extension is included in the Proposed District Plan. If not currently included, amend the Proposed District Plan to include the Ihakara Street West Extension.

**Recommendation:** **Accept** for the reasons: Confirm that the Ihakara Street West Extension is included in the Transport Hierarchy Network map.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 26: David H & Ethel M Burson**                      **Issue Number:** 26-3

Maps: Transport Network Hierarchy

**Plan Provision:** New policy    **eDoc no. :** 364677

**Summary of Submission Point / Decision Requested:**

Add a new road so that traffic exiting west from the Airport can join the new road heading south. A suitable route appears along Bluegum, Toru, and then a new road behind the Te Oti residential properties to then link with Wharemauku Road, maybe going behind the eastern side of Avion Terrace

**Recommendation:** **Reject** for the reasons: Notional Roads already show connections to the proposed and existing road network.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 92: Winstone Aggregates**                      **Issue Number:** 092-165

Maps: Transport Network Hierarchy

**Plan Provision:** New policy    **eDoc no. :** 368295

**Summary of Submission Point / Decision Requested:**

Support the Transport Network Hierarchy Map.

**Recommendation:** **Reject** for the reasons: The Freight Network hierarchy maps are not referenced in any rules or standards and their inclusion in the Proposed District Plan serve no purpose.

**Changes recommended to PDP:** Delete the Freight Network hierarchy maps and Freight Hierarchy definition...

**Further submitters:**

n.a.

---

**Submitter 92: Winstone Aggregates****Issue Number:** 092-167

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 368295**Summary of Submission Point / Decision Requested:**

Retain Riverbank Road and Mill Road as an existing Heavy Haulage Traffic Route.

**Recommendation: Reject** for the reasons: The Freight Network hierarchy maps are proposed to be deleted as they are not referenced in any rules or standards and their inclusion in the Proposed District Plan and serve no purpose.

**Changes recommended to PDP:**

Delete the Freight Network hierarchy maps

**Further submitters:**

n.a.

---

**Submitter 92: Winstone Aggregates****Issue Number:** 092-168

Maps: Freight Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 368295**Summary of Submission Point / Decision Requested:**

Amend the Freight Network Map to identify Reikorangi Road and Elizabeth Street (between the Waikanae Quarry and State Highway 1) as an existing Heavy Traffic Route.

**Recommendation: Reject** for the reasons: The Freight Network hierarchy maps are proposed to be deleted as they are not referenced in any rules or standards and their inclusion in the Proposed District Plan and serve no purpose.

**Changes recommended to PDP:** Delete the Freight Network hierarchy maps and Freight Hierarchy definition.

**Further submitters:**

n.a.

---

**Submitter 92: Winstone Aggregates****Issue Number:** 092-169

Maps: Freight Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 368295**Summary of Submission Point / Decision Requested:**

Amend relevant schedule to identify Reikorangi Road and Elizabeth St.

**Recommendation: Reject** for the reasons: The Freight Network hierarchy maps are proposed to be deleted as they are not referenced in any rules or standards and their inclusion in the Proposed District Plan and serve no purpose.

**Changes recommended to PDP:** Delete the Freight Network hierarchy maps and Freight Hierarchy definition.

**Further submitters:**

n.a.

---

**Submitter 146: Sheryl Brunel****Issue Number:** 146-1

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369417

**Summary of Submission Point / Decision Requested:**

Oppose the identification of a vehicle bridge over the Waikanae River opposite Kokako Road in Waikanae.

**Recommendation: Accept** for the reasons: A new road connection across Waikanae River is no longer required due the proposed Mackay to Peka Peka Expressway now providing this connection.

**Changes recommended to PDP:**

Delete the notional road connecting Makora Road to Weggery Drive on map 9B and the Transport Network Hierarchy Maps.

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis**

**Issue Number:** 147-26

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369421

**Summary of Submission Point / Decision Requested:**

Support a freight hierarchy that enables road to be designed for the types of vehicles using it at a high frequency.

**Recommendation: Reject** for the reasons: The Freight Network hierarchy maps are proposed to be deleted as they are not referenced in any rules or standards and their inclusion in the Proposed District Plan and serve no purpose.

**Changes recommended to PDP:** Delete the Freight Network hierarchy maps and Freight Hierarchy definition.

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis**

**Issue Number:** 147-27

Maps: Freight Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369421

**Summary of Submission Point / Decision Requested:**

Do not support routes being designed that have lower freight volumes than all other vehicles trips but which demand roads be designed for them.

**Recommendation: Reject** for the reasons: The Freight Network hierarchy maps are proposed to be deleted as they are not referenced in any rules or standards and their inclusion in the Proposed District Plan and serve no purpose.

**Changes recommended to PDP:** Delete the Freight Network hierarchy maps and Freight Hierarchy definition.

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis**

**Issue Number:** 147-28

Maps: Freight Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369421

**Summary of Submission Point / Decision Requested:**

Concerned about the following roads being designated freight routes: Mazengarb Road, Te Moana Road (beach side of proposed motorway), Poplar Ave and others.

**Recommendation: Reject** for the reasons: The Freight Network hierarchy maps are proposed to be deleted as they are not referenced in any rules or standards and their inclusion in the Proposed District Plan and serve no purpose.

**Changes recommended to PDP:** Delete the Freight Network hierarchy maps and Freight Hierarchy definition...

**Further submitters:**

n.a.

---

**Submitter 165: Peter Gibson**

**Issue Number:** 165-25

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369530

**Summary of Submission Point / Decision Requested:**

With the proposed expressway running sort of parallel with Ngarara Road (paper road) there is no benefit of it retaining that legal standing.

**Recommendation: Reject** for the reasons: This connection would complete a link to the beach and SH1 should be preserved for future network planning.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 166: John Le Harivel**

**Issue Number:** 166-2

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369533

**Summary of Submission Point / Decision Requested:**

Oppose the notional road through 12-14 Otaihanga Road for the reasons set out in the submission.

**Recommendation: Reject** for the reasons: The link to The Drive should be preserved for future network planning this connection would reduce the distance to travel and connects Otaihanga to Paraparaumu helping relieve Ratanui Road which experiences congestion especially in the am and pm peak periods.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 166: John Le Harivel**

**Issue Number:** 166-3

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369533

**Summary of Submission Point / Decision Requested:**

Oppose the notional bridge across Waikanae River opposite Kokako Road for the reasons set out in the submission.

**Recommendation: Accept** for the reasons: A new road connection across Waikanae River is no longer required due the proposed Mackay to Peka Peka Expressway now providing this connection.

**Changes recommended to PDP:**

Delete the notional road connecting Makora Road to Weggery Drive on map 9B and the

Transport Network Hierarchy Maps.

**Further submitters:**

n.a.

---

**Submitter 170: Nga Uruora Kāpiti Project Inc**

**Issue Number:** 170-1

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369558

**Summary of Submission Point / Decision Requested:**

Identify the following as walking routes: Lookout Hill to Wainui Saddle, Paekākāriki Village to Wainui Saddle and an underpass at Wainui Saddle to provide a link with Mount Wainui.

**Recommendation: Reject** for the reasons: A plan change will be required by Council at a later stage to align the Transport Hierarchy Network Map with the One Network Road Classification (ONRC). Walking routes could be considered for addition to the Transport Hierarchy Network Map at the same time as the anticipated plan change.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 186: Simon Lusk and Sue Holloway**

**Issue Number:** 186-2

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369599

**Summary of Submission Point / Decision Requested:**

Oppose the notional road shown on the transport hierarchy maps, and any rules which may also apply to this notional road, from Huia Street to State Highway One through 70 Huia Street and support notional road extending Huia Street through to Hadfield Road. Oppose lack of consultation on this matter, as this change imposes major impositions on submitter's land.

**Recommendation: Accept** for the reasons: Preferred option is to retain the Huia Street Notional Road as in the Operative District Plan over the Proposed District Plan road between 70 and 64 Huia Street, Waikanae.

**Changes recommended to PDP:**

Delete the notional road connecting SH1 to Huia Street on map 7B and the Transport Network Hierarchy Maps. Show a Notional Road as per the Districtwide and urban plan features maps 18 and 20 of the Operative District Plan connecting Huia Street to Hadfield Road.

**Further submitters:**

n.a.

---

**Submitter 216: Graham Halstead**

**Issue Number:** 216-11

Maps: Transport Network Hierarchy: Maps 11B and 12B

**Plan Provision:** New policy **eDoc no. :** 369667

**Summary of Submission Point / Decision Requested:**

Maps 11B and 12B (and Transport Hierarchy maps) - seek amendment to designate sufficient land along Kapiti Road, between Hurley Road and Rimu Road, on the southern side to allow for future four lane traffic.

**Recommendation: Reject** for the reasons: Outside the scope of the DP.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 218: Coastlands Shoppingtown Ltd****Issue Number: 218-77**

Maps: Transport Network Hierarchy: Western Link Road

**Plan Provision:** New policy **eDoc no. :** 369670**Summary of Submission Point / Decision Requested:**

Seek amendment to the Transport Network Hierarchy Map to delete the Western Link Road and the Notional Road across the Wharemauku Precinct (Precinct A2).

**Recommendation: Accept in part** for the reasons: Reject the deletion of notional road across Wharemauku Precinct as these roads are necessary for connections to the network to relieve pressure on Kapiti Road and to serve new development. Accept the deletion of Western Link Road as the Mackays to Peka Peka expressway is well advanced and will be fully constructed by 2017.

**Changes recommended to PDP:**

Delete the Western Link Road notional road on the Transport Network Hierarchy Maps and amend the Transport Network Hierarchy Maps and Map 11B and 12B to indicate new Structure Plan for the Wharemauku Precinct.

**Further submitters:**

n.a.

---

**Submitter 247: The Paetawa Trust****Issue Number: 247-3**

Topic: Maps

**Plan Provision:** New policy **eDoc no. :** 369739**Summary of Submission Point / Decision Requested:**

Submission objects to the proposed Plan on account of the Roads of National Significance Expressway not being shown on the maps where it is intended.

**Recommendation: Accept** for the reasons: The expressway designation should be reflected on the maps.

**Changes recommended to PDP:**

Add the Transmission Gully, Mackays to Peka Peka and Peka Peka to Otaki Expressway designations to maps.

**Further submitters:**

n.a.

---

**Submitter 257: Julie Darke, Geoffrey Alexander and MC2 Group Ltd****Issue Number: 257-7**

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369788**Summary of Submission Point / Decision Requested:**

Add a notional road following the high voltage transmission lines between Huia Street and Hadfield Road be shown on the planning maps or any other decision that would satisfy the submitter's concerns.

**Recommendation: Reject** for the reasons: Preferred option is to retain the Huia Street Notional Road as in the current DP over the PDP road between 70 and 64 Huia Street.

**Changes recommended to PDP:**

Delete the notional road connecting SH1 to Huia Street on map 7B and the Transport Network Hierarchy Maps. Show a Notional Road as per the Districtwide and urban plan features maps 18 and 20 of the Operative District Plan connecting Huia Street to Hadfield Road.

**Further submitters:**

n.a.

---

**Submitter 259: Danielle Tobin**                      **Issue Number: 259-2**

Maps: Transport Network Hierarchy

**Plan Provision:** New policy    **eDoc no. :** 369793

**Summary of Submission Point / Decision Requested:**

Oppose the notional bridge over the Waikanae River.

**Recommendation: Accept** for the reasons: A new road connection across Waikanae River is no longer required due the proposed Mackay to Peka Peka Expressway now providing this connection.

**Changes recommended to PDP:**

Delete the notional road connecting Makora Road to Weggery Drive on map 9B and the Transport Network Hierarchy Maps.

**Further submitters:**

n.a.

---

**Submitter 262: Bunnings Ltd**

**Issue Number: 262-26**

Maps: Freight Network Hierarchy

**Plan Provision:** New policy    **eDoc no. :** 369799

**Summary of Submission Point / Decision Requested:**

Clarify the "freight network hierarchy" annotation affecting Milne Drive as it currently appears to connect to the proposed expressway.

**Recommendation: Reject** for the reasons: The Freight Network hierarchy maps are proposed to be deleted as they are not referenced in any rules or standards and their inclusion in the Proposed District Plan and serve no purpose.

**Changes recommended to PDP:** Delete the Freight Network hierarchy maps and Freight Hierarchy definition.

**Further submitters:**

n.a.

---

**Submitter 276: Kapiti Coast Airport Holdings Ltd**

**Issue Number: 276-48**

Maps: Transport Network Hierarchy: Ihakara Street Extension.

**Plan Provision:** New policy    **eDoc no. :** 369938

**Summary of Submission Point / Decision Requested:**

Amend to reflect alignment of Ihakara Street extension as per Plan Change 73.

