



## **Section 42A Report to the District Plan Review Hearing Panel**

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### **Proposed Horowhenua District Plan Land Transport and Subdivision & Development**

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**April 2013**



Hearing Date: 29 – 30 April 2013

Report Prepared by: Hamish Wesney  
and David McCorkindale

Report Number: 10.01

## **NOTE TO SUBMITTERS**

Submitters should note that the hearings on the Proposed District Plan have been organised according to topic. A total of 14 hearings are scheduled to hear submissions on each of the 14 topics. The topic which is the subject of this report is Land Transport and Subdivision & Development.

It is very likely that submitters who have made submissions in relation to the Land Transport and Subdivision & Development may have also made submissions on other parts of the Proposed Plan. This report only addresses those submissions that are relevant to the subject of this report.

The hearings of submissions to the Proposed District Plan are being collectively heard by a Panel of eight commissioners. The appointed commissioners include a mix of local Councillors and independent commissioners. In most cases each hearing will be heard by a panel of three commissioners selected from the eight panel members. This does mean that different commissioners will be sitting on different hearings. It therefore will require submitters to ensure that when speaking at a hearing that they keep to their submission points that have been covered by the Planning Report for that hearing.

To assist submitters in finding where and how their submissions have been addressed in this report, a submitter index has been prepared and can be found at the very end of the report. The index identifies the page number(s) of where the submitter's submission points have been addressed in the report.

Submitters may also find the table contained in Section 6.3 of this report helpful as it identifies the Reporting Officer's recommendation to the Hearing Panel on every submission point and further submission point addressed in this report.

## EXECUTIVE SUMMARY

The Operative Horowhenua District Plan has been operative for over 12 years (since 13<sup>th</sup> September 1999), and in November 2009, Horowhenua District Council (Council or HDC) resolved to undertake a full review of its Operative District Plan. A number of plan changes have been made to the Operative Plan addressing a wide range of issues. However, none of these plan changes directly related to land transport and subdivision/development requirements. Therefore, a review of all the land transport and subdivision/development provisions in Operative Plan was undertaken.

As a result of this review, Chapter 10 of the Proposed Plan contains Issues, Objectives, Policies, Methods, Anticipated Environmental Results and associated explanations for land transport. Chapter 10 is effectively an updated and revised version of Section 10 in the Operative Plan. Chapter 21 of the Proposed Plan contains rules and standards for vehicle access, parking, loading and roading, and is an updated and revised version of Section 21 in the Operative Plan. Chapter 24 of the Proposed Plan contains the general rules and standards on subdivision and development for all zones. Chapter 24 is an updated and revised version of Section 20 in the Operative Plan.

The changes to the land transport provisions comparing the Operative and Proposed Plans primarily derive from giving effect to the current land transport legislation and Proposed One Plan, and having regard to the Regional Land Transport Strategy. The Proposed One Plan contains directive policies on the approach to critical infrastructure which includes the main transport infrastructure (e.g. State Highways and North Island Main Trunk Railway). In addition, Chapter 21 and Chapter 24 rules and standards have been updated to reflect current New Zealand Standards (e.g. NZS 4404) as well as Council's recently developed engineering standards for subdivision and development.

Through the public notification process a number of submissions were received supporting and opposing various land transport and subdivision/development provisions. These submissions have supported some provisions requesting they be adopted as proposed, while others have requested changes to the wording or deletion of specific changes.

The purpose of this report is to summarise the key issues raised in submissions and to provide advice to the Hearings Panel on the issues raised. All submission points have been evaluated in this report, with specific recommendations for each point raised within each submission. These recommendations include amendments to the Proposed Plan, including refinements to the wording of some provisions. Whilst recommendations are provided, it is the role of the Hearings Panel to consider the issues, the submissions received, the evidence presented at the hearing, and the advice of the Council planner before making a decision.

The main officer's recommendations on the key issues raised in submission include:

- Generally retaining the policy framework for the three issues in Chapter 10: Land Transport relating to maintaining and developing land transport network, managing effects of transport infrastructure, and addressing the adverse effects of land use activities, subdivision and development on land transport infrastructure
- Adding new requirements to protect the safe and efficient operation of the North Island Main Trunk Railway, including reverse sensitivity effects and visibility at level crossings
- Amending the on-site parking standards for residential activities (including family flats) and in commercial areas of Foxton Beach, Waitarere Beach and Manakau

- Generally retaining the rules and requirements for engineering standards for subdivisions and developments, and clarifying the relationship to the HDC's Subdivision and Development Principles and Requirements 2012
- Amending some of the provisions of HDC's Subdivision and Development Principles and Requirements 2012

The Hearings Panel in making its decisions will determine whether to accept, reject or accept in part, the submissions received, and as a consequence, any amendments to be made to the Proposed Plan.

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# 1. Introduction

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## 1.1 Qualifications

My full name is Hamish Philip Joseph Wesney, I am an Associate Principal: Senior Planner with Boffa Miskell Limited, a firm of consulting planners, ecologists, and landscape architects. I hold the qualifications of Bachelor of Resource and Environmental Planning (1st Class Hons). I am a Member of the New Zealand Planning Institute.

I have over 11 years' experience as a planner. In my first three and a half years in practice, I was employed as a planner with the Horowhenua District Council (HDC), undertaking a variety of planning tasks, including District Plan changes and processing numerous land use and subdivision resource consent applications.

For the past seven and a half years, I have been a consulting planner based in Wellington, and have been involved in advising a wide range of clients, including local authorities, developers, central government and individuals on various projects. In particular, I have been involved in a number of District Plan Reviews (full and rolling) for various local authorities on a range of resource management issues. For example, Horowhenua District Plan (2010-11: Proposed Plan Change 21 Urban Growth and Greenbelt Residential), Wairarapa Combined District Plan (2004 – 2011), Hutt City District Plan (2008 – ongoing on subdivision, Central Area, Petone) and Manawatu District Plan (2010 – ongoing). Therefore, I have a thorough understanding of the District Plan Review processes and requirements, and land use, development and resource management issues in the Horowhenua District.

At the beginning of 2011, Boffa Miskell was engaged by HDC to assist with the District Plan Review. This assistance included researching and evaluating issues and options for Plan provisions, drafting and reviewing Plan provisions for inclusion in the Proposed District Plan, attending Councillor workshops and meetings, and stakeholder consultation. This assistance also includes preparing and reviewing Section 42A (RMA) reports, including preparing this report.

I note Boffa Miskell also provides policy advice and assistance to Transpower NZ with reviewing and submitting on RMA planning documents. Therefore, in preparing this (and all other) Section 42A Reports for the Proposed Horowhenua District Plan, where provisions have been submitted on by Transpower, I am not the author of those evaluations or recommendations due to potential or perceived conflict of interest. Those evaluations and recommendations have been authored by David McCorkindale, Project Manager (District Plan Review), Horowhenua District Council.

## 1.2 Report Purpose

The purpose of this report is to assess the Proposed District Plan in terms of the relevant statutory considerations and obligations, taking into account those issues raised in submissions, and an analysis of the appropriateness and effectiveness of the proposed provisions for land transport and technical requirements for subdivision and development in the Horowhenua District. I provide my findings and recommendations to the Hearings Panel in accordance with Section 42A of the Resource Management Act.

## 1.3 Outline

This report considers submissions and further submissions which were received on “Chapter 10 – Land Transport”, “Chapter 21 – Vehicle Access, Parking, Loading and Road”, “Chapter 24 – Subdivision and Development” of the Proposed Horowhenua District Plan (referred to in this report as “the Proposed Plan”) as well as associated transport and subdivision/development rules and standards in each Zone. This report also considers submissions and further submissions which were received on HDC’s “Subdivision and Development Principles and Requirements” document which is included by reference in the Proposed Plan. This report has been prepared in accordance with Section 42A of the Resource Management Act (“the RMA”) to assist the Hearings Panel with its consideration of submissions received in respect of the provisions in these parts of the Proposed Plan.

This report is structured according to the following format:

- An overview of the Proposed Plan provisions in these sections/chapter
- Statutory Requirements
- Analysis of Submissions
- Recommended Amendments to Proposed Plan

The report discusses each submission or groups of similar submissions and includes a recommendation from the report writer on each submission that have been received, **but the recommendation is not the decision of the Horowhenua District Council** (“the Council”).

Following consideration of all the submissions and supporting evidence, if any, presented by the submitters and further submitters at the hearing, the Hearings Panel will make a decision on the submissions. The decision report prepared by the Hearing Panel will include the Hearing Panel’s decision to accept, accept in part, or reject individual submission points, and any amendments to the Proposed Plan. All recommendations in this report are subject to consideration of any further evidence provided by submitters at the hearing.

The amendments to the Proposed Plan arising from the staff recommendations discussed throughout this report are listed in full in Section 6.2. The suggested amendments are set out in the same style as the Proposed Plan.

The Analysis of Submissions section has been structured by grouping submission points according to individual provisions in the Proposed Plan. As far as possible, the individual submission points are listed in order to match the contents of each Plan provision. The submission points relating to text or maps are listed first.

Each submission and further submission has been given a unique number (e.g. 58). Further submissions follow the same number format although they start at the number 500, therefore any submitter number below 500 relates to an original submission and any submitter number of 500 or higher relates to a further submission.

In addition to the submission number, each submission point (relief sought) has been given a unique number (e.g. 01). When combined with the submitter number, the submission reference number reads 58.01, meaning submitter number 58 and submission point number 01. A similar numbering system has been used for further submissions.

This report contains selected text from the Proposed Plan itself, either when changes have been requested by a submitter or where a change is recommended by Council officers or advisers.



Where changes to the text are recommended in this report the following protocols have been followed:

- New additional text is shown as underlined (i.e. abcdefghijkl)
- Existing text to be deleted is shown as struck-out (i.e. ~~abcdefghijkl~~)

## **2. Proposed Horowhenua District Plan**

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### **2.1 Background**

In November 2009, Council resolved to undertake a full review of its Operative District Plan. Under Section 79 of the RMA, the Council is required to commence a review of its District Plan provisions which have not been reviewed in the previous 10 years. The Council has undertaken 23 District Plan changes since the District Plan was made operative in September 1999. These Plan Changes addressed a wide range of issues, with the most recent Plan Changes addressing rural subdivision, urban growth, outstanding natural features and landscapes, and financial contributions. Whilst these Plan Changes covered a number of the provisions in the District Plan, many other provisions have not been changed or reviewed. Accordingly, the Council decided to do a full review of the rest of the District Plan, including the earlier Plan Changes. This review did not cover the most recent Plan Changes 20 – 22, which were not operative at the time the Proposed Plan was notified.

Chapter 10 of the Proposed Plan contains Issues, Objectives, Policies, Methods, Anticipated Environmental Results and associated explanations for land transport. Chapter 10 is effectively an updated and revised version of Section 10 (Land Transport) in the Operative Plan following a review of these provisions. Chapter 21 of the Proposed Plan contains rules and standards for vehicle access, parking, loading and roading, and is an updated and revised version of Section 21 (Vehicle Access, Parking, Loading and Roads) in the Operative Plan. Chapter 24 of the Proposed Plan contains the general rules and standards on subdivision and development for all zones. Chapter 24 is an updated and revised version of Section 20 (Subdivision and Development) in the Operative Plan.

### **2.2 Consultation & Process**

As outlined in the Section 32 Report associated with the Proposed Plan, general and targeted consultation has been undertaken for the District Plan Review from 2009. The general consultation was undertaken in two phases: 1. Survey and 2. Discussion Document (refer to the Section 32 Report for further details on the consultation approach and process).

The results from the Shaping Horowhenua survey 2009 identified 'transport' as the 3rd highest environmental issue facing the Horowhenua in the next 10 years (water and rubbish/pollution were 1st and 2nd). Survey responses focused on the current and proposed state highway through the District as well as public transport services within the District and to the likes of Wellington and Palmerston North. Other more localised issues were also raised. A number of improvements were suggested to address some of the perceived transportation issues. Some of the common concerns and suggestions raised regarding transport included:

- Provision of a bus service
- Diversion of heavy traffic (including stock trucks) away from town centre and urban areas
- Better public transport in and out of the region
- Better roading required

- Provision of a ring road around the town centre
- New State Highway plans and other major road developments
- Provision of more free parking required
- Prevention of illegal parking on footpaths
- Improvements for cyclists
- Traffic congestion
- Whirokino Bridge should be 4 lanes wide
- Keep stock off roads

While many of the above issues are outside the scope of the District Plan, they provide an indication of the nature of transport issues in the District from a community perspective. The survey also asked whether the District Plan should promote walkways and cycleways to encourage fewer car trips? In response to this question, eighty two percent (82%) of respondents 'agreed' or 'strongly agreed' with this statement.