**Recommendation: Accept** for the reasons: Provides clarity to the notional road and alignment with the Plan Change.

**Changes recommended to PDP:**

Amend Transport Network Hierarchy Map and Map 11B to reflect Plan Change 73.

**Further submitters:**

n.a.

---

**Submitter 286: Waikanae North Limited**

**Issue Number: 286-47**

Maps: Transport Network Hierarchy

**Plan Provision:** New policy    **eDoc no. :** 369965

**Summary of Submission Point / Decision Requested:**

Oppose Transport Network Hierarchy maps that show the notional roads on Waikanae North and update to reflect that the Parata Street extension has been constructed.

**Recommendation: Accept in part** for the reasons: Amend the plan to reflect the roads that have been vested in Council but there is a need to retain notional roads not yet constructed.

**Changes recommended to PDP:**

Amend Transport Network Hierarchy map and Map 7B to reflect roads that are vested in Council

**Further submitters:**

n.a.

---

**Submitter 287: Emanuel Kalafatelis**

**Issue Number: 287-2**

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 369967

**Summary of Submission Point / Decision Requested:**

Oppose the notional road and any applicable rules extending from Huia Street to State Highway One through the submitter's land at 64 Huia Street Waikanae and amend to retain the extension to Huia Street through to Hadfield Road as identified in the Operative District Plan and not retained in the Proposed District Plan. Oppose lack of consultation on this matter.

**Recommendation: Accept** for the reasons: Preferred option is to retain the Huia Street Notional Road as in the Operative District Plan over the Proposed District Plan road between 70 and 64 Huia Street, Waikanae.

**Changes recommended to PDP:**

Delete the notional road connecting SH1 to Huia Street on map 7B and the Transport Network Hierarchy Maps. Show a Notional Road as per the Districtwide and urban plan features maps 18 and 20 of the Operative District Plan connecting Huia Street to Hadfield Road.

**Further submitters:**

n.a.

---

**Submitter 318: Daniel Rodie**

**Issue Number: 318-11**

Maps: zone and Features: Map 12A

**Plan Provision:** New policy **eDoc no. :** 370040

**Summary of Submission Point / Decision Requested:**

Amend Zoning Map 12A to show a designated service lane commencing at Ngahina Street and running, as far as practical depending on the Telecom exchange building, parallel and adjacent to the rear boundaries of the properties that face Kapiti Road.

**Recommendation: Reject** for the reasons: Outside of the scope of the DP and not required as there are limited commercial properties served on this section of Kapiti Road.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 332: Denise Harrison**

**Issue Number: 332-1**

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 370078

**Summary of Submission Point / Decision Requested:**

Oppose the proposed bridge spanning the Waikanae River from Makora Road to Weggery Drive, and seek that it be deleted as a Notional Road from the proposed Transport Hierarchy Map.



**Recommendation: Accept** for the reasons: A new road connection across Waikanae River is no longer required due the proposed Mackay to Peka Peka Expressway now providing this connection.

**Changes recommended to PDP:**

Delete the notional road connecting Makora Road to Weggery Drive on map 9B and the Transport Network Hierarchy Maps.

**Further submitters:**

n.a.

---

**Submitter 333: John Harrison**

**Issue Number: 333-1**

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 370080

**Summary of Submission Point / Decision Requested:**

Oppose the proposed bridge spanning the Waikanae River from Makora Road to Weggery Drive, and seek that it be deleted as a Notional Road from the proposed Transport Hierarchy Map.

**Recommendation: Accept** for the reasons: A new road connection across Waikanae River is no longer required due the proposed Mackay to Peka Peka Expressway now providing this connection.

**Changes recommended to PDP:**

Delete the notional road connecting Makora Road to Weggery Drive on map 9B and the Transport Network Hierarchy Maps.

**Further submitters:**

n.a.

---

**Submitter 341: Friends of Te Hapua Dunes and Wetlands Society Inc. Issue Number: 341-10**

Maps: Transport Network Hierarchy: Map 18B and Maps 3-4

**Plan Provision:** New policy **eDoc no. :** 370091

**Summary of Submission Point / Decision Requested:**

Opposes and delete the "Notional Road" shown on Map 18B and Map 3-4 Transport Hierarchy running between Tasman Lakes at Peka Peka and Te Hapua Rd.

**Recommendation: Reject** for the reasons: This road is desirable to link Te Horo to Peka Peka which will reduce the need to travel longer distances.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 454: Joy Stewart**

**Issue Number: 344-1**

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 370404

**Summary of Submission Point / Decision Requested:**

Oppose the proposed bridge spanning the Waikanae River from Makora Road to Weggery Drive, and seek that it be deleted as a Notional Road from the proposed Transport Hierarchy Map.

**Recommendation: Accept** for the reasons: A new road connection across Waikanae River is no longer required due the proposed Mackay to Peka Peka Expressway now providing this connection.

**Changes recommended to PDP:**

Delete the notional road connecting Makora Road to Weggery Drive on map 9B and the Transport Network Hierarchy Maps.

**Further submitters:**

n.a.

---

**Submitter 511: Mari Housiaux**

**Issue Number: 511-9**

Maps: Transport Network Hierarchy: Map 3-4 and Map 18B

**Plan Provision:** New policy **eDoc no. :** 370759

**Summary of Submission Point / Decision Requested:**

Remove the notional road indicated on Transport Hierarchy Map 3-4 and Map18B.

**Recommendation: Reject** for the reasons: This road is desirable to link Te Horo to Peka Peka which will reduce the need to travel longer distances.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 547: Tina Pope**

**Issue Number: 547-16**

Maps: Transport Network Hierarchy

**Plan Provision:** New policy **eDoc no. :** 370

**Summary of Submission Point / Decision Requested:**

Rezone or designate the informal walking access across Sec 1 SO 36522.

**Recommendation: Reject** for the reasons: SH1 to Tilley Road – outside scope of the District Plan.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

### 3.3 Chapter 11

---

**Submitter 52: Kapiti Cycling Incorporated**

**Issue Number:** 52-5

Chapter 11: Access and Transport

**Plan Provision:** New policy **eDoc no. :** 367735

**Summary of Submission Point / Decision Requested:**

Seeks further information on why there are no guidelines or standards for subdivision development that relate to cycle facilities covering gradients, surfacing, crossfall, alignment, noise screening, landscaping etc.

**Recommendation: Accept in part** for the reasons: These matters are outside the District Plan and are suitably detailed and as such are better addressed by reference to technical standards such as Austroads.

**Changes recommended to PDP:**

Have added reference to the AUSTRROADS Guide to Traffic Engineering Practice Part 14 Bicycles and Part 6A Guide to Road Design - Pedestrian and Cycle Paths and NZTA's Cycle Network & Route Planning Guide in rule 11E.2.1 for new roads.

**Further submitters:**

n.a.

---

**Submitter 52: Kapiti Cycling Incorporated**

**Issue Number:** 52-6

Chapter 11: Access and Transport

**Plan Provision:** New policy **eDoc no. :** 367735

**Summary of Submission Point / Decision Requested:**

Add specific reference to the promotion of such solutions as bike corrals in community areas like beachside streets, e.g. cafes, libraries, bookshops.

**Recommendation: Reject** for the reasons: The promotion of cycle storage facilities are specifically mentioned in Policy 11.35 Parking.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 52: Kapiti Cycling Incorporated**

**Issue Number:** 52-7

Chapter 11: Access and Transport Section 12.2.3 Rules and Standards

**Plan Provision:** New policy **eDoc no. :** 367735

**Summary of Submission Point / Decision Requested:**

Add the following guidelines to Section 12.2.3 Rules and Standards: AUSTRROADS Guide to Traffic Engineering Practice Part 14 Bicycles and Part 6A Guide to Road Design - Pedestrian and Cycle Paths, NZ Cycle Trail/Via Strada Cycle Trail Design Guide August 2011 and NZ Transport Agency Cycle Network & Route Planning Guide 2004.

**Recommendation: Accept in part** for the reasons: Agree that reference should be made to Austroads and other national standards but these should not be too specific or overly prescriptive.

**Changes recommended to PDP:**

Generic reference should be made to the following standards added to 11E.2.1 KCDC Subdivision Guide, KCDC Subdivision best practice document, NZS4404.2010 Subdivision guide, and Austroads and NZTA guidance.

**Further submitters:**

n.a.

---

**Submitter 85: Gerald Rys**

**Issue Number:** 85-14

Chapter 11: Access and Transport: Disabled Facilities

**Plan Provision:** New policy **eDoc no. :** 368359

**Summary of Submission Point / Decision Requested:**

Request consideration of disabled facilities in community facilities and transport network design e.g. roads, footpaths and road crossings.

**Recommendation: Reject** for the reasons: Detail design is outside the scope of the District Plan and is covered by other Council processes and plans.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 87: Z Energy Ltd**

**Issue Number:** 87-2

Chapter 11: Access and Transport: Rule 11.P.4.2- car parking in service stations

**Plan Provision:** New policy **eDoc no. :** 368264

**Summary of Submission Point / Decision Requested:**

Oppose the standard in rule 11.P.4.2 in relation to car parking at service stations where it requires (3 car parks for a car wash).

**Recommendation: Accept** for the reasons: Agree that three spaces for a car wash is excessive amend to require space for two cars park making an allowance that one car will be using the car wash. This still allows for three cars to be accommodated.

**Changes recommended to PDP:**

Amend 11P.1.4.2 to read 2 carparks per 3 employees, 2 carparks for any ancillary retailing, 4 carparks per workshop bay, 2 carparks for queuing for a carwash, 1 carpark for air hose/vacuum.

**Further submitters:**

n.a.

---

**Submitter 87: Z Energy Ltd**

**Issue Number:** 87-3

Chapter 11: Access and Transport: Rules car parking

**Plan Provision:** New policy **eDoc no. :** 368264

**Summary of Submission Point / Decision Requested:**

Seek amendment to clarify that "3 car parks for a car wash" means "one car park within a car wash and two associated queuing spaces".

**Recommendation: Accept** for the reasons: Agree that three spaces for a car wash is excessive amend to require space for two carparks making an allowance that one car will be using the car wash. This still allows for three cars to be accommodated.

**Changes recommended to PDP:**

Amend 11P.1.4.2 to read 2 carparks per 3 employees, 2 carparks for any ancillary retailing, 4 carparks per workshop bay, 2 carparks for queuing for a carwash, 1 carpark for air hose/vacuum.

**Further submitters:**

n.a.

---

**Submitter 92: Winstone Aggregates**

**Issue Number:** 92-136

Chapter 11: General or Access and Transport: Policy 11.30(f)

**Plan Provision:** New policy **eDoc no. :** 368295

**Summary of Submission Point / Decision Requested:**

Delete clause f) of Policy 11.30. Or alternatively exempt primary productive activities where in the Rural Environment from the Policy.

**Recommendation: Reject** for the reasons: This is only required if there is a consent and when a consent is required this is valid.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 92: Winstone Aggregates**

**Issue Number:** 92-138

Chapter 11: Access and Transport: Rule 11C.1.2 – traffic generation

**Plan Provision:** New policy **eDoc no. :** 368295

**Summary of Submission Point / Decision Requested:**

Delete the Rule 11C.1.2 Traffic Generation to/from any activity or site that meets permitted activity standards. Or alternatively amend so that the rule does not apply to an activity located on a freight network hierarchy road, provided that Reikorangi Road and Elizabeth Street are identified as sought by this submission. Or alternatively exempt primary productive activities where in the Rural Environment from the standard and rule.

**Recommendation: Reject** for the reasons: The need to consider the effects of traffic generation and composition are an essential part of Integrated Transport Assessments - especially for Heavy Class Vehicles.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 92: Winstone Aggregates**

**Issue Number:** 92-139

Chapter 11: Access and Transport: Rule 11C.3.1 - major traffic activities

**Plan Provision:** New policy **eDoc no. :** 368295

**Summary of Submission Point / Decision Requested:**

Delete Rule 11C.3.1 Major traffic activities not on a limited access road. Or alternatively exempt primary productive activities where in the Rural Environment from the Standard and Rule.

**Recommendation: Reject** for the reasons: An indication of at what level traffic increases can lead to more than minor effects in terms of traffic and transport is essential.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 92: Winstone Aggregates**

**Issue Number:** 92-140

Chapter 11: Access and Transport: Rule 11C.3.2 and 11C.3.3

**Plan Provision:** New policy **eDoc no. :** 368295

**Summary of Submission Point / Decision Requested:**

Delete Rules 11C.3.2 and 11C.3.3

**Recommendation: Reject** for the reasons: An indication of at what level traffic increases

can lead to more than minor effects in terms of traffic and transport is essential.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 116: Peter and Diana Kiernan**

**Issue Number:** 116-4

Chapter 11: Access and Transport

**Plan Provision:** New policy **eDoc no. :** 368358

**Summary of Submission Point / Decision Requested:**

Opposed to Waterfall Road, Valley Road and Emerald Glen being shown on the Transport Network Hierarchy as a Neighbourhood Access Route. This route should be shown as a more significant category, and be adequately maintained as a result.

**Recommendation: Reject** for the reasons: Maintenance issues are outside the scope of the District Plan and are covered by other Council processes and plans.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 133: Jan Nisbet**

**Issue Number:** 133-13

Chapter 11: Access and Transport: CWB

**Plan Provision:** New policy **eDoc no. :** 369180

**Summary of Submission Point / Decision Requested:**

Seek protection for Campbell Mill Road as a walkway, cycleway and bridleway and restrict vehicle usage to maintenance vehicles for essential services and adjoining landowners for fence maintenance.

**Recommendation: Reject** for the reasons: Outside of the Scope of the District Plan.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 133: Jan Nisbet**

**Issue Number:** 133-14

Chapter 11: Access and Transport: CWB

**Plan Provision:** New policy **eDoc no. :** 369180

**Summary of Submission Point / Decision Requested:**

Support Chapter 11, however, concerned it may not have sufficient "teeth". Seek for developers to show at early meetings with Council regarding subdivision that they have considered and allowed for CWB. Seek future CWB to be built to a reasonable standard.

**Recommendation: Accept in part** for the reasons: Chapter 11 could include more explanation around CWB issues and development, however standards of future CWB construction is outside the scope of the District Plan.

**Changes recommended to PDP:**

Changes have been made to policies to recognise cycling. When a subdivision is of an

appropriate scale to require cycling this can be considered as part of the consent process. There are also requirements for any new roads. Have amended rules where appropriate to reference standards for walking and cycling the policies also indicate a need to consider such issues. Do not believe that a blanket requirement is appropriate as some subdivisions are very small.

**Further submitters:**

n.a.

---

**Submitter 133: Jan Nisbet**

**Issue Number:** 133-15

Chapter 11: Access and Transport: Policy 11.34.b

**Plan Provision:** New policy **eDoc no. :** 369180

**Summary of Submission Point / Decision Requested:**

Amend Policy 11.34.b to include cycling.

**Changes recommended to PDP:**

11.34 – Safety Reference The safety of all transport users will be enhanced during the development, operation, maintenance and upgrading of the transport network, by: a) implementing the principles set out in Appendix 5.5 - Crime Prevention Through Environmental Design (CPTED) Guidelines; and b) requiring that all developments provide for safe vehicular and pedestrian access, and have adequate visibility (sight lines). ; c) requiring all developments to have safe connections to the wider transport network; and d) requiring adequate visibility and sight lines for level crossings.

**Further submitters:**

n.a.

---

**Submitter 133: Jan Nisbet**

**Issue Number:** 133-16

Chapter 11: Access and Transport: Policy 11.36

**Plan Provision:** New policy **eDoc no. :** 369180

**Summary of Submission Point / Decision Requested:**

Amend Policy 11.36 to include safe shoulders for cycling or development of shared pathways, and seek clarification that it has "teeth".

**Recommendation: Accept in part** for the reasons: Some elements can be included in the policy and can covered by the references to technical guidance which are suggested to be added to the 11C.2.1.3 (see Council response to submitter 52) provides a range of options to provide for cycling facilities.

**Changes recommended to PDP:**

Generic reference should be made to the following standards added to 11E.2.1.3 KCDC Subdivision Guide, KCDC Subdivision best practice document, NZS4404.2010 Subdivision guide, and Austroads and NZTA guidance. Change 11.36 b) to:

subdivision and development will:

- I. enable cycle and pedestrian routes, both on and off road (e.g. road shoulders or shared footpath/cycleways), ~~that~~ which offer good continuity and
- II. avoid large blocks that severe connectivity;

**Further submitters:**

n.a.

---

**Submitter 133: Jan Nisbet**

**Issue Number:** 133-17

Chapter 11: Access and Transport: Schedule 11.3

**Plan Provision:** New policy **eDoc no. :** 369180

**Summary of Submission Point / Decision Requested:**

Amend Schedule 11.3 to add the route around the western edge of the airport and any other north south routes such as Otaihanga Road to Waikanae River via Waterstone and Greendale.

**Recommendation: Accept in part** for the reasons: The schedule is confusing and does not reflect the Transport Network Hierarchy Maps.

**Changes recommended to PDP:**

Delete Schedule 11.3.

**Further submitters:**

n.a.

---

**Submitter 134: Hope Centre Church**

**Issue Number: 134-3**

Chapter 11: Access and Transport: Rule 11C.1.2

**Plan Provision:** New policy **eDoc no. :** 369186

**Summary of Submission Point / Decision Requested:**

Clarify Rule 11C.1.2 on what is meant by 'vehicles per day' either in the explanatory text or a new definition.

**Recommendation: Accept in part** for the reasons: Agree that this needs clarification.

**Changes recommended to PDP:**

Vehicle Movement Definition heading on page 1-55 to be amended to read "Vehicle Movements and Vehicle Movements per day (Vpd). **Vehicle movement** means a movement of a vehicle between a road or state highway and any site, with the number of vehicle movements per day (vpd) being calculated over a 24 hour period as follows:

- 1 car moving to and from a site comprises two vehicle movements.
- 1 truck moving to and from a site comprises six vehicle movements.
- 1 truck and trailer moving to and from a site comprises ten vehicle movements

**Further submitters:**

n.a.

---

**Submitter 135: Ferial Falconer**

**Issue Number: 135-2**

Chapter 11: Access and Transport: CWB

**Plan Provision:** New policy **eDoc no. :** 369195

**Summary of Submission Point / Decision Requested:**

Support the inclusion of CWB in the District Plan. Suggest that the District Plan requires the creation of linkages for the CWB network rather than the developments merely taking cognisance of alternative modes of transport.

**Recommendation: Reject** for the reasons: Policies (11.29, 11.30 ND 11.36) adequately cover this aspect in trying to ensure land use is integrated and connected and that cycling and walking is provided for within development.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 139: Raumati South Residents Association**

**Issue Number:**

139-21

Chapter 11: Access and Transport: General

**Plan Provision:** New policy **eDoc no. :** 369211

**Summary of Submission Point / Decision Requested:**



Identify the intersection of Renown Road and Poplar Ave as a traffic hazard area to be addressed in 2013.

**Recommendation: Reject** for the reasons: This is outside the scope of the District Plan these matters should be raised and addressed by other processes such as the Long Term Plan and Annual Plan.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 139: Raumati South Residents Association**

**Issue Number:**

139-22

Chapter 11: Access and Transport: General – expressway traffic hazards

**Plan Provision:** New policy **eDoc no. :** 369211

**Summary of Submission Point / Decision Requested:**

In respect of the traffic hazards resulting from the construction of the proposed expressway, the submitter would also like to see an endorsement in the District Plan that KCDC will carry out all conditions that may be required of the council in the findings and subsequent report from the Board of Enquiry into MacKay's to Peka Peka Expressway. We also request that the council note in the District Plan their obligation to monitor and negotiate solutions for any disruption or negative impacts on residents of any proposed expressway construction taking place in the region.

**Recommendation: Reject** for the reasons: These matters are outside the scope of the District Plan.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 139: Raumati South Residents Association**

**Issue Number:**

139-23

Chapter 11: Access and Transport: General

**Plan Provision:** New policy **eDoc no. :** 369211

**Summary of Submission Point / Decision Requested:**

Support Chapter 11 with amendments to include stronger endorsement of the challenges and desire to seek solutions to provide connectivity across the Kapiti District. Seek to endorse in the District Plan the popularity of the current Esplanade Walkway and that this walkway should be continued to Queen Elizabeth Park.

**Recommendation: Reject** for the reasons: Outside the scope of the District Plan and superseded by the provision of a walkway cycleway through Queen Elizabeth Park connecting Tilly Road in Paekakariki to Poplar Avenue in Raumati .

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 139: Raumati South Residents Association**      **Issue Number: 139-24**

Chapter 11: Access and Transport: General – expressway traffic hazards

**Plan Provision:** New policy    **eDoc no. :** 369211

**Summary of Submission Point / Decision Requested:**

During any construction of the proposed expressway, submitter seeks that KDCD carefully monitor the impact of the construction on traffic flows in and out of Raumati South and its impact on residents.

**Recommendation: Reject** for the reasons: Outside the scope of the District Plan.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis**

**Issue Number: 147-16**

Chapter 11: Access and Transport: Policy 11C.1-4

**Plan Provision:** New policy    **eDoc no. :** 369421

**Summary of Submission Point / Decision Requested:**

Seek amendment to the requirements for roads and turning requirements set out in Policy 11C.1-4 to support liveable support concepts and achieve the sustainable transport outcome in the asset management plan.

**Recommendation: Reject** for the reasons: These standards are necessary for the safe and efficient movement of vehicles. There is room within these standards to support liveability and sustainable transport.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis**

**Issue Number: 147-17**

Chapter 11: Access and Transport: Rule 11C.5.2

**Plan Provision:** New policy    **eDoc no. :** 369421

**Summary of Submission Point / Decision Requested:**

Oppose Rule 11C.5.2 - this rule is not enforced and currently occurs in many places around the district and appears to cause no problems.

**Recommendation: Reject** for the reasons: This rule is necessary to be able to enforce issues such as car yards spilling out onto the berm and road for display and sales of motor vehicles.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis**

**Issue Number: 147-18**

Chapter 11: Access and Transport: Rules & Standards off street parking

**Plan Provision:** New policy    **eDoc no. :** 369421

**Summary of Submission Point / Decision Requested:**

Amend off street parking rules and standards to support the Council's policy to encourage walking and cycling.

**Recommendation: Reject** for the reasons: The district does not have a suitably robust CWB network or PT service level to work to maximum parking standards. The policy 11.35 Parking allows for reductions in centres or reduce parking in association with travel plans.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis**

**Issue Number:** 147-19

Chapter 11: Access and Transport: Diagram A1-4

**Plan Provision:** New policy **eDoc no. :** 369421

**Summary of Submission Point / Decision Requested:**

Diagram A1-4 is inappropriate if the Council is encouraging more cycling and walking.

**Recommendation: Accept in part** for the reasons: Reference in the plan has been added to other documents that look at walking and cycling safety.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis**

**Issue Number:** 147-20

Chapter 11: Access and Transport: Schedule 11.2

**Plan Provision:** New policy **eDoc no. :** 369421

**Summary of Submission Point / Decision Requested:**

Amend Schedule 11.2 to add further explanation and description.

**Recommendation: Reject** for the reasons: This schedule has the appropriate amount of explanation at the moment. Any more explanation may cause further confusion.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis**

**Issue Number:** 147-21

Chapter 11: Access and Transport: Schedule 11.3

**Plan Provision:** New policy **eDoc no. :** 369421

**Summary of Submission Point / Decision Requested:**

Support the different types of routes in Schedule 11.3 but concerned that some may think there is only one way to design a route.

**Recommendation: Reject** for the reasons: It is proposed that Schedule 11.3 be deleted. There are no standard road cross sections in the District Plan. The schedule is confusing and does not reflect the Transport Network Hierarchy Maps.

**Changes recommended to PDP:**

Delete Schedule 11.3.

**Further submitters:**

n.a.

---

**Submitter 147: Michelle Lewis****Issue Number:** 147-23

Chapter 11: Access and Transport: CWB

**Plan Provision:** New policy **eDoc no. :** 369421**Summary of Submission Point / Decision Requested:**

Concerned, in terms of urban design, about Kapiti Rd/Rimu Rd intersection for pedestrians and cyclists.

**Recommendation: Reject** for the reasons: This is outside the scope of the District Plan. The District Plan is not the appropriate place to address individual intersections. However, this intersection has been in place for a number of years and has had no accidents relating to pedestrians and cyclists since (2009-2014). Any issues are more appropriately dealt with as part of Council's Activity Management Plan, Annual Plan or Long Term Plan processes.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

**Submitter 194: Stephen Aitken****Issue Number:** 194-1

Chapter 11: Access and Transport

**Plan Provision:** New policy **eDoc no. :** 369619**Summary of Submission Point / Decision Requested:**

Seek removal of the notional road which joins The Drive to Makora Road and bridges the Waikanae River to Weggery Drive.

**Recommendation: Accept** for the reasons: A new road connection across Waikanae River is no longer required due the proposed Mackay to Peka Peka Expressway now providing this connection.

**Changes recommended to PDP:**

Delete the notional road connecting Makora Road to Weggery Drive on map 9B and the Transport Network Hierarchy Maps.