In addition to this general public consultation, targeted consultation has been undertaken with Horizons Regional Council (Horizons) and New Zealand Transport Agency (NZTA) on the land transport provisions. Horizons referred to the policies in the Proposed One Plan which provide direction to the District Council on integrating land use and transportation planning. In addition, Horizons referred to the Regional Land Transport Strategy 2006-2015 and Regional Land Transport Programme 2009 – 2012.

NZTA commented that the safety and efficiency of the State Highways in the Horowhenua was a significant resource management issue and sought that the majority of the existing transport provisions in the Operative District Plan be retained in the Proposed Plan. Reference was made to the NZTA Planning Policy Manual in outlining minimum standards for access and other requirements for the State Highways. In addition, NZTA highlighted State Highway 1 between Wellington Airport and Levin is a "Road of National Significance" and that a project was underway investigating the four-laning of State Highway 1 between the south boundary of the Horowhenua (i.e. just north of Otaki) to north of Levin, referred to as the "Otaki to Levin" project.

However, following this earlier consultation with NZTA, in mid-2012 NZTA announced a change in scope and direction for the Otaki to Levin project. Rather than four laning State Highway 1, NZTA is now proposing a series of safety improvements along the existing State Highways 1 and 57 to improve safety and efficiency. NZTA has indicated details of these safety improvements would be outlined in 2013. It is noted NZTA has sought the existing designations for State Highways 1 and 57 be 'rolled over' in the Proposed Plan and these designations are evaluated in the Designations Section 42A Report.

Targeted consultation was also carried out as part of notifying 'documents by reference' to be included in the Proposed Plan. In July 2012 various technical documents were publicly notified as to be included in the Proposed Plan, including traffic and subdivision/development related standards (e.g. AS/NZS 2890.1.2004 Parking Facilities off street car parking and HDC's Subdivision and Development Principles and Requirements). Comments received in response to this notification mostly raised specific aspects of these standards and how they related to the Proposed Plan provisions (which were not available at the time).

### **2.2.1 Late Submissions**

No late submissions were received which raised matters relating to Chapter 10 – Land Transport, Chapter 21 Vehicle Access, Parking, Loading and Roving or Chapter 24 Subdivision and Development.

## **3. Statutory Requirements**

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

In preparing a District Plan, HDC must fulfil a number of statutory requirements set down in the Resource Management Act, including:

- Part II, comprising Section 5, Purpose and Principles of the Act; Section 6, Matters of National Importance; Section 7, Other Matters; and Section 8, Treaty of Waitangi;
- Section 31, Functions of Territorial Authorities;
- Section 32, Duty to consider alternatives, assess benefits and costs;
- Section 72, Purpose of district plans
- Section 73, Preparation and change of district plans;
- Section 74, Matters to be considered by territorial authorities;
- Section 75, Contents of district plans

Below I have summarised the key matters from the above requirements which are particularly relevant to this report. Section 31 of the RMA states territorial authorities are responsible for the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district, which includes land transport and subdivision and development generally. In addition, territorial authorities are responsible for the control of any actual or potential effects of the use, development, or protection of land under Section 31(1)(b).

Under Section 74(2)(b)(i), when preparing or changing a district plan, a territorial authority shall have regard to any management plans and strategies prepared under other Acts, such as the Regional Land Transport Strategy prepared under the Land Transport Management Act 2003.

The relevant aspects of the above matters have been considered in the analysis of the submissions in Section 4 of this report.

### **3.2 Proposed Amendments to Resource Management Act**

Central government has initiated a reform of the Resource Management Act (RMA) with a focus on reducing delays and compliance costs. The reform is being undertaken in two phases. Phase 1 focused on streamlining and simplifying the RMA, including changes to the preparation of district plans. Phase 2 focuses on more substantive issues concerning freshwater, aquaculture, urban design, infrastructure and the Public Works Act. Work on Phase 1 commenced late in 2008, while work on Phase 2 commenced in mid-2009.

The Phase 1 work culminated in the Resource Management (Simplifying and Streamlining) Amendment Act 2009, which came into force in October 2009. In respect of the Horowhenua District Plan and the Proposed Plan, the main effect of this Amendment Act have been process

related to the further submission process, ability for simplified decision reports and notices, and changes when rules have effect.

In terms of Phase 2, in December 2012 the Resource Management Reform Bill was introduced to Parliament for its first reading and was referred to the Local Government and Environment Committee for submissions and consultation. In terms of District Plan Reviews and Proposed District Plans, this Bill proposes changes in relation to the analysis that underpins district plans including greater emphasis on the need for quantitative assessment of costs and benefits and the need to consider regional economic impact and opportunity costs, and ensuring decision-making is based on adequate, relevant, and robust evidence and analysis, and to increase the level of transparency of decision-making. It is noted this Bill includes transitional provisions which state these new assessment and decision-making requirements do not apply to proposed plans after the further submission period has closed (refer Schedule 2, Clause 2 of the Bill).

Central government is also considering further changes to the RMA. In February 2013, the government released a discussion document titled “improving our resource management system”. The purpose of this document is to obtain feedback on what are referred to as “critical roadblocks to more effective resource management and proposes some solutions”. The only direct reference to the transportation system or infrastructure in this document is in the introductory section on ‘managing resources well is vital to New Zealand’s success’ where it highlighted developing integrated urban areas with transport systems that stimulate economic growth. No specific changes are proposed that only relate to transport systems or infrastructure. Rather, the overall changes outlined in the discussion document relating to greater national consistency and guidance, fewer and better resource management plans, and more efficient and effective consenting would indirectly be relevant to the land transport matters. Therefore, at this time, these proposals are not considered to have any weight in this hearing and decision-making process.

### **3.3 Local Government Act 2002**

The Local Government Act 2002 (LGA) is designed to provide democratic and effective local government that recognises the diversity of New Zealand communities. It aims to accomplish this by giving local authorities a framework and power to decide what they will do and how. To balance this empowerment, the legislation promotes local accountability, with local authorities accountable to their communities for decisions taken.

The LGA also provides local authorities to play a broad role in meeting the current and future needs of their communities for good-quality local infrastructure, local public services, and performance of regulatory functions. Section 14 of the LGA sets out the principles of local government with one of the principles stating:

*(h) in taking a sustainable development approach, a local authority should take into account—*

*(i) the social, economic, and cultural interests of people and communities; and*

*(ii) the need to maintain and enhance the quality of the environment; and*

*(iii) the reasonably foreseeable needs of future generations*

The above role and principle generally align with the overall purpose and principles of the Resource Management Act.

In relation to land transport, relevant components of the LGA include:

- the requirement that councils prepare a Long Term Plan including provisions for transport infrastructure and funding
- the ability to prepare urban growth strategies
- the ability to make bylaws
- the ability to require developer contributions as opposed to financial contributions under the RMA
- a process to stop legal roads under the 10th schedule of the LGA 1974.

These roles and requirements need to be considered in determining the provisions of the District Plan.

### 3.4 Other Transport Legislation and Regulations

There are various other transport legislation and regulations which manage the use, development and protection of land transport infrastructure. Below is a summary of this other legislation and regulation:

- **Land Transport Management Act 2003** sets out the requirements and processes for local authorities to obtain funding for roading construction and maintenance.
- **Land Transport Act 1998** promotes safe road user behaviour and vehicle safety and provides for a system of Rules governing road user behaviour.
- **Railways Act 2005** sets out the requirements for the licensing of rail operations in New Zealand, and includes basic safety obligations of operators and the general public when near a railway, as well as the powers the railway operators have to protect and manage the railway corridor.
- **Land Transport (Offences and Penalties) Regulations 1999** details the offences for breaching land transport rules and the penalties for those offences.
- **Land Transport (Road User) Rule 2004** establishes the rules under which traffic operates on roads. The rule applies to all road users, whether they are drivers, riders, passengers, pedestrians, or leading or droving animals.

In determining the provisions of the District Plan, there is a need to consider the role and responsibilities of other transport agencies, as well as transport issues managed by other mechanisms.

### 3.5 New Zealand Coastal Policy Statement 2010

Under Section 75(3)(b) of the Resource Management Act, a District Plan must give effect to any New Zealand Coastal Policy Statement. There are no specific parts of the NZCPS which are considered directly relevant to Land Transport provisions in the Proposed Plan.

### 3.6 National Environmental Standards

No National Environmental Standards (NES) are specifically relevant to the subject of this report.

### **3.7 National Policy Statements**

Under Section 75(3)(a) of the Resource Management Act, a District Plan must give effect to any National Policy Statement (NPS). No current NPS are considered to be specifically relevant to the subject of this report.

### **3.8 New Zealand Transport Strategy**

The New Zealand Transport Strategy (NZTS) provides a national policy framework to promote sustainable transport. The 2008 strategy replaces the previous strategy published in 2002. The purpose of the Strategy is to enable the transport sector to respond more effectively to the changing environment in which it must operate and to support NZ becoming a more sustainable nation.

The government's vision for transport in 2040 set out in the NZTS is that "people and freight in NZ have access to an affordable, integrated, safe, responsive and sustainable transport system."

The vision is supported by five transport objectives:

- assisting economic development
- assisting safety and personal security
- improving access and mobility
- protecting and promoting public health
- ensuring environmental sustainability.

Key challenges identified in the NZTS include integration between land-use and transport planning, changing transport demands due to ageing population, and the environmental and social impact of transport infrastructure. The NZTS recognises the RMA and implementation documents such as District Plans can assist in addressing these challenges. The NZTS is considered a relevant consideration under Section 74 of the RMA in determining the provisions of the District Plan.

### **3.9 Regional Land Transport Strategy**

The Horizons Regional Land Transport Strategy (RLTS) sets the strategic direction for transport in the Manawatu-Wanganui region by describing the vision, objectives and outcomes that will guide the development of the Region's transport network over the next 30 years. The Strategy covers all forms of land transport, including public transport, local roads, state highways, walking and cycling.

The Vision in the RLTS is "a safe, sustainable and resilient transport system that supports economic development and lifestyle choices, with strong connections to national corridors". In relation to the Horowhenua and the District Plan, key issues the RLTS identifies include:

- The standard and capacity of State Highway 1 to the south of the Region
- The need for continued improvements to road safety in the Region
- Future freight growth and its movement throughout the Region by both road and rail
- Increasing pressures on the Region's rural roading network
- Negative environmental effects of the regional transport system

Some of the key initiatives in the RLTS to achieve the vision include:

- Upgrades to the section of State Highway 1 between Levin and Otaki as part of the Government's strategy to improve the Road of National Significance between Levin and Wellington Airport.
- Ongoing maintenance and renewal of the regional roading network to ensure no deterioration over time.
- Safety improvements to known blackspots on state highways and local roads
- Improvements to commuter passenger transport services between major and minor population centres where justified

As with the NZTS, the RLTS identifies integrated land use and transportation planning as an important issue. The RLTS states the following objectives, policies and actions for addressing this issue:

**Objective P10 Promote land use development that minimises dependence on the private car**

*Policy 10.1 Ensuring new land use development includes provision for walking, cycling and public transport services, consistent with relevant best practice guidance (Territorial Authorities).*

*Policy 10.2 Promoting increased urban housing density in areas or corridors with high accessibility via several transport modes, such as along bus routes (Territorial Authorities).*

*Policy 10.3 Encouraging compact urban form (Territorial Authorities).*

*Policy 10.4 Promoting the use of urban design guidelines in all developments (Territorial Authorities).*

*Policy 10.5 Promoting the establishment of community facilities in new areas of development in order to reduce the need to travel (Territorial Authorities).*

*Policy 10.6 Advocating for the review of minimum parking requirements in district plans and the implementation of parking pricing to reflect the true cost of parking provision (Regional Transport Committee)*

**Objective P11 Encourage effective integration of transport and land use planning in growth areas of the Region**

*Policy 11.1 Ensuring that current and future transport corridors are identified and protected in planning documents (NZTA, Territorial Authorities).*

*Policy 11.2 Developing transport projects and services which support land use plans and strategies (NZTA, Territorial Authorities).*

*Policy 11.3 Ensuring freight and tourist flows are taken into account during planning processes (NZTA, Territorial Authorities).*

**Key Actions:**

1. *Contribute to the review of district and regional planning documents to ensure alignment with the Regional Land Transport Strategy (Regional Transport Committee).*

The RLTS also identifies the regional strategic transport network which is made up of key inter-regional and arterial roads and railway lines. In the Horowhenua, the regional strategy transport network is:

- Rail Lines: North Island Main Trunk Line
- Inter-regional Routes: State Highways 1, 56 and 57

The NZTS is considered a relevant consideration under Section 74 of the RMA in determining the provisions of the District Plan.