**Further submitters:****Rejects the submission:**

- 80: Shane Murland – Rejects the Submission
- 100: Roy & Meryl Opie - Rejects the Submission
- 121: Robert Bevan Smith - Rejects the Submission
- 128: Kotuku Park Ltd - Rejects the Submission

**Supports the submission:**

- 3: Barry Hurman – In Support of submission
- 4: Leslie J Rothwell – In Support of submission
- 5: Les Henshaw – In Support of submission
- 12: Marian Tobin – In Support of submission
- 17: Rachael Oldham – In Support of submission
- 18: Michael Oldham – In Support of submission
- 19: Suzanne Kendrick – In Support of submission
- 20: Esther Feltoe – In Support of submission
- 21: David Feltoe – In Support of submission
- 30: Ann Higgs – In Support of submission
- 31: Menno van Eyk – In Support of submission

36: Debbie Clark – In Support of submission  
37: Maureen & William Roxburgh – In Support of submission  
38: Anna Heino Amaya – In Support of submission  
47: Mr Alex Metcalfe – In Support of submission  
50: Mr Terry Creighton – In Support of submission  
75: Jessica Ward – In Support of submission  
95: Carolyn Harrison – In Support of submission  
96: Simon Callahan – In Support of submission  
97: Matthew Callahan – In Support of submission  
98: Jessica Chambers – In Support of submission  
99: Terri Cook – In Support of submission  
101: Otaihanga Boating Club – In Support of submission  
105: Deborah Griffiths – In Support of submission  
114: Graham Barker – In Support of submission  
115: Katherine Welsh – In Support of submission  
120: Carey Strand – In Support of submission  
127: Toni Strand – In Support of submission  
134: Angela Galland – In Support of submission  
141: Gregory Galland – In Support of submission  
144: Anne Marie Moorhead – In Support of submission  
147: Rouen Beale – In Support of submission  
149: John Govier – In Support of submission  
150: Kelvin Cudby – In Support of submission  
151: Larry Balloch – In Support of submission  
152: Christine Balloch – In Support of submission  
154: Julian Buchanan – In Support of submission  
155: Gillian Buchanan – In Support of submission  
156: Rose Jelley – In Support of submission  
157: Charles Jelley – In Support of submission  
158: William Trotter – In Support of submission  
159: Kevin Eugene Symonds – In Support of submission  
160: Stanley Robert Goodright – In Support of submission  
161: Lynn Anderson – In Support of submission  
162: Trudi McNamara – In Support of submission  
163: Pablo Wolinski – In Support of submission  
164: Stephen McNamee – In Support of submission  
165: Rhys Lyall – In Support of submission  
166: Michael Codyre – In Support of submission  
168: Kathy Lyall – In Support of submission  
169: Denise Mednis – In Support of submission  
170: Juris Mednis – In Support of submission  
171: Brian Baggott – In Support of submission  
173: Susan Keast – In Support of submission

---

**Submitter 218: Coastlands Shoppingtown Ltd**

Chapter 11: Access and Transport: General

**Plan Provision:** New policy **eDoc no. :** 369670

**Summary of Submission Point / Decision Requested:**

**Issue Number:** 218-70

Concerned that there is an approach of not allowing larger development until traffic network issues are resolved, but there is no strategy to resolving those issues, apart for putting the responsibility onto land owners and resource users.

**Recommendation: Reject** for the reasons: Mitigation requirements of development should not be addressed by Council, the Long Term Plan and Activity Management Plan deals with capital works and level of service improvements going forward.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 218: Coastlands Shoppingtown Ltd**

**Issue Number: 218-71**

Chapter 11: Access and Transport: General

**Plan Provision:** New policy **eDoc no. :** 369670

**Summary of Submission Point / Decision Requested:**

Seeks further strategic guidance from Council as to how these wider transport networks issues can be suitably resolved is required, as opposed to an ad hoc “resource consent by resource consent” approach which only addresses part of this. In particular, concerned that the Plan Provisions are silent on Councils role in respect of the wider traffic network issues and there is an inference that the developer of an area will be required to undertake substantial upgrades to the traffic network, prior to development occurring.

**Recommendation: Reject** for the reasons: Mitigation requirements of development should not be addressed by Council, the Long Term Plan and Activity Management Plan deals with capital works and level of service improvements going forward.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 218: Coastlands Shoppingtown Ltd**

**Issue Number: 218-74**

Chapter 11: Access and Transport: Rules 11C.1.2 and 11C.3.3

**Plan Provision:** New policy **eDoc no. :** 369670

**Summary of Submission Point / Decision Requested:**

Seek amendment to clarify how Rules 11C.1.2 and 11C.3.3 relate to specific rules in Chapter 6, and in particular Rule 6A.1.9, and address the need for consistency with thresholds as adopting these thresholds may result in a series of smaller, complying developments being allowed, where one larger cohesive development may be a better solution.

**Recommendation: Accept in part** for the reasons: Requires clarification.

**Changes recommended to PDP:**

Covered by the Traffic Activity Thresholds Memo in Appendix 1.

**Further submitters:**

n.a.

---

**Submitter 218: Coastlands Shoppingtown Ltd**

**Issue Number: 218-75**

Chapter 11: Access and Transport: Rules 11C.3.1 – restricted discretionary activity

**Plan Provision:** New policy **eDoc no. :** 369670

**Summary of Submission Point / Decision Requested:**

Seek amendment to Rule 11C.3.1 – Restricted Discretionary Activity (Page 11-90) to only require a Travel Plan as part of consent condition (rather than a standard) and define what a Travel Plan should address.

**Recommendation: Reject** for the reasons: Integrated Transport Assessments and Travel Plans are essential to have before granting consent to help assess and understand the impact of the development. Refer to Traffic Activity Thresholds Memo in Appendix 1 and Travel Plan guidance contained in the Greater Wellington Regional Council Publication titled “Get your workplace moving - A guide to transport solutions for your staff and business.”

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

**Submitter 218: Coastlands Shoppingtown Ltd**

**Issue Number:** 218-76

Chapter 11: Access and Transport: Rules 11P.1.5 and 11P.1.6

**Plan Provision:** New policy **eDoc no. :** 369670

**Summary of Submission Point / Decision Requested:**

Support the parking provisions which require less carparks for Large Format Retail than the current District Plan seek to retain the carpark requirements for retail outlets and retail activities contained in Rules 11P.1.5 and 11P.1.6.

**Recommendation: Accept** for the reasons: In support, In my opinion the proposed parking standards are appropriate for the land use and the level of car parking required to serve LFR development. I accept that the parking rates are on the generous side for LFR but it is my view that alternative travel options other than the private car are not widely available in the district to justify lower parking standards. Also it is my view that LFR developments by the nature of the bulky goods that are sold results in a significant number of car borne visits. Reference is also made to NZTA Research Report 453 which gives 85<sup>th</sup> percentile design parking rates of 2.2 per 100m<sup>2</sup> GFA, but then also states that 30<sup>th</sup> highest hour parking demands of 4.5 spaces per 100m<sup>2</sup> GFA being observed during promotion periods. This aligns with the parking rate being proposed for LFR.

**Changes recommended to PDP:**

None.

**Further submitters:**

51: Ngahina Developments Ltd – Supports the submission.

129: Progressive Enterprises Ltd – Opposes the submission.

---

**Submitter 221: Ngahina Developments Ltd**

**Issue Number:** 221-37

Chapter 11: Access and Transport: Rules 11C.1.2 and 11C.3.3

**Plan Provision:** New policy **eDoc no. :** 369681

**Summary of Submission Point / Decision Requested:**

Oppose Rules 11C.1.2 and 11C.3.3. Amend to allow for a reasonable level of vehicle movements.

**Recommendation: Accept in part** for the reasons: The traffic thresholds have been thoroughly reviewed and are proposed to be altered as set out in the Traffic Activity Thresholds Memo in Appendix 1.

**Changes recommended to PDP:**

It is proposed that the General Thresholds / Definitions of Major Traffic Activities Requiring a Transport Assessment be amended by:

(a) Use VPD as the standard for traffic activity threshold purposes, unless specific analysis has been undertaken to warrant the use of more detailed VPH requirements.

(b) Using 200 VPD or above as the threshold in centre, retail and work zones, except for access onto major (strategic or major community connector) roads

*The impact on traffic capacity, environmental and amenity issues could be material above this threshold. Safety is always a relevant consideration, i.e. whether above or below this threshold.*

(c) Using 100 VPD or above as the threshold in all other zones and for accesses onto major (strategic or major community connector) roads.

*The impact on environmental and amenity issues could be material above this threshold. Traffic capacity may also be an issue for direct accesses onto major roads. Safety is always a relevant consideration, i.e. whether above or below this threshold.*

### **Specific Thresholds Requiring a Transport Assessment**

(d) Allow for specific traffic generation levels or scales of development (e.g. in GFA, residential units, etc.) to vary from general thresholds where these have been specified for particular locations / zones.

*For example, where earlier analysis has been considered by Council and approval has been given to adopt alternative thresholds. These may be either lower or higher than the general PDP definitions / thresholds, and may be specified in VPD, VPH or both.*

#### **Further submitters:**

n.a.

---

#### **Submitter 221: Ngahina Developments Ltd**

**Issue Number:** 221-38

Chapter 11: Access and Transport: Rules 11C.3.1

**Plan Provision:** New policy    **eDoc no. :** 369681

#### **Summary of Submission Point / Decision Requested:**

Oppose Rule 11C.3.1. Amend to be consistent with centres zones provisions.

**Recommendation:** **Accept in part** for the reasons: Requires clarification.

#### **Changes recommended to PDP:**

As above under submission 221-37

#### **Further submitters:**

9: Egon Guttke – Supports submission

10: Irena Guttke – Supports submission

29: Crozier Family Trust and Allin Family Trust – Opposes part

48: Bunnings Ltd – Supports submission

139: Allan Smith – Supports submission

142: Valerie Ballinger – Supports submission



---

**Submitter 240: CWB Advisory Group Issue Number: 240-4**

Chapter 11: Access and Transport: Schedule 11.36

**Plan Provision:** New policy **eDoc no. :** 369717

**Summary of Submission Point / Decision Requested:**

Additional cycleway, walkway, bridleway routes be included in Schedule 11.36, including the route on the western edge of the Kapiti Airport, and the Otaihanga to Waikanae River route via Waterstone and Greendale.

**Recommendation: Accept in part** for the reasons: The schedule is confusing and does not reflect the Transport Network Hierarchy Maps, therefore it is proposed to be deleted.

**Changes recommended to PDP:**

Delete Schedule 11.3.

**Further submitters:**

n.a.

---

**Submitter 261: Roderick & Gillian Deane**

**Issue Number: 261-6**

Chapter 11: Access and Transport: Notional road

**Plan Provision:** New policy **eDoc no. :** 369795

**Summary of Submission Point / Decision Requested:**

Remove the notional road shown between Tasman Lakes in Peka Peka and Te Hapua Road.

**Recommendation: Reject** for the reasons: This road is desirable to link Te Horo to Peka Peka which will reduce the need to travel longer distances.

**Changes recommended to PDP:**

None

**Further submitters:**

n.a.

---

**Submitter 262: Bunnings Ltd**

**Issue Number: 261-13**

Chapter 11: Access and Transport: Rule 11C.1 (2)

**Plan Provision:** New policy **eDoc no. :** 369799

**Summary of Submission Point / Decision Requested:**

Delete rule 11C.1 (2) or increase the 200 vpd and 50 vph limits specified.

**Recommendation: Accept in part** for the reasons: The traffic thresholds have been thoroughly reviewed and are proposed to be altered as set out in the Traffic Activity Thresholds Memo in Appendix 1.

**Changes recommended to PDP:**

As above under submission 261-37

**Further submitters:**  
n.a.

---

**Submitter 276: Kapiti Coast Airport Holdings Ltd**

**Issue Number: 276-33**

Chapter 11: Access and Transport: Rules generic traffic generation to exempt Airport

**Plan Provision:** New policy **eDoc no. :** 369938

**Summary of Submission Point / Decision Requested:**

Amend generic traffic generation rules to exempt the Airport Zone.

**Recommendation: Reject** for the reasons: The traffic thresholds are set in place so that major traffic generating activities provide an Integrated Transport Assessment of their effects. To remove these would mean that council would have no control or understanding of the traffic and transport effects of development within the airport zone on the district's busiest road (Kapiti Road).

**Changes recommended to PDP:**

None.

**Further submitters:**

51: Ngahina Developments Ltd – Supports the submission

145: Ballinger Industries Ltd – Opposes the submission

---

**Submitter 276: Kapiti Coast Airport Holdings Ltd**

**Issue Number:** 276-34

Chapter 11: Access and Transport: Rules parking standards for large format retail

**Plan Provision:** New policy **eDoc no. :** 369938

**Summary of Submission Point / Decision Requested:**

Amend parking standards for large format retail to reduce.

**Recommendation: Reject** for the reasons: In my opinion the proposed parking standards are appropriate for the land use and the level of car parking required to serve LFR development. I accept that the parking rates are on the generous side for LFR but it is my view that alternative travel options other than the private car are not widely available in the district to justify lower parking standards. Also it is my view that LFR developments by the nature of the bulky goods that are sold results in a significant number of car borne visits. Reference is also made to NZTA Research Report 453 which gives 85<sup>th</sup> percentile design parking rates of 2.2 per 100m<sup>2</sup> GFA, but then also states that 30<sup>th</sup> highest hour parking demands of 4.5 spaces per 100m<sup>2</sup> GFA being observed during promotion periods. This aligns with the parking rate being proposed for LFR.

**Changes recommended to PDP:**

None.

**Further submitters:**

51: Ngahina Developments Ltd – Supports the submission

145: Ballinger Industries Ltd – Opposes the submission

---

**Submitter 376: Christopher Glover**

**Issue Number:** 376-1

Chapter 11: Access and Transport: Esplanade strip on the north side of Wharemauku Stream

**Plan Provision:** New policy **eDoc no. :** 370157

**Summary of Submission Point / Decision Requested:**

Seek that the esplanade strip on the north side of Wharemauku Stream beneath the pedestrian overbridge at Coastlands Mall be fully reinstated. Likewise, the separate pedestrian and cycle entrance into Otaihangā Domain should be reinstated for safety reasons.

**Recommendation: Reject** for the reasons: Outside the scope of the District Plan.

**Changes recommended to PDP:**

None.

**Further submitters:**

55: Coastlands Shoppingtown Ltd – Supports the submission.

---

**Submitter 440: Kāpiti Coast District Council****Issue Number:** 440-79

Chapter 11: General or Access and Transport

**Plan Provision:** New policy **eDoc no. :** 370365**Summary of Submission Point / Decision Requested:**

Amend rule 11.P.1.2.1 to add the words "carpark (includes garage or carport)" following "minimum of 1" and delete the words "1 bedroom".

**Recommendation: Accept in part** for the reasons: As currently written the standard is unclear. It has been amended to state that two carparks (including garages or carports) are required per household unit.

**Changes recommended to PDP:**

Amend 11P.1.2 to state that two carparks (including garages or carports) are required per household unit.

**Further submitters:**

n.a.

**Submitter 447: KiwiRail Holdings Limited****Issue Number:** 447-21

Chapter 11: Access and Transport: Rule 11C.1.7

**Plan Provision:** New policy **eDoc no. :** 370397**Summary of Submission Point / Decision Requested:**

Amend the "Access and Transport Schedule 11. 1 - Diagrams to insert a new diagram "i) Diagram A9 -Level Crossing Sight Triangles and Explanations" (as attached in Appendix 1 of the submission).

**Recommendation: Accept** for the reasons: Provides clarity.

**Changes recommended to PDP:**

Amend the "Access and Transport Schedule 11. 1 - Diagrams to insert a new diagram "i) Diagram A9 -Level Crossing Sight Triangles and Explanations"

**Further submitters:**

175: New Zealand Historic Places Trust – Oppose submission.

**Submitter 447: KiwiRail Holdings Limited****Issue Number:** 447-21

Chapter 11: Access and Transport: Rule 11C.1.7

**Plan Provision:** New policy **eDoc no. :** 370397**Summary of Submission Point / Decision Requested:**

Amend Rule 11C.1.7 to add "level crossings" to the name of rule.

**Recommendation: Accept** for the reasons: Provides clarity.

**Changes recommended to PDP:**

Amend Rule 11P.1.18 to add "level crossings" to the name of rule.

**Further submitters:**

175: New Zealand Historic Places Trust – Oppose submission

**Submitter 447: KiwiRail Holdings Limited****Issue Number:** 447-22**Plan Provision:** New policy **eDoc no. :** 370397**Summary of Submission Point / Decision Requested:**

Delete the existing standards 1-4 and replace with:

"1. Existing accesses and roads that cross the rail network via a level crossing must be in accordance with the sight triangles provided in Diagram A9 (Schedule 11.1).

2. There shall be no new access ways created within 30 metres of a level crossing. Note: the 'sight triangles' are attached as Appendix 1 to the submission. ”

**Recommendation: Accept** for the reasons: Provides clarity.

**Changes recommended to PDP:**

Delete the existing standards 1-4 in rule 11P.18 and replace with:

1. Any access or road that crosses the rail network via a level crossing shall be constructed and located in accordance with the sight triangles provided in Diagram A9 (Schedule 11.1)
2. No access way shall be located within 30m of a level crossing.

**Further submitters:**

175: New Zealand Historic Places Trust – Oppose submission

---

**Submitter 447: KiwiRail Holdings Limited**

**Issue Number: 447-23**

Chapter 11: Access and Transport: Schedule 11.1

**Plan Provision:** New policy **eDoc no. :** 370397

**Summary of Submission Point / Decision Requested:**

Amend the "Access and Transport Schedule 11. 1 - Diagrams to insert a new diagram "i) Diagram A9 -Level Crossing Sight Triangles and Explanations" (as attached in Appendix 1 of the submission).

**Recommendation: Accept** for the reasons: Provides clarity.

**Changes recommended to PDP:**

Amend the "Access and Transport Schedule 11. 1 - Diagrams to insert a new diagram "i) Diagram A9 -Level Crossing Sight Triangles and Explanations"

**Further submitters:**

175: New Zealand Historic Places Trust – Oppose submission

---

**Submitter 447: KiwiRail Holdings Limited**

**Issue Number: 447-24**

Chapter 11: Access and Transport: Rule 11C.4.7

**Plan Provision:** New policy **eDoc no. :** 370397

**Summary of Submission Point / Decision Requested:**

Amend Rule 11C.4.7 (a) to add "other" after "...access for all", and change clause (a) to (b) and add a new clause to the rule: "a) new vehicle access across a railway"

**Recommendation: Accept** for the reasons: Provides clarity

**Changes recommended to PDP:**

Amend Rule 11C.4.7 read

- 4- Any new vehicle access across a railway. ~~Vehicle access across a railway for all activities that do not meet any one of the permitted activity standards under rule 11.C.1.7.~~

**Further submitters:**

175: New Zealand Historic Places Trust – Oppose submission.

---

**Submitter 447: KiwiRail Holdings Limited**

**Issue Number: 447-25**

Chapter 11: Access and Transport: Schedule 11.4 Designations D0301

**Plan Provision:** New policy **eDoc no. :** 370397

**Summary of Submission Point / Decision Requested:**

Amend Schedule 11.4 (Designations) D0301: to replace all references to “New Zealand Rails Corporation” and replace with “KiwiRail”, and delete “As of October 2004 the New Zealand Railways Corporation is the requiring authority for the Railway Purpose Designation (replacing Trans Rail Limited) pursuant to 180(2) of the Resource Management Act 1991.”

**Recommendation: Accept** for the reasons: Provides clarity

**Changes recommended to PDP:**

Amend Schedule 11.4 (Designations) D0301: to replace all references to “New Zealand Rails Corporation” and replace with “KiwiRail Holdings Limited”, and delete “As of October 2004 the New Zealand Railways Corporation is the requiring authority for the Railway Purpose Designation (replacing Trans Rail Limited) pursuant to 180(2) of the Resource Management Act 1991.”

**Further submitters:**

175: New Zealand Historic Places Trust – Oppose submission.

---

**Submitter 451: Rob Crozier & Joan Allin**

**Issue Number:** 451-115

Chapter 11: Access and Transport: Rule 11C.3.2

**Plan Provision:** New policy **eDoc no. :** 370401

**Summary of Submission Point / Decision Requested:**

Oppose Rule 11C.3.2. The matters over which the Council will restrict its discretion are not wide enough to deal with all of the matters that should be considered in allowing more vehicles per day into a place like Te Horo Beach. Amend rule 11C.3.2 to make it a discretionary activity and so that this provision is treated in the same default category as for Rules 11C.1.3, 11C.1.4, and 11C.1.5.

**Recommendation: Reject** For the reasons: I consider that the matters of discretion listed are appropriate and cover all necessary issues.

**Changes recommended to PDP:**

None.

**Further submitters:**

24: Patrick Murray – Supports the submission

25: Helen & David Walshaw – Supports the submission

26: JCC Trust – Supports the submission

27: Barbara & Murray Scott – Supports the submission

28: Jane de Joux – Supports the submission

148: Catherine Strong – Supports the submission

194: North Otaki Beach Residents Group Inc – Supports the submission

224: Jan Toohey – Supports the submission

229: Ken Moselen – Supports the submission

---

**Submitter 451: Rob Crozier & Joan Allin**

**Issue Number:** 451-116

Chapter 11: Access and Transport: Rule 11P.1, 11P.1.1-11P.1.5 and 11P.1.8

**Plan Provision:** New policy **eDoc no. :** 370401

**Summary of Submission Point / Decision Requested:**

Oppose all the rules in 11P.1 and in particular Rules 11P.1.1 to 11P.1.5 and 11P.1.8. Amend the rules as follows:

- to provide off-street parking requirements for the range of permitted activities in Chapter 5, including in particular home occupations, commercial activities, industrial activities and retail activities, if they remain permitted activities; off-street parking requirements

- to use terminology in the permitted activities column that is consistent with terminology used in the rules in other chapters of the PDP, including Chapter 5, and that all permitted activities are addressed; and Rules – permitted activities
- to clarify the meaning of the standards, especially in Rules 11P.1.2 and 11P.1.3. Rules 11P.1.2 and 11P.1.3

**Recommendation: Accept in part** for the reasons: Requires alignment with Chapter 5

**Changes recommended to PDP:**

The rules have been amended so that the terminologies used in the chapter match those in chapter 5 and a catch all rule for other activities has been added and have amended the standards in both rules 11P.1.2 and 11P.1.3 to make them clearer and more sensible

**Further submitters:**

- 24: Patrick Murray – Supports the submission
- 25: Helen & David Walshaw – Supports the submission
- 26: JCC Trust – Supports the submission
- 27: Barbara & Murray Scott – Supports the submission
- 28: Jane de Joux – Supports the submission
- 148: Catherine Strong – Supports the submission
- 194: North Otaki Beach Residents Group Inc – Supports the submission
- 224: Jan Toohey – Supports the submission
- 229: Ken Moselen – Supports the submission

**Submitter 457: NZ Transport Agency                      Issue Number: 457-38**

Chapter 11: Access and Transport: WLR References

**Plan Provision:** New policy    **eDoc no. :** 370408

**Summary of Submission Point / Decision Requested:**

Remove references to the Western Link Road in the proposed District Plan.

**Recommendation: Accept** for the reasons: The Mackays to Peka Peka expressway supersedes the Western Link Road and is nearing completion.

**Changes recommended to PDP:**

Remove all references to the Western Link Road in Chapter 11.

**Further submitters:**

**In opposition:**

- 178: Land Matters Ltd – Opposes the submission

**Neutral:**

- 107: Go Underground Waikanae Inc - Neutral

**In Support:**

- 42: Ngatotara Farms Ltd and Rod Agar – Opposes the submission
- 57: Anthony and Anne McEwan – Opposes the submission
- 58: Michael & Elizabeth Welch – Opposes the submission
- 59: Barry, Suzanne and Timothy Mansell – Opposes the submission

60: Tasman Lakes Estates Ltd – Opposes the submission  
61: Cavallo Agistment Ltd – Opposes the submission  
66: St Heliers Capital Ltd – Opposes the submission  
102: USNZ Forestry Group Ltd – Opposes the submission  
153: Garlap and Mahaki Holdings Ltd – Opposes the submission  
175: New Zealand Historic Places Trust – Supports the submission  
179: C D Bowie – Opposes the submission  
180: Lutz Brothers Ltd – Opposes the submission  
181: Bellcamp Trust Company – Opposes the submission  
182: John & Brenda Cheese – Opposes the submission  
183: Kennott Trust Company Ltd and Kauri Trust – Opposes the submission  
184: Kumototo Nominees & Patone Holdings – Opposes the submission  
185: Millhaven Ltd – Opposes the submission

---

**Submitter 457: NZ Transport Agency**

**Issue Number: 457-42**

Chapter 11: Access and Transport: Policy 11.30

**Plan Provision:** New policy **eDoc no. :** 370408

**Summary of Submission Point / Decision Requested:**

Amend policy 11.30 (f) to delete the term “travel statements”.

**Recommendation: Accept** for the reasons: The term travel statement is confusing and not clear. We are planning to use the consistent term of “Integrated Transport Assessments” which is recognised in industry and reference in technical literature (NZTA research report 422 integrated transport assessment guidelines).

**Changes recommended to PDP:**

Amendments to remove the term “travel statement” and consequential amendment of deleting the word simple before transport assessments. Have also deleted the definition of transport statements as a consequential change from this as they were only used in Chapter 11.