### 3.10 Operative Regional Policy Statement & Proposed One Plan

Under Section 74(2) of the Resource Management Act, the Council shall have regard to any proposed regional policy statement, in this case, the Horizons Regional Council Proposed One Plan. In addition, under Section 75(3)(c) of the Resource Management Act, a District Plan must give effect to any Regional Policy Statement. The Operative Manawatu-Wanganui Regional Policy Statement became operative on 18 August 1998. The Proposed One Plan (incorporating the Proposed Regional Policy Statement) was publicly notified on May 2007 and decisions on submissions notified in August 2010. In total, 22 appeals were received, with some resolved through mediation while others were heard by the Environment Court. Interim decisions were issued by the Environment Court in August 2012 with final decisions expected in early 2013. In addition, Federated Farmers of NZ Inc and Horticulture NZ have appealed these interim decisions to the High Court in relation to non-point source discharges and run-off (nutrient management).

Given the very advanced nature of the Proposed One Plan in the plan preparation process and that all matters relevant to the District Plan Review are beyond challenge, the Proposed One Plan is considered the primary Regional Policy Statement and should be given effect to by the Proposed District Plan.

The Proposed One Plan contains a single objective for natural hazards which states:

***Objective 3-1: Infrastructure and other physical resources of regional or national importance***

*To have regard to the benefits of infrastructure and other physical resources of regional or national importance by enabling their establishment, operation, maintenance and upgrading.*

To achieve this objective, the Proposed One Plan contains a series of policies and methods (refer Appendix 6.1 for relevant policies). These policies recognise the benefits of the transport infrastructure, particularly the main arterial roads and rail, and that need to ensure that adverse effects on this infrastructure from other activities are avoided as far as reasonably practicable. The policies also direct the District Plan to manage the adverse environmental effects arising from the establishment, operation, maintenance and upgrading of transportation infrastructure. Lastly, the policies direct territorial authorities to proactively develop and implement appropriate land use strategies to manage urban growth, and they should align their infrastructure asset management planning with those strategies, to ensure the efficient and effective provision of associated infrastructure. HDC has already given effect to this policy through the preparation of the Horowhenua Development Plan.

The relevant aspects of the above policy direction are considered further below in the analysis of submissions.

### 3.11 Operative Horowhenua District Plan

As noted above, Operative Horowhenua District Plan has been operative for over ten years (since 13<sup>th</sup> September 1999) and a number of plan changes made. Plan Change 2 amended the rules and standards on safety & visibility at road and rail intersections. Plan Change 2 was made operative in 2000. In preparing and considering Plan Changes 20 and 21 on rural subdivision and urban growth, integrated land use and transportation planning was an underlying principle and consideration around the urban form and structure of urban growth areas in each settlement. Plan Changes 20 and 21 also amended parts of the subdivision and development requirements.



Plan Change 23 revised the District Plan provisions financial contributions to avoid duplication and inconsistency with Council's Development Contributions Policy. This Plan Change specifically related to Chapter 20 Subdivision and Development of the Operative District Plan, which now forms part of Chapter 24 of the Proposed Plan is part of this review.

Apart from these changes, no other specific changes have been made to the land transport or subdivision and developments provisions since the District Plan was made operative.

### **3.12 Conclusion**

Given the above statutory and policy context, in broad terms, the District Plan land transport and subdivision/development provisions should:

- integrate land use and transport planning
- allow for the development and management of integrated, safe, responsive and sustainable transportation systems
- give effect to the land transport provisions in the RPS
- have regard to national and regional transport strategies
- seek to address the environmental effects of transportation on land use and the effects of land use on transportation.

## 4. Analysis of Submissions

### 4.1 General Matters

#### 4.1.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
11.29	Philip Taueki	In-Part	There is no provision for consultation with Tangata Whenua at any early phase of development in order to bypass sites that are culturally sensitive.	No specific relief requested.  Inferred: Amend Chapter 10 to include provision for consultation with Tangata Whenua at any early phase of development in order to bypass sites that are culturally sensitive.	519.24 Charles Rudd(Snr) - Support
60.23	Muaupoko Co-operative Society	In-Part	The submitter relies on the submission made by Philip Taueki for the following matters. There is no provision for consultation with Tangata Whenua at any early phase of development in order to bypass sites that are culturally sensitive.	No specific relief requested.  Inferred: Amend Chapter 10 to include provision for consultation with Tangata Whenua at any early phase of development in order to bypass sites that are culturally sensitive.	

Two submissions have been made raising concern no consultation with tangata whenua has been provided for as part of development proposals. However, no specific relief is sought in either submission on this matter.

#### 4.1.2 Discussion & Evaluation

1. Taueki (11.29) (supported by a further submission from Charles Rudd (519.24)) and Muaupoko Co-operative Society (60.23) infer that there is no specific provision for consultation with Tangata Whenua. Chapter 1: 'Matters of importance to Tangata Whenua' contains discussion, objectives and policies and methods that address, among other matters, consultation with Tangata Whenua on plan changes and resource consent applications. It is a comprehensive section that recognises the need to avoid or manage the effects of activities on sensitive sites. It is recommended that such matters continue to be retained in one chapter of the Plan to prevent repetition, as the provisions in Chapter 1 are over-arching (i.e. they apply to all chapters of the Plan).
2. Consequently these submission points (11.29, 519.24 and 60.23) are recommended to be rejected and no changes are recommended to Chapter 10.

### 4.1.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
11.29	519.24	Philip Taueki Charles Rudd (Snr)	Support	Reject Reject
60.23		Muaupoko Co-operative Society		Reject

### 4.1.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Chapter 10.

## 4.2 Issue 10.1

### 4.2.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
27.13	Horizons Regional Council	In-Part	Consider the possibility of decreased funding streams from the National Land Transport Fund due to declining trend in vehicle kilometres travelled.	Amend Issue 10.1 through considering the ongoing impacts of decreased funding streams from the National Land Transport Fund on future transportation needs.	521.02 NZ Transport Agency (NZTA)- Oppose
27.14	Horizons Regional Council	In-Part	The New Zealand Transport Agency's current thinking in regards to the Roads of National significance project in the SH57 will become a heavy vehicle bypass of Levin which will relieve some of the traffic congestion issues on Oxford Street.	Amend Issue 10.1 to reflect the thinking of the New Zealand Transport Agency.	521.03 NZ Transport Agency (NZTA)- Oppose 523.02 Future Map Ltd- Support
91.00	HDC (Community Assets Department)	In-Part	Adopted structure plans provide linkages between existing and potential areas for future development and shall be considered and incorporated into future development.	Amend wording of Issue 10.1 under the heading: The Integration of New or Extended Infrastructure With Existing Networks, as follows:  ...  For Example, new or extended roads should be compatible with the	523.01 Future Map Ltd- Support  526.01 Truebridge Associates Ltd - Oppose

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
				District's long-term roading hierarchy and <u>structure plans</u> .	
94.19	NZ Transport Agency (NZTA)	Support	Support Issue 10.1.	Retain Issue 10.1 as notified.	
101.61	Director-General of Conservation (DoC)	In-Part	The issue discussion raises valid points. However, particular regard should also be given to road earthworks which scar the landscape or cause siltation of waterways which can cause adverse effects if not managed properly. The concern is the policies are lacking any consideration of the points raised in this submission and do not correlate well with the objective.	Include policies that link to the objective and also take into account the issues that have been identified.	506.02 Ernslaw One Ltd - Oppose

A variety of issues have been raised by submitters regarding the specific wording or matters covered by Issue 10.1 on maintaining and developing the land transport network. These matters include changes to transport funding, current/future planning for roading projects, using structure plans to manage the provision of road linkages, and the effects of constructing land transport infrastructure.

#### **4.2.2 Discussion & Evaluation**

- Horizons (27.13) seeks that Issue 10.1 is amended to consider the possibility of decreasing funding streams from the National Land Transport Fund. This is opposed by a further submission from NZTA (521.02). The submission from Horizons refers to the current trend of declining Vehicle Kilometres Travelled (VKT) both regionally and nationally and the consequently impact of reduced funding through the National Land Transport Fund. However, the submission does note that the reasons for this trend are not clear and it may be related to the global financial crisis or that young people rely on social media to communicate. In addition, funding decisions can change over time in response to changes in central government priorities. As there is no obvious or clear-cut reason for this trend and uncertainties associated with future funding decisions, and it is considered inappropriate to amend the District Plan to reflect a trend that may be temporary or cannot be explained.
- With regard to the wording of Issue 10.1, it refers to increasing vehicle numbers in relation to on-going subdivision, use and development in Horowhenua, whose population has grown over the past 10 years. In addition, it is considered that in rural areas people are still likely to rely on private vehicles given the nature, purpose and distance of travel purposes and patterns. Furthermore, the Issue relates to growth and the need to increase capacity. If there is no growth, there is no need to increase capacity; therefore the amount of funding available will likely reflect the work that needs to occur. The submission point from Horizons (27.13) is recommended to be rejected and no changes are recommended to Issue 10.1.

3. Horizons (27.14) also seeks that Issue 10.1 reflects NZTA's current thinking that SH57 will become a heavy vehicle bypass of Levin. This submission is opposed by a further submission from NZTA (521.03) and supported by a further submission from Future Map (523.02). It is not considered appropriate to amend Issue 10.1 as requested by Horizons Regional Council, to reflect NZTA's 'current thinking' that SH57 will become a heavy vehicle bypass of Levin. As highlighted in the further submission from NZTA, there is no certainty that this work will happen and it is therefore pre-emptive to refer to such works in the District Plan. This submission point is therefore recommended to be rejected and no changes are recommended to Issue 10.1. I note NZTA has not requested any changes to its existing designations in this regard.
4. HDC (Community Assets Department) (91.00) requests that Issue 10.1 reflects the fact that structure plans provide linkages between existing and potential areas of future development. This submission is supported by a further submission from Future Map (523.01) and opposed by a further submission from Truebridge Associates Ltd (526.01). It is agreed that approved structure plans should be given due consideration at the time of planning for new or extended roads, particularly given the need for safe intersections. The submission point of HDC (Community Assets Department) is recommended to be accepted and it is recommended that Issue 10.1 is amended to refer to structure plans.
5. The DoC (101.61) seeks that Issue 10.1 includes consideration of earthworks, which can scar the landscape or cause siltation of waterways. This submission is opposed by a further submission from Ernslaw One Ltd (506.02). Policy 10.2.2 seeks to manage effects from extensions and upgrades to land transport infrastructure on sensitive areas as well as landscape values. It is considered that this policy would apply to earthworks associated with the extension and upgrade of roads and therefore it is not necessary to have a specific policy relating to earthworks. Therefore the submission point from DoC is recommended to be rejected and no changes are recommended to Issue 10.1 or any subsequent policies.
6. NZTA's submission (94.19) supporting Issue 10.1 is acknowledged.

#### **4.2.3 Reporting Officer's Recommendation**

<b>Sub. No</b>	<b>Further Sub. No.</b>	<b>Submitter Name</b>	<b>Further Submitter Position</b>	<b>Officer's Recommendation</b>
27.13	521.02	Horizons Regional Council	Oppose	Reject
		NZ Transport Agency (NZTA)		Accept
27.14	521.03 523.02	Horizons Regional Council	Oppose Support	Reject
		NZ Transport Agency (NZTA)		Accept
		Future Map Ltd		Reject
91.00	523.01 526.01	HDC (Community Assets Department)	Support Oppose	Accept
		Future Map Ltd		Accept
		Truebridge Associates Ltd		Reject
94.19		NZ Transport Agency (NZTA)		Accept In-Part

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
101.61		Director-General of Conservation (DoC)		Reject
	506.02	Ernslaw One Ltd	Oppose	Accept

#### 4.2.4 Recommended Amendments to the Plan Provisions

Amend the Issue Discussion for Issue 10.1 as follows:

The paragraph under the heading “The Integration of New or Extended Infrastructure with Existing Networks’:

.....For example, new or extended roads should be compatible with the District’s long-term roading hierarchy and structure plans.”

It is also recommended that as a minor amendment, under the section titled “Agencies Involved” as follows:

“This District Plan can contribute only a share of the policies and methods necessary to support land transport networks ~~in meeting~~ to meet the needs of the community.”

### 4.3 Issue 10.2

#### 4.3.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.16	NZ Transport Agency (NZTA)	Support	Support Issue 10.2	Retain Issue 10.2 as notified.	

NZTA (94.16) supports Issue 10.2 and seeks to retain the Issue as notified.

#### 4.3.2 Discussion & Evaluation

1. The support of NZTA for Issue 10.2 is noted.
2. As no submissions in opposition were received, no changes are recommended to Issue 10.2.

#### 4.3.3 Reporting Officer’s Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.16		NZ Transport Agency (NZTA)		Accept

#### 4.3.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Issue 10.2.

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### 4.4 Issue 10.3

#### 4.4.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.17	NZ Transport Agency (NZTA)	Support	Support Issue 10.3	Retain Issue 10.3 as notified.	
55.19	KiwiRail	Support	Submitter supports Issue 10.3 as the maintenance of safe sight lines at rail level crossings is a particular issue that needs to be provided for.  It is also important to ensure that obstructions do not block the visibility of level crossing signs or alarms to approaching drivers. It is expected that some developments will fall within the generic sight triangles, but will not have a material impact on visibility.	Retain Issue 10.3	

NZTA (94.17) and KiwiRail (55.19) support Issue 10.3 and seek to retain the Issue as notified.

#### 4.4.2 Discussion & Evaluation

1. The support of NZTA and KiwiRail for Issue 10.3 is noted.
2. As no submissions in opposition were received, no changes are recommended to Issue 10.3.

#### 4.4.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.17		NZ Transport Agency (NZTA)		Accept
55.19		KiwiRail		Accept

#### 4.4.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Issue 10.3.

## 4.5 Objective 10.1.1 and Policies 10.1.2 to 10.1.7

### 4.5.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.15	KiwiRail	Support	Submitter supports the intent of Objective 10.1.1 as the railway network is comparable to the state highway network in that it provides a through function for the transport of freight and passengers. The immediate and long term protection of existing and proposed land transport networks is a key resource management issue.	Retain Objective 10.1.1	
94.55	NZ Transport Agency (NZTA)	Support	Support Objective 10.1.1.	Retain Objective 10.1.1	
94.56	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.2.	Retain Policy 10.1.2	
94.57	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.3.	Retain Policy 10.1.3	
94.58	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.4.	Retain Policy 10.1.4	
94.59	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.5.	Retain Policy 10.1.5	
94.60	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.6.	Retain Policy 10.1.6	
94.61	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.7.	Retain Policy 10.1.7	

KiwiRail (55.15) and NZTA (94.55) support Objective 10.1.1.

NZTA (94.56-94.61) support Policies 10.1.2 to 10.1.7.

### 4.5.2 Discussion & Evaluation

1. The support of KiwiRail and NZTA for Objective 10.1.1 is noted, as is the support of NZTA for Policies 10.1.2 to 10.1.7.
2. As no submissions in opposition were received, no changes are recommended to Objective 10.1.1 and Policies 10.1.2 to 10.1.7.



### 4.5.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
55.15		KiwiRail		Accept
94.55		NZ Transport Agency (NZTA)		Accept
94.56		NZ Transport Agency (NZTA)		Accept
94.57		NZ Transport Agency (NZTA)		Accept
94.58		NZ Transport Agency (NZTA)		Accept
94.59		NZ Transport Agency (NZTA)		Accept
94.60		NZ Transport Agency (NZTA)		Accept
94.61		NZ Transport Agency (NZTA)		Accept

### 4.5.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Objective 10.1.1 and Policies 10.1.2 to 10.1.7.

## 4.6 Policy 10.1.8

### 4.6.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
27.15	Horizons Regional Council	In-Part	The submitter advocates that new subdivisions and developments consider the mandatory installation of bike racks, where appropriate, at schools, shopping centres, recreation reserves and public transport collection points and terminals, for safe and easy storage of bikes when not in use.	No specific relief sought. Inferred: Amend Policy 10.1.8 to consider the mandatory installation of bike racks.	521.04 NZ Transport Agency (NZTA)- Support
94.62	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.8.	Retain Policy 10.1.8.	

Horizons Regional Council raise the proposition of requiring mandatory installation of bike racks.

### 4.6.2 Discussion & Evaluation

1. Horizons (27.15) whilst not requesting any specific relief, infer that Policy 10.1.8 should be amended to require the installation of bike racks, where appropriate, at schools, shopping

centres, recreation reserves and public transport collection points. This submission is supported by a further submission from NZTA (521.04). Policy 10.1.8 requires new urban subdivisions and developments to include provision of infrastructure for the safe movement of vehicles, bicycles and pedestrians, but not specific facilities such as bicycle racks within sites. Whilst the submitter's intentions are understood, it is not considered appropriate to require the installation of bicycle racks under Policy 10.1.8. The most efficient and effective approach to maintain a safe and efficient transport network for cycling is through the provision of on-street infrastructure, such as cycle lanes within the road carriageway or in dedicated cycle paths. Encouraging the provision of bike racks is considered more efficient than requiring them, in terms of designing and locating these facilities. The Council already works with other agencies through the Regional Land Transport Programme to improve infrastructure and facilities for pedestrians and cyclists, as well as in providing and supporting walkways and cycleways. This submission has highlighted a policy gap in Council's role in encouraging and supporting other modes of transport and the development of suitable infrastructure and facilities. Therefore, it is recommended this submission point (27.15) and further submission point (521.04) be accepted in part, with no changes recommended to Policy 10.8.1, but a new policy is recommended to be added to section 10.8 as detailed below.

2. The support of NZTA (94.62) for Policy 10.8.1 is noted. I recommend that this submission point be accepted.

#### **4.6.3 Reporting Officer's Recommendation**

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
27.15		Horizons Regional Council		Reject
	521.04	NZ Transport Agency (NZTA)	Support	Reject
94.62		NZ Transport Agency (NZTA)		Accept

#### **4.6.4 Recommended Amendments to the Plan Provisions**

Add a new Policy 10.1.4 as follows:

##### **Policy 10.1.4**

Encourage the development of pedestrian paths and cycleways, as well as convenient and accessible cycle parking, to support the opportunity to use non-vehicular transportation modes throughout the District.

Add the following paragraph to the end of the Explanation and Principal Reasons section as follows:

The development of a network of pedestrian paths and cycleways in the District would support the opportunity for residents and visitors to move between areas and around the district. The provision of cycle parking in convenient and accessible locations, such as near or at schools, retail areas, recreation reserves, public transport locations and other community facilities would support the cycling. An efficient approach in providing this land transport infrastructure is for Council to work in partnership with or support other agencies.

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## 4.7 Policy 10.1.9

### 4.7.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.16	KiwiRail	Support	Submitter supports Policy 10.1.9 as the railway network is comparable to the state highway network in that it provides a through function for the transport of freight and passengers. The policy seeks to achieve good levels of road user safety and avoiding new level crossings will assist that.	Retain Policy 10.1.9	Accept
94.63	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.9.	Retain Policy 10.1.9.	Accept

KiwiRail (55.16) and NZTA (94.63) support Policy 10.1.9.

### 4.7.2 Discussion & Evaluation

1. The support of KiwiRail and NZTA for Policy 10.1.9 is noted.
2. As no submissions in opposition were received, no changes are recommended to Policy 10.1.9.

### 4.7.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
55.16		KiwiRail		Accept
94.63		NZ Transport Agency (NZTA)		Accept

### 4.7.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Policy 10.1.9.

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## 4.8 Policies 10.1.10, 10.1.11, 10.1.12 and 10.1.13

### 4.8.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
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Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.17	KiwiRail	Support	Submitter supports Policy 10.1.10 as the railway network is comparable to the state highway network in that it provides a through function for the transport of freight and passengers. The policy seeks to achieve good levels of road user safety and avoiding new level crossings will assist that.	Retain Policy 10.1.10	
94.64	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.10.	Retain Policy 10.1.10	
94.65	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.11.	Retain Policy 10.1.11	
94.66	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.12.	Retain Policy 10.1.12	
94.67	NZ Transport Agency (NZTA)	Support	Support Policy 10.1.13.	Retain Policy 10.1.13	

KiwiRail (55.17) and NZTA (94.64) support Policy 10.1.10.

NZTA (94.65, 94.66 and 94.67) supports Policies 10.1.11 to 10.1.13.

#### 4.8.2 Discussion & Evaluation

1. KiwiRail and NZTA's support for Policy 10.1.10 is noted. NZTA's support for Policies 10.1.11 to 10.1.13 is also noted.
2. As no submissions in opposition were received, no changes are recommended to Policies 10.1.10 to 10.1.13. I recommend that the submission points by KiwiRail (55.17) and NZTA (94.64 and 94.67) be accepted.

#### 4.8.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
55.17		KiwiRail		Accept
94.64		NZ Transport Agency (NZTA)		Accept
94.65		NZ Transport Agency (NZTA)		Accept
94.66		NZ Transport Agency (NZTA)		Accept
94.67		NZ Transport Agency (NZTA)		Accept

#### 4.8.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Policies 10.1.10, 10.1.11, 10.1.12 and 10.1.13.

### 4.9 Objective 10.2.1 and Policies 10.2.2, 10.2.3 and 10.2.4

#### 4.9.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.38	NZ Transport Agency (NZTA)	Support	Support Objective 10.2.1.	Retain Objective 10.2.1	
94.39	NZ Transport Agency (NZTA)	Support	Support Policy 10.2.2.	Retain Policy 10.2.2	
94.40	NZ Transport Agency (NZTA)	Support	Support Policy 10.2.3.	Retain Policy 10.2.3	
94.41	NZ Transport Agency (NZTA)	Support	Support Policy 10.2.4.	Retain Policy 10.2.4	

NZTA (94.38, 94.39, 94.40 and 94.41) supports Objective 10.2.1 and Policies 10.2.2, 10.2.3 and 10.2.4.

#### 4.9.2 Discussion & Evaluation

1. The support of NZTA for Objective 10.2.1 and Policies 10.2.2 to 10.2.4 is noted.
2. As no submissions in opposition were received, no changes are recommended to Objective 10.2.1 and Policies 10.2.2 to 10.2.4. I recommend that submission points (94.38 and 94.41) be accepted.

#### 4.9.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.38		NZ Transport Agency (NZTA)		Accept
94.39		NZ Transport Agency (NZTA)		Accept
94.40		NZ Transport Agency (NZTA)		Accept
94.41		NZ Transport Agency (NZTA)		Accept

#### 4.9.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Objective 10.2.1 and Policies 10.2.2, 10.2.3 and 10.2.4.

## 4.10 Objective 10.3.1 and Policies 10.3.2, 10.3.3 and 10.3.4

### 4.10.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.43	NZ Transport Agency (NZTA)	Support	Support Objective 10.3.1.	Retain Objective 10.3.1	
94.44	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.2.	Retain Policy 10.3.2	
94.45	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.3.	Retain Policy 10.3.3	
55.20	KiwiRail	Support	Submitter supports Policy 10.3.4 as one of the key factors in maintaining safety is to ensure vehicle drivers are presented with sufficient visibility along the rail tracks. It is necessary to keep these 'sight triangles' free of physical obstructions (erected, placed or grown). It is also important to ensure that obstructions do not block the visibility of level crossing signs or alarms to approaching drivers.	Retain Policy 10.3.4	
94.46	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.4.	Retain Policy 10.3.4	

NZTA (94.43, 94.44, 94.45, 94.46 and 94.47) supports Objective 10.3.1 and Policies 10.3.2, 10.3.3 and 10.3.4.

KiwiRail (55.20) supports Policy 10.3.4.

### 4.10.2 Discussion & Evaluation

1. The support of NZTA for Objective 10.3.1 and Policies 10.3.2, 10.3.3 and 10.3.4 is noted.
2. The support of KiwiRail for Policy 10.3.4 is noted.
3. As no submissions in opposition were received, no changes are recommended to Objective 10.3.1 and Policies 10.3.2 to 10.3.4. I recommend that submission points by KiwiRail (55.20) and NZTA (94.43 – 94.46) be accepted.