**Further submitters:**

**In opposition:**

178: Land Matters Ltd – Opposes the submission.

**Neutral:**

107: Go Underground Waikanae Inc – Neutral.

**In Support:**

42: Ngatotara Farms Ltd and Rod Agar – Opposes the submission.  
57: Anthony and Anne McEwan – Opposes the submission.  
58: Michael & Elizabeth Welch – Opposes the submission.  
59: Barry, Suzanne and Timothy Mansell – Opposes the submission.  
60: Tasman Lakes Estates Ltd – Opposes the submission.  
61: Cavallo Agistment Ltd – Opposes the submission.  
66: St Heliers Capital Ltd – Opposes the submission.  
102: USNZ Forestry Group Ltd – Opposes the submission.  
153: Garlap and Mahaki Holdings Ltd – Opposes the submission.  
175: New Zealand Historic Places Trust – Supports the submission.

- 179: C D Bowie – Opposes the submission.  
180: Lutz Brothers Ltd – Opposes the submission.  
181: Bellcamp Trust Company – Opposes the submission.  
182: John & Brenda Cheese – Opposes the submission.  
183: Kennott Trust Company Ltd and Kauri Trust – Opposes the submission.  
184: Kumototo Nominees & Patone Holdings – Opposes the submission.  
185: Millhaven Ltd – Opposes the submission.
- 

**Submitter 457: NZ Transport Agency**

**Issue Number:** 457-52

Chapter 11: Access and Transport: Section 11.6.1 and carparking rules & standards

**Plan Provision:** New policy **eDoc no. :** 370408 **Summary of Submission Point / Decision Requested:**

Amend transport provisions as follows:

- a. Section 11.6.1 of the Proposed Plan identify which provisions in the Proposed Plan reflect the provisions of the Transit/NZTA document “Planning Policy Manual” and note that the Proposed Plan incorporates all relevant subsequent changes to the Planning Policy Manual.
- b. The Council clarify the basis for the carparking standards in Rule 11P.1

**Recommendation: Accept in part** The proposed district plan references the Planning Policy Manual in so far as to the requirements for access with regard to design, spacing and sightlines when access are to be placed on State Highway 1. I agree that these specific references to the PPM are placed in the Schedule 11. However, it is my view that it is not appropriate to reference the document in full.

**Changes recommended to PDP:**

- Schedule 11.1 Diagram A1
- Schedule 11.1 Diagram A3
- Schedule 11.1 Diagram A4

**Further submitters:**

**In opposition:**

- 178: Land Matters Ltd – Opposes the submission.

**Neutral:**

- 107: Go Underground Waikanae Inc – Neutral.

**In Support:**

- 42: Ngatotara Farms Ltd and Rod Agar – Opposes the submission.  
57: Anthony and Anne McEwan – Opposes the submission.  
58: Michael & Elizabeth Welch – Opposes the submission.  
59: Barry, Suzanne and Timothy Mansell – Opposes the submission.  
60: Tasman Lakes Estates Ltd – Opposes the submission.  
61: Cavallo Agistment Ltd – Opposes the submission.  
66: St Heliers Capital Ltd – Opposes the submission.  
102: USNZ Forestry Group Ltd – Opposes the submission.  
153: Garlap and Mahaki Holdings Ltd – Opposes the submission.  
175: New Zealand Historic Places Trust – Supports the submission.  
179: C D Bowie – Opposes the submission.  
180: Lutz Brothers Ltd – Opposes the submission.  
181: Bellcamp Trust Company – Opposes the submission.  
182: John & Brenda Cheese – Opposes the submission.



183: Kennott Trust Company Ltd and Kauri Trust – Opposes the submission.

184: Kumototo Nominees & Patone Holdings – Opposes the submission.

185: Millhaven Ltd – Opposes the submission.

---

**Submitter 480: Kapiti Coast Grey Power Association Inc      Issue Number: 480-61**

Chapter 11: Access and Transport: HPV Transport network Hierarchy

**Plan Provision:** New policy    **eDoc no. :** 370457

**Summary of Submission Point / Decision Requested:**

Amend the transport section of chapter 11 to acknowledge and add into various lists “High productivity Vehicles”, and the references to SH1 as per page 9 of submission. I.e. The roads listed in the Transport Network Hierarchy include the narrow Marae Lane as a centre route - can this Lane take High Productivity Vehicles? Is it possible to list appropriate roads to take these vehicles?

**Recommendation: Reject** for the reasons: HPMV's are dealt with outside the District Plan by NZTA on behalf of Council via a Memorandum of Understanding. The Freight Transport Map and Schedule 1.3 are proposed to be deleted.

**Changes recommended to PDP:**

Freight Network Map and Schedule 11.3 to be deleted.

**Further submitters:**

n.a.

---

**Submitter 550: Cuttriss Consultants Ltd**

**Issue Number: 550-48**

Chapter 11: Access and Transport: Rules 11A.3.3 and 11A.3.4

**Plan Provision:** New policy    **eDoc no. :** 370901

**Summary of Submission Point / Decision Requested:**

Amend Rule 11C.1.3, standard 12 so that on site manoeuvring is only required for rear lots, lots with significant sloping driveways and on strategic arterial routes.

**Recommendation: Accept in part** for the reasons: On site turning is essential for road safety especially on busy or high speed roads. A relaxation can be considered if a (single dwelling) private residential drive accesses directly from a residential access road or lightly trafficked road. All commercial properties will be expected to provide on-site turning space.

**Changes recommended to PDP:**

**Amended Rule 11P.1.14 as follows:**

1. Manoeuvring –  
Private residential access - Unless the driveway accesses directly from a local road, sufficient manoeuvring space must be provided on-site to ensure no reversing onto the road is necessary.  
Commercial properties – must ensure that all buildings and parking areas ~~shall be~~ are designed so that sufficient manoeuvring space is provided on-site to ensure no reversing onto the road is necessary.

**Further submitters:**

9: Egon Guttke – Supports the submission

10: Irena Guttke – Supports the submission

29: Crozier Family Trust and Allin Family Trust – Supports the submission

142: Valerie Ballinger – Supports the submission

178: Land Matters Ltd – Supports the submission

**Submitter 550: Cuttriss Consultants Ltd**

**Issue Number:** 550-50

Chapter 11: Access and Transport: Rule 11P.1.2

**Plan Provision:** New policy **eDoc no. :** 370901

**Summary of Submission Point / Decision Requested:**

Clarify Rule 11P.1.2 and amend as follows: "1 space is required for a 1 bedroom unit, 2 spaces for 2 or more bedroom unit." and for consistency refer to 'minor flat' instead of 'minor habitable building unit'.

**Recommendation: Accept in part** for the reasons: Accept as currently written the standard is unclear. It has been amended to state that two carparks (including garages or carports) are required per household unit.

**Changes recommended to PDP:**

Amend 11P.1.2 to state that two carparks (including garages or carports) are required per household unit.

**Further submitters:**

9: Egon Guttke – Supports the submission

10: Irena Guttke – Supports the submission

29: Crozier Family Trust and Allin Family Trust – Supports the submission

142: Valerie Ballinger – Supports the submission

178: Land Matters Ltd – Supports the submission

194: North Otaki Beach Residents Group Inc – Supports the submission

---

**Submitter 550: Cuttriss Consultants Ltd**

**Issue Number:** 550-51

Chapter 11: Access and Transport: Rule 11P.1.4

**Plan Provision:** New policy **eDoc no. :** 370901

**Summary of Submission Point / Decision Requested:**

Amend Rule 11P.1.4 formatting to clarify the application of the standards.

**Recommendation: Accept** for the reasons: Provides clarity.

**Changes recommended to PDP:**

Amend Rule 11P.1.4 formatting to clarify the application of the standards.

**Further submitters:**

9: Egon Guttke – Supports the submission.

10: Irena Guttke – Supports the submission.

29: Crozier Family Trust and Allin Family Trust – Supports the submission.

142: Valerie Ballinger – Supports the submission.

178: Land Matters Ltd – Supports the submission.

194: North Otaki Beach Residents Group Inc – Supports the submission.

---

**Submitter 550: Cuttriss Consultants Ltd**

**Issue Number:** 550-52

Chapter 11: Access and Transport: Rule 11P.1.7

**Plan Provision:** New policy **eDoc no. :** 370901

**Summary of Submission Point / Decision Requested:**

Amend Rule 11P.1.7 to remove first reference to '(excluding restaurants)' separate taverns/licensed premises from restaurants.

**Recommendation: Accept** for the reasons: Improves the clarity of the standards.

**Changes recommended to PDP:**

Amend Rule 11P.1.7 to remove first reference to '(excluding restaurants)' separate taverns/licensed premises from restaurants.

**Amend Rule 11P.1.7 to read:**

1. Taverns / licenced premises: 1 carpark per 4m<sup>2</sup> GFA served ~~(excluding restaurants)~~ by the bar (excluding restaurants); plus 1 carpark per 2 staff.
2. Restaurants: 1 carpark per 5 persons; plus 1 per 2 staff.

**Further submitters:**

- 9: Egon Guttke – Supports the submission.
- 10: Irena Guttke – Supports the submission.
- 29: Crozier Family Trust and Allin Family Trust – Supports the submission.
- 142: Valerie Ballinger – Supports the submission.
- 178: Land Matters Ltd – Supports the submission.
- 194: North Otaki Beach Residents Group Inc – Supports the submission.

**Submitter 550: Cuttriss Consultants Ltd**

**Issue Number:** 550-53

Chapter 11: Access and Transport: Rule 11P.1.11

**Plan Provision:** New policy **eDoc no. :** 370901

**Summary of Submission Point / Decision Requested:**

Clarify Rule 11P.1.11 if all 3 standards in the central column apply to all activities a to f in the left column and amend the formatting of the central column to avoid confusion.

**Recommendation: Accept** for the reasons: Improves the clarity of the standards.

**Changes recommended to PDP:**

Amend formatting of 11P1.11.

**Further submitters:**

- 9: Egon Guttke – Supports the submission.
- 10: Irena Guttke – Supports the submission.
- 29: Crozier Family Trust and Allin Family Trust – Supports the submission.
- 142: Valerie Ballinger – Supports the submission.
- 178: Land Matters Ltd – Supports the submission.
- 194: North Otaki Beach Residents Group Inc – Supports the submission.

**Submitter 550: Cuttriss Consultants Ltd**

**Issue Number:** 550-54

Chapter 11: Access and Transport: Rule 11P.1.11

**Plan Provision:** New policy **eDoc no. :** 370901

**Summary of Submission Point / Decision Requested:**

Amend Rule 11P.1.11 by removing item b) 'Day Care Centres/Nurseries'.

**Recommendation: Accept** for the reasons: This is located in the wrong category, it should be placed under 11P.1.12 and the parking standard should be clarified.

**Changes recommended to PDP:**

**Delete b) Day Care Centres/Nurseries from 11P.1.11 and reword 11P.1.12 a) to read:**

12. Educational establishments including: a) <u>Kindergartens/Day care Centres/Nurseries</u> b) Primary/secondary schools c) Tertiary establishments	1. <u>For Kindergartens and Day Care Centres/Nurseries, 1 car park per staff plus parking for drop off and pick up of children.</u> 2. <del>4</del> 1 carpark per 2 staff. 3. <del>2</del> For Tertiary Establishments, add 1 carpark car park per 5 full-time students based on the maximum number of students on-site at any one time.
---------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**Further submitters:**

- 9: Egon Guttke – Supports the submission  
10: Irena Guttke – Supports the submission  
29: Crozier Family Trust and Allin Family Trust – Supports the submission  
142: Valerie Ballinger – Supports the submission  
178: Land Matters Ltd – Supports the submission  
194: North Otaki Beach Residents Group Inc – Supports the submission

---

**Submitter 550: Cuttriss Consultants Ltd**

**Issue Number:** 550-55

Chapter 11: Access and Transport: Rule 11P.1.11

**Plan Provision:** New policy **eDoc no. :** 370901

**Summary of Submission Point / Decision Requested:**

Amend 11P.1 to include a clause for other activities not listed in the standard needs to provide sufficient car parking spaces for their requirements based on the experience of similar activities in similar areas.

**Recommendation:** **Reject** for the reasons: The change proposed would create a significant degree of uncertainty for a permitted activity rule. The suggestion requires an assessment to be undertaken to clarify if permitted or not. This assessment is best suited to be undertaken through a Resource Consent process.

**Changes recommended to PDP:**

None.

**Further submitters:**

- 9: Egon Guttke – Supports the submission.  
10: Irena Guttke – Supports the submission.  
29: Crozier Family Trust and Allin Family Trust – Supports the submission.  
142: Valerie Ballinger – Supports the submission.  
178: Land Matters Ltd – Supports the submission.  
194: North Otaki Beach Residents Group Inc – Supports the submission.