### 4.10.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
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Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.43		NZ Transport Agency (NZTA)		Accept
94.44		NZ Transport Agency (NZTA)		Accept
94.45		NZ Transport Agency (NZTA)		Accept
55.20		KiwiRail		Accept
94.46		NZ Transport Agency (NZTA)		Accept

#### **4.10.4 Recommended Amendments to the Plan Provisions**

No recommended amendments to Objective 10.3.1 and Policies 10.3.2, 10.3.3 and 10.3.4.

## **4.11 Policy 10.3.5**

### **4.11.1 Submissions Received**

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.47	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.5.	Retain Policy 10.3.5.	
98.33	Horticulture NZ	In-Part	Policy 10.3.5 seeks to ensure adequate on-site parking and manoeuvring space is a 'safe and visually attractive manner'. Provision of parking space is a functional requirement. The need for safety is accepted. However it is unclear how council will determine if the area is 'visually attractive'. This requires a judgment that may not be related to the functional requirements of the site.	Amend Policy 10.3.5 as follows:  Ensure that adequate on-site parking and manoeuvring space is provided for each type of activity in a safe and visually attractive manner.	

One submission seeks Policy 10.3.5 be amended in relation to the reference to 'visually attractive'.

### **4.11.2 Discussion & Evaluation**

1. Horticulture NZ (98.33) recognises that on-site parking needs to be safe but seeks that the reference to 'visually attractive' be removed from the policy. The submitter considers it is unclear how the Council will determine if an area is 'visually attractive' and it may require a judgement that is not related to the functional requirements of the site.

2. Policy 10.3.5 relates to the requirement for the provision of on-site parking. The Explanation and Principal Reasons for the Policy clearly state that attention to sealing, landscaping and screening will be required to reduce the adverse impacts of parking. Whilst the Council acknowledges that parking areas need to be functional places that can operate safely, there is no reason why such areas cannot be visually pleasant. However, the Council would not require landscaping that would, for example affect the functioning of a car park. Furthermore, Rule 21.1.8 (g) (i) and (ii) sets out the requirements for sealing and 21.1.8 (g) (iv) sets out the requirements for screening for parking areas adjacent to the Residential Zone. The Council will assess any application against these requirements. This submission point is therefore recommended to be rejected and no changes are recommended to Policy 10.3.5.
3. NZTA's (94.47) support for Policy 10.3.5 is noted.

#### **4.11.3 Reporting Officer's Recommendation**

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.47		NZ Transport Agency (NZTA)		Accept
98.33		Horticulture NZ		Reject

#### **4.11.4 Recommended Amendments to the Plan Provisions**

No recommended amendments to Policy 10.3.5.

## **4.12 Policy 10.3.6**

### **4.12.1 Submissions Received**

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.48	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.6.	Retain Policy 10.3.6.	
98.34	Horticulture NZ	In-Part	Provision of on-site loading and unloading is a functional requirement. It is unclear how council will determine if the area is 'attractive'. This requires a judgment that may not be related to the functional requirements of the site.	Amend Policy 10.3.6 as follows: Ensure that adequate on-site loading and unloading provision be made in a safe and attractive manner.	

One submission seeks Policy 10.3.6 be amended in relation to the reference to 'attractive'.



#### 4.12.2 Discussion & Evaluation

1. Horticulture NZ (98.34) recognises that on-site loading and unloading areas need to be safe but seeks that the reference to 'visually attractive' be removed from the policy. The submitter considers it is unclear how the Council will determine if an area is 'visually attractive' and it may require a judgement that is not related to the functional requirements of the site.
2. As for parking areas discussed above, the Council is primarily concerned with the safety and function of loading and unloading areas but considers that they should not undermine the amenity of an area. However, unlike for parking areas, there are no rules requiring screening or landscaping of loading areas. Therefore, any consideration of this matter will only be triggered by a non-complying activity requiring assessment against the objectives and policies of the Plan. In addition, loading and unloading areas need to be practical and there is often little room for landscaping unlike in a car park where planting can occur between rows or along property boundaries. The word 'attractive' is very subjective and unlike Policy 10.3.5 is not refined by the term 'visually'. There is no scope to include the word 'visually' and as such it is recommended that the term 'attractive' be removed from Policy 10.3.6 as it is too broad in its definition and there is no rule to provide for this outcome.
3. NZTA's (94.48) support for Policy 10.3.6 is noted.

#### 4.12.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.48		NZ Transport Agency (NZTA)		Accept In-Part
98.34		Horticulture NZ		Accept

#### 4.12.4 Recommended Amendments to the Plan Provisions

Amend Policy 10.3.6 as follows:

"Ensure that adequate and safe on-site loading and unloading provision be made ~~in a safe and attractive manner.~~"

### 4.13 Policies 10.3.7, 10.3.8, 10.3.9 and 10.3.10

#### 4.13.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.49	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.7	Retain Policy 10.3.7.	
94.50	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.8	Retain Policy 10.3.8.	

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.51	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.9	Retain Policy 10.3.9.	
94.52	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.10	Retain Policy 10.3.10.	

NZTA (94.49, 94.50, 94.51 and 94.52) supports Policies 10.3.7, 10.3.8, 10.3.9 and 10.3.10.

#### **4.13.2 Discussion & Evaluation**

1. The support of NZTA for Policies 10.3.7, 10.3.8, 10.3.9 and 10.3.10 is noted.
2. As no submissions in opposition were received, no changes are recommended to Policies 10.3.7-10.3.10. I recommend that submission points 94.49 – 94.52 be accepted.

#### **4.13.3 Reporting Officer's Recommendation**

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.49		NZ Transport Agency (NZTA)		Accept
94.50		NZ Transport Agency (NZTA)		Accept
94.51		NZ Transport Agency (NZTA)		Accept
94.52		NZ Transport Agency (NZTA)		Accept

#### **4.13.4 Recommended Amendments to the Plan Provisions**

No recommended amendments to Policies 10.3.7, 10.3.8, 10.3.9 and 10.3.10.

## **4.14 Policy 10.3.11**

### **4.14.1 Submissions Received**

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.21	KiwiRail	In-Part	Submitter generally supports this Policy but seeks that it is amended to also refer directly to avoiding any glare, discharges etc directly onto the railway corridor – as it has for roads.	Amend Policy 10.3.11 as follows:  Adverse effects include glare, inappropriate lighting, smoke, or discharges onto the road <u>or railway corridor</u>	

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.53	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.11.	Retain Policy 10.3.11.	

One submission seeks Policy 10.3.11 be amended to include reference to 'railway corridor' to ensure adverse effects on this infrastructure are also considered.

#### 4.14.2 Discussion & Evaluation

1. KiwiRail (55.21) generally support the policy but seeks that it be amended to refer to glare, smoke and discharges onto the railway corridor. It is appropriate and effective to manage adverse effects on the railway corridor in the same manner as for roads. It is noted that the first sentence of the Policy does refer to the Main Trunk Railway Line and this should be reflected in the wording of the second sentence of the Policy. The submission point is therefore recommended to be accepted and it is recommended that Policy 10.3.11 be amended to refer to the railway corridor.
2. NZTA's (94.53) support for Policy 10.3.11 is noted. As the policy is recommended to be amended, I recommend that this submission point be accepted in part.

#### 4.14.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
55.21		KiwiRail		Accept
94.53		NZ Transport Agency (NZTA)		Accept In-Part

#### 4.14.4 Recommended Amendments to the Plan Provisions

Amend Policy 10.3.11 as follows:

"Avoid, remedy, and mitigate any adverse effects generated by land use activities, subdivision and development adjoining the State Highways, District roads or the North Island Main Trunk Railway line where such adverse effects have the potential to reduce the safety and efficiency for road users (drivers, pedestrians and cyclists) and railway users. Adverse effects include glare, inappropriate lighting, smoke, or discharges onto the road or railway corridor."

## 4.15 Policy 10.3.12

### 4.15.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.22	KiwiRail	Support	Submitter supports Policy 10.3.12 as it supports the rules sought to	Retain Policy 10.3.12	

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
			address reverse sensitivity effects in the Proposed Plan.		
94.54	NZ Transport Agency (NZTA)	Support	Support Policy 10.3.12.	Retain Policy 10.3.12	

KiwiRail (55.22) and NZTA (94.54) support Policy 10.3.12.

#### 4.15.2 Discussion & Evaluation

- The support of KiwiRail and NZTA for Policy 10.3.12 is noted.
- As no submissions in opposition were received, no changes are recommended to Policy 10.3.12. I recommend that submission points 55.22 and 94.54 be accepted.

#### 4.15.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
55.22		KiwiRail		Accept
94.54		NZ Transport Agency (NZTA)		Accept

#### 4.15.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Policy 10.3.12.

## 4.16 New Policy under Objective 10.3.1

### 4.16.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.23	KiwiRail	Support	Submitter seeks a new policy as proposed policy 10.3.12 partially addresses the issue of reverse sensitivity, but it doesn't specifically address the issue of the need address the internal acoustic amenity of noise sensitive development adjacent to land transport corridors, including the railway, throughout the district. The submitter considers that developers who wish to build noise sensitive development less than 30 metres	Include a further policy to Chapter 10 under Objective 10.3.1 which states:  <u>Ensure that land use activities, subdivision and development adjoining land transport networks including; the North Island Main Trunk Railway, avoid, remedy or mitigate any adverse effects by protecting themselves</u>	

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
			<p>from the railway designation boundary should demonstrate that they can achieve the following internal noise standards:</p> <p>35 L<sub>Aeq</sub>(1 hr) in bedrooms</p> <p>40 L<sub>Aeq</sub>(1hr) in other habitable spaces.</p>	<p><u>from the reverse sensitivity effects from noise and vibration; particularly in bedrooms and other noise sensitive rooms.</u></p>	

One submission seeks a new policy to address reverse sensitivity effects for land transport infrastructure.

#### 4.16.2 Discussion & Evaluation

1. KiwiRail (55.23) seeks a new policy be included in the Plan to address the issue of noise sensitive activities locating adjacent to railway corridors. In particular, KiwiRail are concerned about such activities locating within 30 metres of the railway designation boundary.
2. It is noted that Policy 10.3.11 and Policy 10.3.12 are both seeking the same outcome: to manage adverse effects from land use activities on the safe and efficient operation of the roading and rail networks. Whilst the Explanation and Reasons suggest that measures to mitigate adverse effects include insulation of buildings from road and rail noise, this effect is more a matter of reverse sensitivity. It relates to managing constraints on the future expansion and increased capacity of the road and rail networks rather than 'adverse effects' (i.e. glare upon such networks).
3. Reverse sensitivity effects have the potential to impact the safe and efficient operation of the rail network whereby nearby residents complain about the operation of this infrastructure. As directed by the Proposed One Plan, critical infrastructure, which includes the North Island Main Trunk Railway, are to be protected from reverse sensitivity effects. Therefore, the Proposed Plan should recognise reverse sensitivity effects as they relate to the operation of the rail network. Consequently, it is recommended KiwiRail's submission is accepted in part as the wording of the policy as suggested by KiwiRail has been modified to fit with the wording of Policy 10.3.12 in the Proposed Plan. It is appropriate to amend Policy 10.3.12 to address this matter of reverse sensitivity, rather than inserting a new policy, as it appears Policy 10.3.12 in the Proposed Plan (as notified) is a potential typographical error as it addresses the same matter as Policy 10.3.11. No amendments are required to the explanation and reasons as they already address this matter.

#### 4.16.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
55.23		KiwiRail		Accept In-Part

#### 4.16.4 Recommended Amendments to the Plan Provisions

Amend Policy 10.3.12 as follows:

“Ensure that land use activities, subdivision and development adjoining State Highways, other arterial roads and the North Island Main Trunk Railway, avoid, remedy or mitigates any adverse reverse sensitivity effects on the safe and efficient operation of the roading and rail networks by protecting themselves from noise and vibration, particularly in bedrooms.”

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### 4.17 Explanation and Principal Reasons for Objective 10.1.1

#### 4.17.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
27.16	Horizons Regional Council	Support	<p>Horizons recognises that in districts, such as Horowhenua, traffic congestion and parking supply are not issues as they are in other districts, however this does not relieve the District Council of the burden to consider reviewing minimum parking requirements as this affects other land use issues, such as urban form.</p> <p>Horizons is pleased to note that the District Council will consider reductions in parking provisions, subject to a resource consent where demand will not occur simultaneously and that the operational hours or arrangement of those activities means that sharing of parking spaces will occur.</p>	No specific relief requested. Infer Retain Explanation & Principal Reasons.	521.05 NZ Transport Agency (NZTA) - Support

One submission plus a supporting further submission raising the matter on the provision of on-site parking details in the Explanation and Principal Reasons for Objective 10.1.

#### 4.17.2 Discussion & Evaluation

1. Horizons (27.16) support the Explanation and Principal Reasons in so far as they understand that Horowhenua will consider reductions in parking provisions through the resource consent process. This submission is supported by a further submission from NZTA (521.05). The support of Horizons and NZTA for the Explanation and Principal Reasons in so far as they relate to car parking is noted.
2. As no submissions in opposition were received, no changes are recommended to the Explanation and Principal Reasons for the provision of on-site car parking. I recommend that the submission points 27.16 and 521.05 be accepted.

### 4.17.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
27.16		Horizons Regional Council		Accept
	521.05	NZ Transport Agency (NZTA)	Support	Accept

### 4.17.4 Recommended Amendments to the Plan Provisions

No recommended amendments to the Explanation and Principal Reasons for Objective 10.1.

## 4.18 Methods for Issue 10.1 and Objective 10.1.1

### 4.18.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.18	KiwiRail	Support	Submitter supports bullet point 3 of the method as designations protect the on-going operation of railway corridors and their inclusion in the Proposed Plan is necessary to ensure the integration of land use activities and transport networks.	Retain bullet point 3 of Methods 10.1.	
94.68	NZ Transport Agency (NZTA)	Support	Support Methods 10.1.	Retain Methods 10.1.	

KiwiRail (55.18) supports bullet point 3 of Method 10.1 and NZTA (94.68) supports Method 10.1.

### 4.18.2 Discussion & Evaluation

1. The support of KiwiRail for bullet point 3 of Methods 10.1 and the support of NZTA for Methods 10.1 is noted.
2. As no submissions in opposition were received, no changes are recommended to Methods 10.1. I recommend that submission points 55.18 and 94.68 be accepted.

### 4.18.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
55.18		KiwiRail		Accept
94.68		NZ Transport Agency (NZTA)		Accept

#### 4.18.4 Recommended Amendments to the Plan Provisions

No recommended amendments to the Methods for Issue 10.1 and Objective 10.1.1.

### 4.19 Methods for Issue 10.3 and Objective 10.3.1

#### 4.19.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.24	KiwiRail	Support	Submitter supports bullet point 2 of the method as the poor location of buildings, fences and other land uses similarly affects both road intersections and railway level crossing sightlines. The safe and efficient operation of railway level crossings form an integral part of the District's road safety system.	Retain bullet point 2 of Methods 10.3.	
55.25	KiwiRail	In-Part	Submitter seeks to amend bullet point 3 of Methods 10.3 to include KiwiRail as a statutory consultee where proposals affect the railway corridor similarly to that required for through-routes like as State Highways.	Amend bullet point 3 of Methods 10.3 as follows:  Where resource consent applications involve access onto the State Highway network <u>or across a railway corridor, Council will forward copies of applications to NZTA and KiwiRail respectively, as affected parties.</u>	
74.03	Ernslaw One Limited	In-Part	See Submission 74.02.	Amend Method 10.3 bullet 1 as follows:  ...or mitigate adverse effects of activities including their effects on transport routes (such as glare, night lighting, setback distances <del>for</del> <u>plantation forestry of any planted vegetation</u> ).  Or words to such effect.	513.30 Rayonier New Zealand Ltd - Support
94.18	NZ Transport Agency (NZTA)	In-Part	Support In-Part, seeks minor change.	Amend Methods Advice Note as follows:  ...  The District Plan is... The	



Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
				NZTA has powers under the <u>Land Transport Management Act</u> <u>Government Roading Powers Act 1989</u> ...Access Roads.	

Two submission points have been made regarding methods for protecting the safe and efficient operation of the railway corridor.

One submission with support from one further submission opposes the specific reference to plantation forestry for setbacks from roads.

One submission seeks an amendment to legislation reference.

#### **4.19.2 Discussion & Evaluation**

1. KiwiRail (55.24) supports the second bullet point method which relates to controlling the building location at rail level crossings to maintain clear sight lines and minimum separation distances with major transport infrastructure to minimise reverse sensitivity issues. This support is noted and I recommend this submission point (55.24) be accepted.
2. KiwiRail (55.25) seeks to include KiwiRail as a statutory consultee where proposals affect the railway corridor. Subdivisions and development which provide access across the railway corridor could potentially affect the safe and efficient operation of this land transport infrastructure. KiwiRail as the government entity responsible for the operation of the railway corridor has a statutory obligation for this purpose, it is considered appropriate KiwiRail should receive copies of resource consent applications that involve access across a railway corridor. It is considered that KiwiRail should be given the same recognition as NZTA as in Method 10.1 bullet point 3. This submission point (55.25) is recommended to be accepted and it is recommended that Methods 10.1 bullet point 3 be amended to reflect this outcome.
3. Ernslaw One (74.03) seek that Method 10.3 bullet point 1 be amended to refer to 'any planted vegetation' rather than 'plantation forestry' given that effects on roads and rail networks are not just caused by plantations. This submission is supported by a further submission from Rayonier (513.30).
4. Ernslaw One contends that effects on transport routes are not limited to those from plantation forestry but that all types of vegetation have the potential to cause shading. The submitter argues that there is no evidence to state that plantation forests shade roads more than other vegetation and no accident statistics to validate a policy to single out plantation forests as a cause of icing. Due to the height, location and form (density of canopy) of plantation forests, they can cast a large and solid shadow across roads for an extended period of time which result in icing during frosty winter conditions. However, it is acknowledged the height, location and form of shelterbelts can result in a similar outcome. Individual or small clusters of trees would not form the same extent and effects of shading. Therefore, it is considered the Method should not exclusively refer to plantation forests, but also shelterbelts. Therefore,

it is recommended the submissions from Ernslaw One (74.03) and Rayonier (513.30) be accepted in part and the Method be amended to add reference to shelterbelts.

5. NZTA (94.18) seeks that the Methods Advice Note be amended to refer to ‘Government Roding Powers Act 1989’ rather than the ‘Land Transport Management Act’. The purpose of the Land Transport Management Act is “to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system” whereas the Government Roding Powers Act 1989 provides for the management of roads such as controlling the location and design of State Highway crossing places for designated Limited Access Roads. Consequently, the submission point (94.18) to amend reference to different legislation is recommended to be accepted and it is recommended that the Methods Advice Note is amended to refer to the ‘Government Roding Powers Act 1989’.

#### **4.19.3 Reporting Officer’s Recommendation**

<b>Sub. No</b>	<b>Further Sub. No.</b>	<b>Submitter Name</b>	<b>Further Submitter Position</b>	<b>Officer’s Recommendation</b>
55.24		KiwiRail		Accept
55.25		KiwiRail		Accept
74.03	513.30	Ernslaw One Limited Rayonier New Zealand Ltd	Support	Accept In-Part Accept In-Part
94.18		NZ Transport Agency (NZTA)		Accept

#### **4.19.4 Recommended Amendments to the Plan Provisions**

Amend Methods 10.3, bullet point 1 as follows:

“The District Plan will include rules controlling the location, size, and design of advertising signs visible from transport routes; and standards for the operation of certain activities intended to avoid, remedy or mitigate adverse effects of activities including their effects on transport routes (such as glare, night lighting, setback distances for plantation forestry and shelterbelt planting).”

Amend Methods 10.3, bullet point 3 as follows:

“Where resource consent applications involve access onto the State Highway network or across a railway corridor, Council will forward copies of applications to NZTA and KiwiRail respectively as an affected party”.

Amend Methods Advice Note as follows:

“The District Plan is considered to be .....The NZTA has powers under the ~~Land Transport Management Act~~ Government Roding Powers Act 1989 to control the location and design of State Highway crossing places for designated Limited Access Roads”.

## Chapter 21 Rules: Vehicle Access, Parking, Loading & Roding

### 4.20 Rule 21.1.1 Vehicular and Pedestrian Accessways Design Standards

#### 4.20.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.34	KiwiRail	In-Part	Submitter seeks a new rule be added to avoid conflicts at level crossings and promote road safety. Conflicts at level crossings can lead to the misuse of level crossings, and affect other road users. To facilitate good integrated planning KiwiRail seeks a new rule which requires developers to provide a minimum of 30 metres separation between new vehicle access ways and railway level crossings.	Include a new rule to 21.1.1 as follows:  <u>Rule –Vehicle entrance separation from railway level crossings</u>  <u>New vehicle access ways shall be located a minimum of 30 metres from a railway level crossing.</u>	511.12 HDC (Community Assets Department) – In-Part

One submission with a further submission supporting in part requests a minimum separation distance between new vehicle access ways and railway level crossings.

#### 4.20.2 Discussion & Evaluation

1. KiwiRail (55.34) seek a 30 metre separation distance between new vehicle access ways and railway level crossings. KiwiRail consider this distance is necessary to reduce the potential for queuing over a level crossing, to ensure visibility of a crossing is not blocked by turning traffic, and to avoid congestion and confusion in the vicinity of a level crossing. This submission is supported in part by a further submission from HDC (Community Assets Department) (511.12), who is happy to negotiate some changes.
2. It is noted that the Proposed Plan does not contain any rules on distances between access ways and railway crossings, yet it does for access ways and road intersections and between vehicle crossings. Minimum distance requirements are considered an effective method to manage effects on the rail network to provide for the safety of those using railway level crossings. As such, it is efficient and effective to include a rule in the District Plan to manage the setback of access ways from railway level crossings to ensure that vehicles do not queue over such crossings and confusion is avoided. The distance of 30 metres is considered appropriate as it provides a safe length for longer vehicles such as milk tankers and truck and trailer units. However, it is recommended that the rule should be given a new heading and not be considered under Rule 21.1.1, which sets out design standards. A minor amendment is recommended to Rule 21.1.1(d) to ensure the new rule is cross-referenced. I recommend that the submission points 55.34 and 511.12 be accepted in part.

### 4.20.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
55.34	511.12	KiwiRail HDC (Community Assets Department)	Support in part	Accept In-Part Accept In-Part

### 4.20.4 Recommended Amendments to the Plan Provisions

Include a new rule as follows, and renumber all other rules accordingly:

"Rule 21.1.5 Vehicle Crossing Separation from Railway Level Crossings

(a) New vehicle crossings shall be located a minimum of 30 metres from a railway level crossing."

Amend Rule 21.1.1(d) as a consequential amendment as follows:

"(d) (i) All vehicle access points shall be sited in accordance with Table 21-1, and 21-2 and Rule 21.1.5"

## 4.21 Rule 21.1.3 Vehicle Crossings to the State Highways

### 4.21.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.42	NZ Transport Agency (NZTA)	Support	Support Rule 21.1.3.	Retain Rule 21.1.3.	

NZTA (94.42) supports Rule 21.1.3.

### 4.21.2 Discussion & Evaluation

- The support of NZTA for Rule 21.1.3 is noted.
- As no submissions in opposition were received, no changes are recommended to Rule 21.1.3. I recommend that submission point 94.42 be accepted.

### 4.21.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.42		NZ Transport Agency (NZTA)		Accept

### 4.21.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Rule 21.1.3.

## 4.22 Rule 21.1.5 Construction of Vehicle Crossings

### 4.22.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
91.03	HDC (Community Assets Department)	In-Part	Simplify wording of Rule 21.1.5.	Delete Rule 21.1.5 and replace with;  <u>Where a development or subdivision involves the creation of a vehicle crossing the formation and its use shall comply with Council's Subdivision and Development Principles and Requirements (2012) Appendix One-Vehicle Crossings.</u>	526.04 Truebridge Associates Ltd - Oppose

One submission with an opposing further submission was received relating to the standards and requirements for new vehicle crossings.