---

**Submitter 608: John Baldwin**

**Issue Number:** 608-5

Chapter 11: Access and Transport

**Plan Provision:** New policy **eDoc no. :** 375512

**Summary of Submission Point / Decision Requested:**

Amend to support and enable enforcement of the key objectives of KCDC's Sustainable Transport & CWB Strategies including the addition of objectives to timeline the removal of all obstructions from pathways on key routes, the conversion of footpaths to shared pathways along arterial routes and changes in local bylaws to enable cyclists to ride on footpaths and the inclusion of a specific maximum spacing of bike parking facilities in retail precincts of no more than 15metres.

**Recommendation: Reject** for the reasons: Outside of the scope of the District Plan.

**Changes recommended to PDP:**

None.

**Further submitters:**

n.a.

---

## **APPENDIX 1**

### **Traffic Activity Thresholds Memo**

# MEMO

TO: Gina Sweetman and Sherilyn Hinton

FROM: Neil Trotter and Don Wignall

DATE: 3 December 2015

---

SUBJECT: Proposed District Plan – Development Transport Assessment Requirement  
Traffic Activity Thresholds: Explanatory Note

---

## 1. INTRODUCTION

### Purpose

- 1.1 This note has been prepared as a background Proposed District Plan (PDP) document for Council consideration.
- 1.2 The purpose of the note is to describe and review the PDP development Integrated Transport Assessment (ITA) requirements on the basis of traffic activity thresholds. The focus of the note is around the effects of traffic generated by land use developments in relation to network efficiency and safety. It is not related to other environmental factors such as amenity or noise effects.
- 1.3 In the case of a particular development, a detailed ITA may or may not be required. However, all developments must comply with District Plan (DP) and other regulatory requirements, including: the location and design of access, parking and a range of other matters <http://www.kapiticoast.govt.nz/Your-Council/Planning/Resource-Consents/Subdivision-Development-Guidelines/>. Universal requirements are discussed below:

### Access

- 1.4 Some roads have restricted access policies, for example, on some sections of strategic arterial routes and major community connectors. Here accesses may be limited and their usage more strictly controlled, in order to maintain safety and efficiency.
- 1.5 All developments must comply with safe access requirements, including meeting:
  - Visibility requirements
  - Other geometric requirements
  - Access spacing standards

Access standards may also vary by location, for example, if a proposed access is close to a major intersection.

<http://www.kapiticoast.govt.nz/contentassets/839d7ade949e4dc3acf14fb3c3f05251/chapter11-infrastructure-services-and-associated-resource-use.pdf>

## **Parking**

1.6 Parking standards are determined by activity type.

<http://www.kapiticoast.govt.nz/contentassets/839d7ade949e4dc3acf14fb3c3f05251/chapter11-infrastructure-services-and-associated-resource-use.pdf>



## 2. GENERAL TRANSPORT ASSESSMENT REQUIREMENTS

### Definition of Major Traffic Activities

2.1 The operational DP contains the following definitions:

*“Major traffic activities means any activity which generates or attracts<sup>1</sup> more than 90 vehicle movements per day in the Centres Zones or Industrial Zone, or more than 30 vehicle movements per day in any other zone.”*

<http://www.kapiticoast.govt.nz/contentassets/839d7ade949e4dc3acf14fb3c3f05251/chapter01-introduction-and-interpretation.pdf>

2.2 These definitions reflect the work and consultation undertaken when preparing the DP in the 1990's and have been operational since August 1999.

2.3 The principles behind the setting of the major activity thresholds are twofold, namely:

- Centre and industrial zones have better road connections than other zones.
- Centre and industrial zones are less environmentally sensitive than other zones

2.4 The reason that PDP threshold units are set where possible in terms of daily two-way vehicle movements, is that it is usually easier and therefore more reliable for a developer to estimate future traffic volumes in terms of the number of vehicles per day (VPD).

2.5 Traffic activity thresholds are used in the DP to determine when Council is likely to require additional information prior to the determination of resource consent issues. The location, scale and nature of the issues involved should be used to determine the scope and detail of the ITA to be undertaken in each case.

2.6 Although the traffic activity thresholds in the operational DP have been effective, in terms of potential impacts on traffic capacity, they are conservative and there are good grounds to consider revising them moving forward.

However, there are merits in being conservative as this provides the discretion to consider each case, the appropriateness of this approach is critically dependent on the reason a threshold is being applied. As far as requiring ITAs to be undertaken, there appears to be justification to raise the operational DP thresholds for major traffic activities for the following reasons:

- i. There has not been universal application of the current operational DP thresholds to require ITAs to be undertaken, probably because they are so low in comparison to any conventional definition of high traffic generation
- ii. The higher band (90 VPD) represents the two-way traffic generated by (approximately) 9 houses and the lower band represents approximately 3 houses. The NZTA research report which forms the

---

<sup>1</sup> This is somewhat ambiguous – in strict terms it could mean a one-way flow – as it says “generated **or** attracted” – but in practice has been interpreted as a two-way total because there has been a lack of clarity in stating it is either a one or a two-way threshold. Furthermore, the reality is that this definition has not always been applied at all and is therefore in need of re-evaluation and revision.

basis of current NZTA ITA guidelines indicates that internationally, an ITA is required for a minimum of 75 dwellings.

<http://www.nzta.govt.nz/assets/resources/research/reports/422/docs/422.pdf>

(Table 5-2)

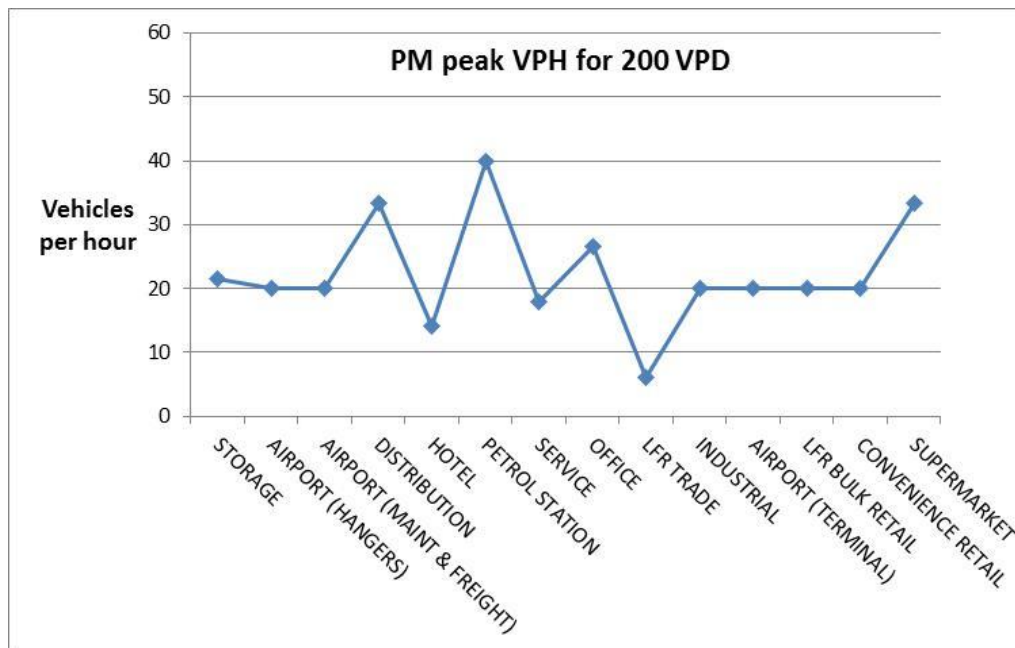
## **Traffic Generation for Permitted Activities**

- 2.7 In 11C.1.2 (29 November 2012) of the PDP, the traffic generation for permitted activities follows the same principles as the definitions of major traffic activity thresholds, as detailed in the following sections.

## **Living and Rural Zones**

- 2.8 In living and rural zones, the PDP currently proposes (11C.1.2.1 – 29 November 2012) between 20 and 50 VPD depending on the status of the road in the hierarchy. The higher the standard of the road, the higher the threshold and (in general) the lower the environmental sensitivity to traffic volume increases. In terms of traffic capacity the sliding scale used by the thresholds may not be appropriate. This is because, although higher status roads have higher capacities, they are also more likely to have low reserve capacity during peak periods. In terms of zones and vehicle movement threshold this also conflicts with the major traffic activities definition, as the stated daily thresholds above (of between 20 to 50 VPD) do not correlate with the 30 VPD in the current PDP major traffic activities definition. It should be noted, that one dwelling generates approximately the equivalent of a two-way flow of 10 VPD.
- 2.9 Considering issues from first principles, in very sensitive locations, say where new development was proposed to occur in a quiet residential road, the potential for disruption to residential amenity may generate concerns. In such cases, low daily traffic generation thresholds could ensure that assessments were undertaken to address environmental/amenity aspects. However, these assessments would be very unlikely to identify any material problems. It would also not be worthwhile to analyse traffic capacity at these low generation levels. By setting low generation thresholds, all other smaller developments (the vast majority) would be required to undertake assessments which were even less likely to generate significant findings, creating the risk that the system would be brought into disrepute and may ultimately fall into disuse.
- 2.10 In working and other specified zones, a higher threshold of up to 200 VPD, or 50 vehicles per hour (VPH) is currently proposed in the PDP (11C.1.2.2 – 29 November 2012) irrespective of the type of road involved. This again reflects the lower environmental sensitivity of these zones and therefore their greater ability to absorb increases in traffic demand. In practice (at 200 VPD) 50 VPH is very unlikely to be generated for the vast majority of activities and circumstances.
- 2.11 Figure 1 below, is derived from typical traffic generation rates prepared for the assessment of a major mixed development. This indicates that specifying a 50 VPH threshold in addition to a 200 VPD threshold for most activity types is likely to be unnecessary.

**Figure 1: Peak hour flow arising from 200 vehicles per day**



- 2.12 In terms of impacts, although there may be arguments about the precise form of junction required, it is rare that the impact of a single development generating up to 200 VPD would require traffic capacity analysis or modelling. This is because in traffic capacity terms, the scale of demand is around the minimum that could be reliably identified and analysed with any certainty<sup>2</sup>.
- 2.13 As a context, a typical traffic lane capacity for an urban arterial (under 'interrupted flow' conditions) lies in the range from 600 to 1,000 VPH, depending on the exact type of road involved (*Austroads, Guide to Traffic Management, Part 3: Traffic Studies and Analysis, Table 5.1, 2009*).
- 2.14 It is however possible that in some circumstances that traffic flows lower than 200 VPD could have a significant impact, if (say) for example:
- (a) An intersection was already at or over capacity in terms of existing traffic usage, although in such a case it is likely to be programmed for improvement with or without development.
  - (b) Vehicles would be turning right onto a busy major road. In such circumstances, safety concerns are likely to be more appropriate and effective in preventing or limiting vehicle conflicts, rather than relying on the outcome of traffic capacity analysis.
- 2.15 For all of these reasons it is considered that unless otherwise specified in the plan, the proposed daily two-way PDP threshold (for centre, retail and work zones, except on certain road types such as strategic and major arterials where a lower threshold of 100 VPD should apply) at which an ITA should be considered by Council, is 200 vehicles per day.

<sup>2</sup> This threshold is also reasonable in terms of comparisons with other areas, for example Christchurch City, a much larger urban area, recommends a minimum threshold of 250 VPD to undertake a 'basic' assessment (*Draft Integrated Transport Assessment Guidelines, Christchurch City Council, Section 1.5, February 2015*)

- 2.16 The PDP major traffic activities definition was originally (Chapter 1, pages 1-39, 29 November 2012) proposed to be a two-way daily flow 100 VPD. This is considered to be a suitable threshold<sup>3</sup> at which Council should consider the need for an ITA in more sensitive areas (i.e. in all areas other than centre, retail and work zones and on particular road type, e.g. strategic and major arterials). Subject to scoping considerations, such ITAs may be less focussed on traffic capacity and more focussed on issues other than traffic capacity (for example, in terms of environmental, amenity or safety issues)

---

<sup>3</sup> Scotland adopts a limit of 100 VPD for a requirement for further information in respect of transport effects (Transport assessment Guidelines, Transport Scotland, Section 3.11, 2012)

### 3. SPECIFIC TRANSPORT ASSESSMENT REQUIREMENTS

- 3.1 The operational DP contains a range of other vehicle movement thresholds, each of which is used in specific situations. However, there is no need to establish consistency between the specific rules for individual areas and the general district wide default assessment thresholds discussed in section 2.0 for a number of reasons:
- 3.2 Specific thresholds may be either higher, the same as, or lower than the general rules. The reason they may be lower may be due to several factors, for example: the absence of available capacity to accommodate new development traffic without infrastructure investments.
- 3.3 Where individual developments have been considered in detail, usually based on a preliminary analysis of potential effects, it is usually more appropriate to define hourly vehicle movement (VPH) thresholds<sup>4</sup>.
- 3.4 In some cases, specific thresholds are not set in terms of vehicle movements but in terms of the number of household units or other measures. The need for these should continue to be considered and established on a case by case basis.