### 4.22.2 Discussion & Evaluation

1. HDC (Community Assets Department) (91.03) seeks to simplify the wording of Rule 21.1.5 to reflect that the creation of vehicle crossings onto State Highways and Council Roads/Private Access ways must comply with Council's Subdivision and Development Principles and Requirements (2012) Appendix One – Vehicle Crossings. This submission is opposed by a further submission from Truebridge Associates (526.04) on the grounds that the further submitter opposes Council's Subdivision and Development Principles and Requirements (2012).
2. Since the District Plan was made operative in 1999, a number of technical codes or standards for subdivision and development have been revised or updated, or superseded by new documents. For example, NZS4404 for subdivision and land development has been revised and updated twice (2004 and 2010) since the District Plan was made operative. The Operative District Plan still refers "Guide to Geometric Standards For Rural Roads (1985)" and "NZS4404:1981 Code of Practice for Urban Land Subdivision".
3. Council recognises NZS4404:2010 Land Development and Subdivision Infrastructure as the pre-eminent document for development and subdivision infrastructure. Council also developed the Development Principles and Requirements document to apply specific requirements to the local context. This document provides acceptable minimum standards that all development is required to comply with to ensure they meet the needs of current and future occupants. The New Zealand Standard ensures that developers provide consistent design and construction of infrastructural services and roading provided by developers to a standard that provides for efficient and effective infrastructure in the short and long term. Therefore, the application of NZS4404:2010 and Council's Development Principles and Requirements documents are considered complementary and provide new infrastructure that

is designed and constructed to accepted standards that apply across New Zealand, with adaptations for local conditions. This approach also provides certainty about the standards of infrastructure to be developed.

4. The submission from the HDC (Community Assets Department) does not seek to change the application of the rules or standards. Rather, the submission seeks to change the wording by simplifying and shortening the rule. It is efficient and effective to simplify Rule 21.1.5 as all new vehicle crossings are subject to the same standards irrespective of the type of road. It is therefore recommended that Rule 21.1.5 be reworded as requested by the submitter. Therefore, it is recommended that submission point 91.03 be accepted in part and submission point 526.04 be rejected.

#### 4.22.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
91.03		HDC (Community Assets Department)		Accept In-Part
	526.04	Truebridge Associates Ltd	Oppose	Reject

#### 4.22.4 Recommended Amendments to the Plan Provisions

Amend Rule 21.1.5 as follows:

##### **"21.1.5 Construction of Vehicle Crossings**

(a) Where a development or subdivision involves the creation of a vehicle crossing the ~~following vehicle crossing standards shall apply:~~

~~(i) State Highways~~

The formation of the ~~vehicle crossing~~ and its use shall comply with Council's Subdivision and Development Principles and Requirements (2012) Appendix One - Vehicle Crossings.

~~(ii) Council Roads/Private Accessways~~

~~Vehicle crossings shall comply with Council's Subdivision and Development Principles and Requirements (2012) Appendix One - Vehicle Crossings."~~

## 4.23 Rule 21.1.6 Formation Standards

### 4.23.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
91.04	HDC (Community Assets Department)	In-Part	Rural areas seldom have footpaths.	Amend Rule 21.1.6(a) as follows: i) As part of any new road <u>in urban and greenbelt</u>	526.05 Truebridge Associates Ltd - Oppose

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
				<u>residential areas, pedestrian footpaths shall be provided.</u>	
91.05	HDC (Community Assets Department)	In-Part	Wrong interpretation using the word crossfall.	Amend Rule 21.1.6(a)(iv) as follows:  iv) <del>Footpath cross-fall gradients and ramps shall</del> <u>Footpath and ramp gradients shall</u> not exceed 1 in except where steps or other safety measures are provided.	526.06 Truebridge Associates Ltd - Oppose
55.35	KiwiRail	In-Part	Submitter seeks that a new rule be added to 21.1.6(c) as the poor location of land uses including structures, vegetation and signage can obstruct the required safety sightlines for railway level crossings. It is important that level crossings sightlines are free from obstructions to enable road users approaching a level crossing to check for trains.  KiwiRail's level crossing assessment criteria is based on Part 9: Level Crossings of the New Zealand Transport Agency's Traffic Control Devices Manual. The submitter has recently amended its policy and is seeking its inclusion in the plan as a new "Diagram 2" in section Rule 21.1.6(c). Road and rail sightlines are subtly different and separating will ensure that road safety is more appropriately promoted.	Include a new rule 21.1.6(c)(iii) as follows:  <u>(iii) No structure or materials shall be placed, or trees planted that would obscure the sight distances from any road to a road intersection or rail level crossing as shown in Diagram 2 – Traffic Sight Lines at Road and Rail Intersections (Page 21-15).</u>	506.59 Ernslaw One Ltd – In-Part  511.13 HDC (Community Assets Department) – In-Part  521.12 NZTA - In-Part

Three submissions and five further submissions (supporting or opposing) were made in relation to formation standards for roading and other land transport infrastructure.

#### 4.23.2 Discussion & Evaluation

1. HDC (Community Assets Department) (91.04 and 91.05) seeks to amend Rule 21.1.6 to reflect the fact that rural areas seldom have footpaths and to remedy the incorrect use of the word 'crossfall'. These submissions are opposed by Truebridge Associates Ltd (526.05 and 526.06) on the grounds that the further submitter opposes Council Subdivision and Development Principles and Requirements (2012).

2. It is usual for footpaths to be required in urban and even green-belt residential areas but not in rural areas where they are not considered necessary due to relatively low traffic volumes, low pedestrian movements and the availability of wide verges. For example, the road cross-sections in the Greenbelt Residential Subdivision Design Guide show footpaths on both sides of roads in urban areas and on one side of collector and local roads in green-belt residential areas. Consequently, it is recommended that the submission point (91.04) from HDC (Community Assets Department) be accepted and the rule amended to require footpaths to be established in the urban and greenbelt residential areas only. The appropriateness of the use of Council's Subdivision and Development Principles and Requirements (2012) document is discussed in Section 4.21 above of this report.
3. It is agreed that if the terminology used in a rule is incorrect then it should be amended to prevent confusion. Consequently, the submission point (91.05) of HDC (Community Assets Department) is recommended to be accepted and it is recommended that the wording of Rule 21.1.6(a)(iv) be amended to remove the reference to 'cross fall gradients'.
4. KiwiRail (55.35) seeks to introduce a new rule and diagram to reflect KiwiRail's amended policy on managing level crossing sightlines. KiwiRail notes that road and rail sightlines are different and that having two distinct rules will ensure that road and rail safety are more appropriately promoted. This submission is supported in part by a further submission from Ernslaw One (506.59) in so far as it only applies to new trees and structures. It is also supported in part by a further submission from HDC (Community Assets Department) (511.13) who are happy to negotiate changes and by NZTA (521.12) who consider it appropriate to retain the existing rule and include KiwiRail's new rule.
5. Existing Rule 21.1.6(c)(i) relates to the safety and visibility at road and rail intersections and includes restrictions on the placement of structures and vegetation which obstruct sightlines. The relief sought by the submitter is considered to already be provided for 'in principle' by the existing rule. However, the specific details of the existing rule differ from that sought by KiwiRail, with more specifications outlined in the submission and different dimensions. It is considered an effective approach to restrict structures and vegetation to protect the safe and efficient operation of the rail corridor. The submitted requirements are based on national standards. Therefore, it is recommended the Proposed Plan be amended to align with these national standards and this part of submission point 55.35 be accepted.
6. Safety and visibility at road and rail intersections conditions are contained in two parts of the Proposed Plan: Chapter 21 (Rule 21.1.6(c)(i)) and in each Zone Rule Chapter as a permitted activity condition (Rules 15.6.24, 16.6.16, 17.6.18, and 19.6.23, except there is an omission in the Open Space Zone). To avoid duplication, it is considered this requirement should only be contained in one part of the Proposed Plan. A Zone Chapter permitted activity condition is preferred as this requirement relates to the use and development of land, where as the standards in Chapter 21 are generally more technical requirements. Therefore, it is recommended that each Zone Chapter permitted activity condition be amended to specifically relate to road/rail intersections (i.e. level crossings) and the reference to Diagram 1 be replaced with a reference to a new Appendix in Chapter 21 (a new condition is recommended to be added to the Open Space Zone under submission point 55.33 as discussed in the Open Space Zone Section 42A Report). A new Appendix is recommended to be added to Chapter 21 as set out in the Attachment 1 to the KiwiRail submission. Lastly, it is recommended Rule 21.1.6(c)(i) be deleted. Therefore, it is recommended this



submission point from KiwiRail (55.35) and further submissions 506.59, 511.13 and 521.12 be accepted in part.

#### 4.23.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
91.04	526.05	HDC (Community Assets Department)	Oppose	Accept
		Truebridge Associates Ltd		Reject
91.05	526.05	HDC (Community Assets Department)	Oppose	Accept
		Truebridge Associates Ltd		Reject
55.35	506.59	KiwiRail	Support in part	Accept In-Part
		Ernslaw One Ltd		Accept In-Part
		HDC (Community Assets Department)		Accept In-Part
		NZTA		Accept In-Part

#### 4.23.4 Recommended Amendments to the Plan Provisions

Amend Rule 21.1.6 Formation Standards as follows:

“(a) Standards for Pedestrian Facilities

- (i) As part of any new road in urban and greenbelt residential areas, pedestrian footpaths shall be provided...”

...

- (iv) Footpath ~~cross-fall gradient~~ and ramps gradients shall not exceed 1 in 8 except where steps or other safety measures are provided.

(c) ~~Safety and Visibility at Road and Rail Intersections~~ Safety Standards for Rail Level Crossings

- (i) ~~No structure or materials shall be placed, or trees planted that would obscure the sight distances from any road to a road intersection or rail level crossing as shown in Diagram 1 – Traffic Sight Lines at Road and Rail Intersections (Page 21-14).~~

- (ii)(i) Where any accessway crosses a rail level crossing, it shall be formed at the same level as the level crossing for 20 metres both sides of the level crossing and shall be approved by New Zealand Railways Corporation.

Delete Diagram 1 – Traffic Sight Lines at Road and Rail Intersections on Page 21-14.

Add a new Appendix 1: Railway Level Crossing Requirements to Chapter 21 as follows:

#### **Appendix 1: Railway Level Crossing Requirements**

## 1. Developments near Existing Level Crossings

Maintaining the sight triangle requirements set out in this Appendix is important to maintain clear visibility around level crossings to reduce the risk of collisions.

The requirements set out in clause 1.1 below apply only to level crossings without alarms or barrier arms, while the requirements set out in clause 1.2 below apply to all level crossings.

All the requirements set out in this Appendix apply during both the construction and operation stages of any land use or development.

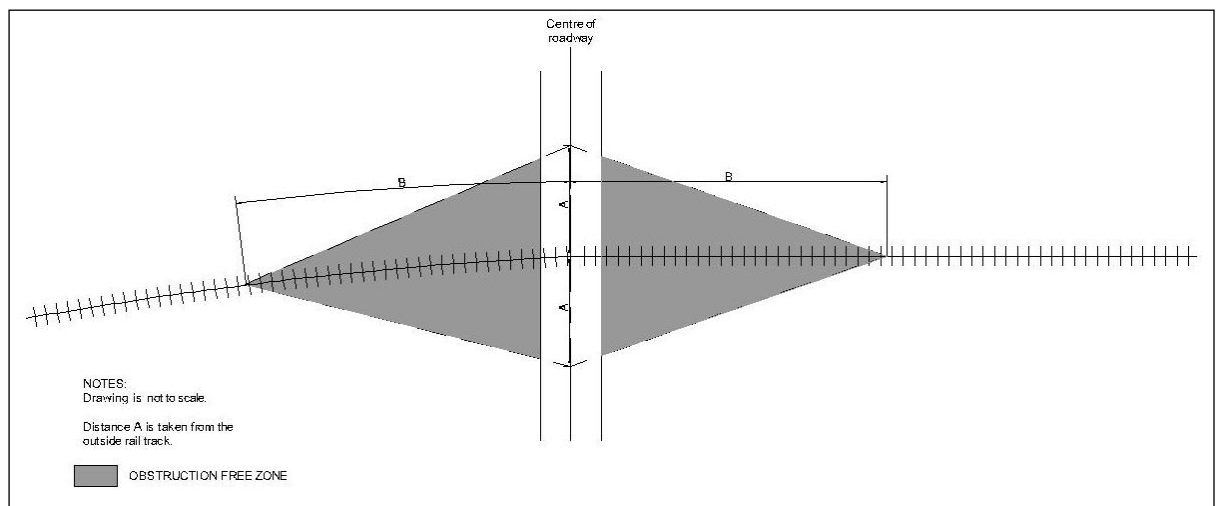
### 1.1 Approach Sight Triangles at Level Crossings without Alarms and/or Barrier Arms

A road vehicle driver when approaching a level crossing with signs and without alarms or barrier arms needs to be able to either:

- see a train and stop before the crossing; or to
- continue at the approach speed and cross the level crossing safely.