---

<sup>4</sup> A 100 VPH traffic generation threshold is recommended by Austroads for the provision of a 'full transport statement' with a less complex 'transport statement' requirement for developments generating between 10 and 100 VPH (Austroads Guide to Traffic Management, Part 12: Traffic Impacts of Development, section 4.2, August 2009). In the case of Kāpiti however, unless specific analysis has been undertaken (as is the case in PC72A, for example), relatively high default thresholds, such as the 100 VPH quoted above, are not adopted in the PDP.

#### 4. RECOMMENDED TRAFFIC ACTIVITY THRESHOLDS

##### General Thresholds / Definitions of Major Traffic Activities Requiring a Transport Assessment

(a) Use VPD as the standard for traffic activity threshold purposes, unless specific analysis has been undertaken to warrant the use of more detailed VPH requirements.

(b) 200 VPD or above in centre, retail and work zones, except for access onto major (strategic or major community connector) roads)

*The impact on traffic capacity, environmental and amenity issues could be material above this threshold. Safety is always a relevant consideration, i.e. whether above or below this threshold.*

(c) 100 VPD or above in all other zones and for accesses onto major (strategic or major community connector) roads.

*The impact on environmental and amenity issues could be material above this threshold. Traffic capacity may also be an issue for direct accesses onto major roads. Safety is always a relevant consideration, i.e. whether above or below this threshold.*

##### Specific Thresholds Requiring a Transport Assessment

(d) Specific traffic generation levels or scales of development (e.g. in GFA, residential units, etc.) may vary from general thresholds where these have been specified for particular locations / zones.

*For example, where earlier analysis has been considered by Council and approval has been given to adopt alternative thresholds. These may be either lower or higher than the general PDP definitions / thresholds, and may be specified in VPD, VPH or both.*

## 5. SCOPE AND CONTENT OF TRANSPORT ASSESSMENTS

- 5.1 All developments must comply with DP and other regulatory requirements, in respect to the location and design of accesses, parking provision and all other access and movement related requirements.
- 5.2 In addition to these requirements, where an ITA has to be undertaken, this should address all relevant issues for the development concerned.

### Content

5.3 Topics required to be addressed in ITAs typically include:

- Access assessment (suitability of access location and design)
- Traffic capacity and delay
- Road safety
- Network integration aspects (local roads, state highways, public transport and walking/cycling networks)
- Other modal effects (e.g. on public transport, walking and cycling)
- Environmental and amenity issues (e.g. emissions, noise, visual effects, amenity)
- Parking and loading (off-road provision and on-road impacts)
- Any other relevant effects determined by Council

### Scope

- 5.4 The topics listed above are not necessarily required in each and every case, and are not intended to be exhaustive. It saves time and effort if developers obtain Council approval for the scope and content of ITAs prior to commissioning any detailed preparatory or analytical work.
- 5.5 In terms of methodology, prior to ITAs being undertaken, Council requires assurances that data sources, assumptions and techniques to be used are appropriate in the context of the development concerned. Therefore the outline method to be adopted in preparing an ITA also needs to be part of the scoping discussions held with Council.



Neil Trotter

Transport Engineer –

Kapiti Coast District Council



Don Wignall

Transport Consultant – Transport Futures Ltd.

## ANNEX

### Purpose



The purpose of this Annex is to describe typical traffic generation rates for a range of different activities. The activities listed are not intended to be either exclusive or exhaustive.

The information in this Annex should only be used by developers in context with outline assessments and scoping discussions held with Council.

The quoted trip rates and associated floor areas may require updating and verification using other data sources (for example, the NZ Trips Bureau Database) prior to being used for detailed assessment purposes.

Any trip rates or other assumptions used for more detailed analysis and design purposes (eg for resource consent applications or private plan changes) need to be undertaken on the basis of an agreed scope with Council, prior to work being undertaken.

## Table 7.4

Table 7.4 (below) is taken from an NZTA research report (453) and summarises typical 85% design values for a wide range of uses. More detailed analysis will require the selection of specific sites comparable with the subject site/s being investigated and are included in the NZ Traffic Data Bureau (TDB) database.

Trips and parking related to land use

Table 7.4 Summary of design trip rates and parking demand in NZ in 2010

Land use categories		Design parking demand (spaces/100m <sup>2</sup> GFA)		Design peak hour trips (vph/100m <sup>2</sup> GFA)		Design daily trips (vpd/100m <sup>2</sup> GFA)	
1. Assembly	1.1 Church	0.5/ congregation	(6)	1.1/ congregation	(3)	-	
2. Commercial	2.1 Office	3.2	(6)	2.5	(12)	26.1	(4)
3. Education	3.1 Preschool	0.3/child	(25)	1.4/child	(26)	4.1/child	(4)
	3.2 Primary	0.3/pupil	(4)	0.7/pupil	(6)	1.6/pupil	(3)
	3.3 Secondary	0.1/pupil	(5)	0.1/pupil	(2)	0.4/pupil	(2)
	3.4 Tertiary	0.3/student	(6)	0.2/student	(2)	1.4/student	(2)
4. Industry	4.1 Warehousing	1.7	(13)	1.0	(21)	2.4	(2)
	4.2 Contractor	5.1	(7)	6.2	(7)	-	
	4.4 Manufacture	2.0	(17)	2.7	(18)	30	(6)
5. Medical	5.1 Centre	1.5/prof staff	(1)	11.6/prof staff	(4)	79.4/prof staff	(5)
	5.2.1 Hospital (small)	2.3/bed	(5)	3/bed	(3)	13.5/bed	(1)
	5.2.2 Hospital (large)	2.1/bed	(4)	0.4/bed	(1)	3.1/bed	(1)
6. Recreation	6.1 Stadium	0.2/spectator	(6)	-		-	
7. Residential	7.1.1 Inner city (multi unit)	1.2/unit		0.3/unit	(2)	6.8/unit	
	7.1.2 Dwelling (suburban)	1.6/unit		1.2/unit	(14)	10.9/unit	(38)
	7.1.3 Dwelling (outer Suburban)	1.8/unit		0.9/unit	(1)	8.2/unit	(6)
	7.1.4 Dwelling (rural)	1.9/unit		1.4/unit	(4)	10.1/unit	(4)
	7.4.1 Retirement home	0.4/bed	(5)	0.4/bed	(4)	2.4/bed	(4)
	7.4.2 Retirement units	1/unit	(4)	0.3/unit	(1)	2.6/unit	(1)
	7.5 Hostel	0.4/bed	(5)	0.6/bed	(1)	2.5/bed	(1)
	7.6 Motel	1.4/occ. unit	(17)	1.4/occ. unit	(21)	3.0/occ. unit	(17)
	7.7 Hotel	1.8/room	(4)	1.2/room	(3)	6.4/room	(3)
	8. Retail	8.1 Shop	9.5	(9)	42.5	(11)	128.6
8.2.1 Shopping (small)		5.0	(79)	18.9	(54)	141	(13)
8.2.2 Shopping (medium)		4.9	(39)	17.2	(23)	101	(5)
8.2.3 Shopping (large)		3.7	(40)	9.9	(19)	84	(3)
8.2.4 Shopping (CBD)		2.9	(8)	8.5	(2)	56	(1)
8.3 Garden centre		6.1	(4)	27.8	(7)	147	(7)
8.4 Discount		6.5	(6)	15.3	(6)	100	(1)
8.5 Supermarket		5.3	(12)	17.9	(11)	129	(3)
8.6 Large format		2.2	(17)	5.6	(20)	45	(7)
8.7 Restaurant		0.6/seat	(7)	0.5/seat	(9)	6.1/seat	(5)
8.8 Fast food		10.8	(5)	52.2	(5)	362	(4)
8.9 Bar		10.9	(19)	15.6	(10)	92	(3)
8.10 Service station	9.1	(3)	101	(11)	718	(4)	
8.11 Market	3.3	(3)	2.4	(2)	22	(3)	
8.12 Produce	6.7	(3)	69	(2)	487	(2)	

Notes: Numbers in brackets represent the sample size.

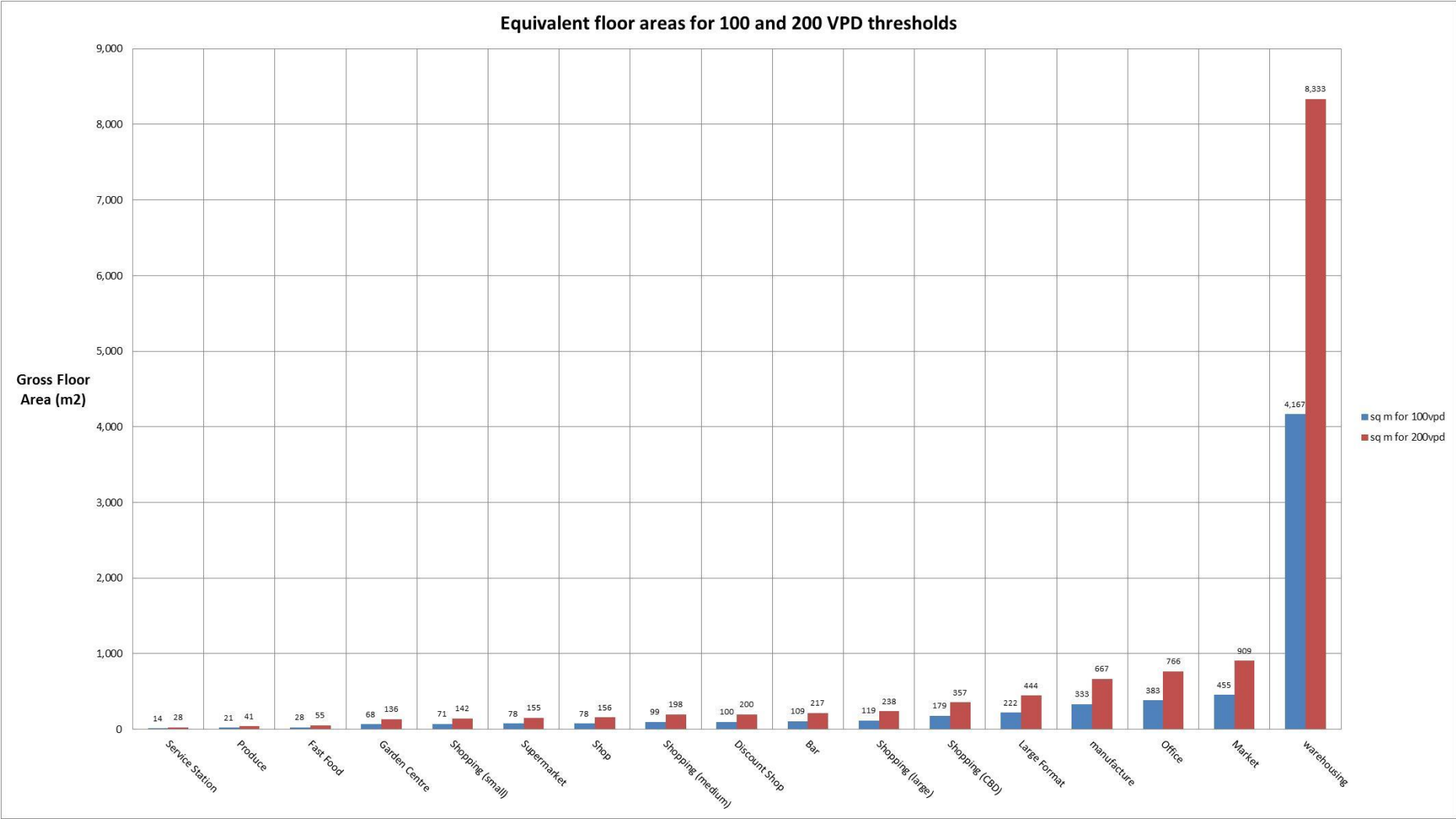
The purpose of this summary schedule is to provide a quick 'initial value' at the start of an analysis.

Household parking rates are median figures from census.

The 'rural' land use category is omitted due to small sample size.

**Figure A.1:**

Figure A.1 (below) is intended to inform initial scoping discussions (only), and indicates scale of development (in GFA sq. m.) that could reach selected traffic generation thresholds (of 100 VPD and 200 VPD) for selected activities.



**Figure A.2**

Figure A.2 (below) is intended to inform initial scoping discussions (only), and indicates scale of development (in GFA sq. m.) that could reach selected traffic generation thresholds (of 100 VPD and 200 VPD) for selected activities.