No new visual obstructions are permitted within the approach sight triangles (shaded areas) shown diagrammatically in Diagram 1, irrespective of whether any visual obstructions already exist. The required sight triangles to achieve this are 30 metres from the outside rail (approach distance along road) and 320 metres along the railway track.

Diagram 1: Approach Sight Triangles For Level Crossings

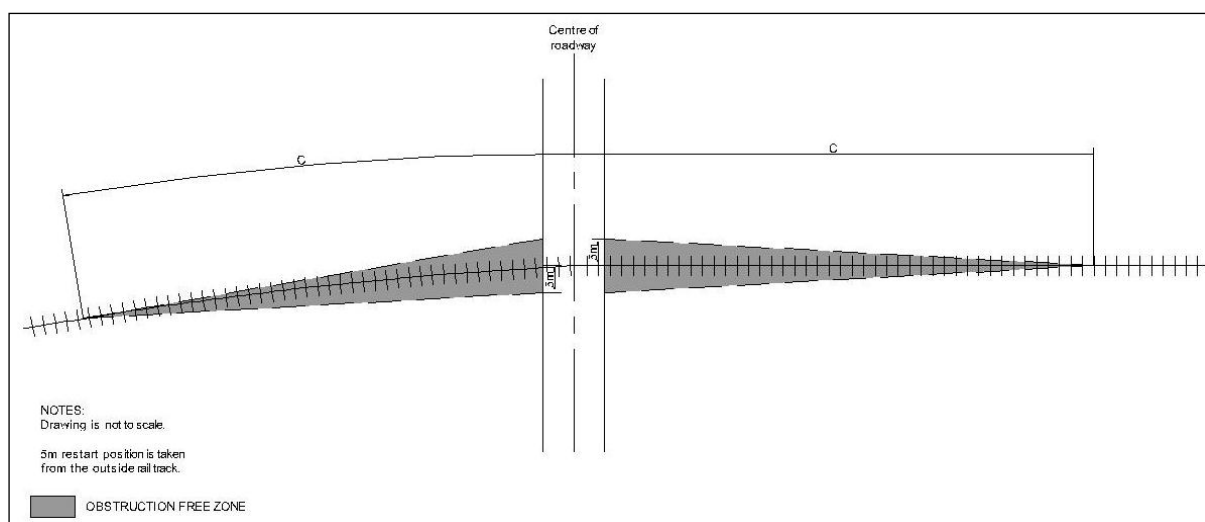


### 1.2 Restart Sight Triangles for all Level Crossings

A road vehicle driver when stopped at the level crossing needs to be able to see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

No new visual obstructions are permitted within the restart sight triangles (shaded areas), shown diagrammatically in Diagram 2, irrespective of whether any visual obstructions already exist. The restart sight triangle is measured 5 m back from the outside rail and distance C is specified in the table below depending on the type of control.

## Diagram 2: Restart Sight Triangles for Level Crossings



**Table 1: Required Restart Sight Distances For Level Crossings**

Required approach visibility along tracks C (m)		
Signs only	Alarms only	Alarms and boom gates
677 m	677 m	60 m

### Notes:

- The dimensions in Diagrams 1 and 2 apply to a single set of rail tracks only. For each additional set of tracks, add 25 m to the along-track distance in Diagram 1, and 50 m to the along-track distance in Diagram 2.
- All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings. The formulae in this document are performance based. However, for the purpose of this rule, the parameters are fixed to enable easy application. The parameters used are:
  - A train speed of 110 kph and a single set of rail tracks
  - A vehicle approach speed of 20 kph
  - A fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing
  - 25 m design truck
  - 90° angle between road and rail

Amend Rule 15.6.24 (Residential Zone) Safety and Visibility at Road and Rail Intersection as follows:

- No building or structure shall be erected, no materials shall be deposited placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections) in Chapter 21.

Amend Rule 16.6.16 (Industrial Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections) in Chapter 21.

Amend Rule 17.6.18 (Commercial Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections) in Chapter 21.

Amend Rule 19.6.23 (Rural Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections) in Chapter 21.

Add a new permitted activity condition to the Open Space Zone (Rule 20.6.XX) on the Safety and Visibility at Road and Rail Intersection as follows:

**20.6.XX Safety and Visibility at Road and Rail Intersections**

- (i) No building or structure shall be erected, no materials shall be placed, or vegetation planted that would obscure the railway level crossing approach sight triangles as detailed in Appendix 1: Traffic Sight Lines at Road and Rail Intersections in Chapter 21.

**4.24 Rule 21.1.8 Vehicle Parking Standards**

**4.24.1 Submissions Received**

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
78.24	Telecom New Zealand Ltd	In-Part	The parking rules for each zone apply to all activities except network utilities on sties of less than 200m <sup>2</sup> . However, there is no parking limit specified for network utilities in Chapter 21. Network utilities are often located either in a road reserve or on a small lease area on a larger property where it may also be uncertain to determine whether this constitutes a network utility	Amend the Proposed Plan as necessary such that network utilities are not subject to car parking requirements.	

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
			being located on a site of less than 200m <sup>2</sup> .		
79.24	Chorus New Zealand Ltd	Oppose	The parking rules for each zone apply to all activities except network utilities on sites of less than 200m <sup>2</sup> . However, there is no parking limit specified for network utilities in Chapter 21. Network utilities are often located either in a road reserve or on a small lease area on a larger property where it may also be uncertain to determine whether this constitutes a network utility being located on a site of less than 200m <sup>2</sup> .	Amend the Proposed Plan as necessary such that network utilities are not subject to car parking requirements.	

Two submissions were received on the parking standards for network utilities.

#### **4.24.2 Discussion & Evaluation**

1. Telecom (78.24) and Chorus (79.24) seek that network utilities should not be subject to car parking requirements. They consider that network utilities are often located in small reserves or on a small lease area on a larger property. The submitters note that the parking rules for each zone do not apply to network utilities on sites of less than 200m<sup>2</sup>.
2. As the submitters note, the parking rules in the zones include an exemption for network utilities on sites of less than 200m<sup>2</sup>. However, Table 21-4 in Chapter 21 which sets out the number of vehicle parking spaces required for activities does not include the activity 'network utility'. As such it appears that despite the exemption in the zone rules, network utilities are not subject to parking provisions. Consequently, the submitter's submissions are accepted in part and no changes are recommended to the rules as a result of these submission points.

#### **4.24.3 Reporting Officer's Recommendation**

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
78.24		Telecom New Zealand Ltd		Accept In-Part
79.24		Chorus New Zealand Ltd		Accept In-Part

#### **4.24.4 Recommended Amendments to the Plan Provisions**

No recommended amendments to Rule 21.1.8.

## 4.25 Table 21.4 Vehicle Parking Space Ratios

### 4.25.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission				
108.33	HDC (Planning Department)	In-Part	The Proposed Plan requires that two (2) parking spaces are to be provided for each residential unit. This is an increase from the current requirement under the Operative Plan of one (1) space per residential unit. The requirement for two (2) parking spaces is considered to be unduly onerous for the Horowhenua context and would have potential to result in additional areas of hard surfaces to provide appropriate parking spaces which could exacerbate any on-site stormwater disposal issues. The Proposed Plan should be amended to revert back to the current parking requirement of one (1) space per residential dwelling unit.	Amend Table 21.4 as follows: <table border="1"> <thead> <tr> <th>Activity</th> <th>Number of Spaces Required</th> </tr> </thead> <tbody> <tr> <td>Residential Activities</td> <td><u>1</u> spaces per residential dwelling unit.</td> </tr> </tbody> </table>	Activity	Number of Spaces Required	Residential Activities	<u>1</u> spaces per residential dwelling unit.	
Activity	Number of Spaces Required								
Residential Activities	<u>1</u> spaces per residential dwelling unit.								
108.14	HDC (Planning Department)	In-Part	The Proposed Plan is vague on whether a 'family flat' is defined as a residential dwelling unit. There are a number of rules within the Plan that would apply to family flats if they are considered a residential dwelling unit. The Plan should be amended to bring greater certainty to how the Plan is interpreted. The Plan should be amended to specifically exclude 'family flats' from the definition of residential dwelling unit. This would remove the need for family flats to comply with rules relating specifically to residential dwelling units such as outdoor living space requirements. Consequentially there are several rules which would benefit from a specific reference to the 'family flats' so it is clear how the rules are to be interpreted.	Amend Table 21.4 as follows: <table border="1"> <thead> <tr> <th>Activity</th> <th>Number of Spaces Required</th> </tr> </thead> <tbody> <tr> <td>Residential Activities</td> <td>2 spaces per residential dwelling unit. <u>1 space per family flat</u> 1 space per residential dwelling unit within a Medium Density Development.</td> </tr> </tbody> </table>	Activity	Number of Spaces Required	Residential Activities	2 spaces per residential dwelling unit. <u>1 space per family flat</u> 1 space per residential dwelling unit within a Medium Density Development.	
Activity	Number of Spaces Required								
Residential Activities	2 spaces per residential dwelling unit. <u>1 space per family flat</u> 1 space per residential dwelling unit within a Medium Density Development.								

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
108.32	HDC (Planning Department)	In-Part	<p>The proposed rules would require that the onsite parking requirements would apply to the commercial zoned properties in Waitarere Beach, Manakau and Foxton Beach. With the exception of the commercial zoned land on the corner of Seabury Avenue and Dawick Street, the commercial zoned properties in these settlements are generally small scale properties which if developed commercial would most likely lend themselves to small commercial or retail premises. It is considered that on-street car parking in these areas would be adequate to cater for commercial activities established on these sites and therefore these sites should be made exempt from the on-site parking requirements in the same way that these requirements do not apply to the Pedestrian Overlay areas in Levin, Shannon and Foxton. The site on the corner of Seabury Avenue and Dawick Street (legally described as Lots 3 &amp; 4 DP 91336 and Lots 1 &amp; 2 DP 333144) offers a much greater range of commercial opportunities and at a potentially significant scale, for this reason the on-site parking requirements should continue to apply.</p>	<p>Amend Table 21-4 Note as follows:</p> <p>Note: Parking standards do not apply to <u>sites within</u>:</p> <p><u>(i) the Commercial Zone Pedestrian Overlay</u></p> <p><u>(ii) Commercial Zone in Foxton Beach (except for the properties on the corner of Seabury Avenue and Dawick Street legally described as Lots 3 and 4 DP 91336 and Lots 1 and 2 DP 333144)</u></p> <p><u>(iii) Commercial Zone in Waitarere Beach</u></p> <p><u>(iv) Commercial Zone in Manakau</u></p>	

HDC (Planning Department) seeks a number of changes to Table 21.4, which sets out the number of vehicle parking spaces required for each listed activity.

#### **4.25.2 Discussion & Evaluation**

1. HDC (Planning Department) (108.33) seeks that only one parking space per residential unit is required as two is unduly onerous in the Horowhenua context and would result in additional areas of hard stand, which could exacerbate any on-site stormwater disposal issues. However, many households have more than one vehicle and this provision also applies to residential dwelling units that may be extended family or tenants who require parking for more than one vehicle. A reduction in the amount of on-site parking could place greater reliance for on-street parking, particularly if a number of properties in an area only

provide one parking space per site. In addition, visitors often rely on the availability of on-street parking close to their destination.

2. Notwithstanding the above, the majority of properties in the Horowhenua provide at least two on-site carparks (e.g. one in garage for occupant, one in front of garage for visitor), with no evidence of adverse effects on the availability of on-street parking in residential areas resulting from residential activities. Therefore, it is recommended this submission point (108.33) be accepted and Table 21.4 be amended accordingly.
3. HDC (Planning Department) (108.14) seeks to specifically provide one parking space per family flat. The submitter is concerned that family flats are not clearly defined in the District Plan and request that the District Plan be amended to specifically exclude 'family flats' from the definition of residential dwelling unit. Family Flats are defined in the Proposed Plan as secondary in scale to any principal residential dwelling unit on a site. However, this discussion only relates to the changes sought to the number of vehicle parking spaces. In this regard, it is considered appropriate and effective to specifically require one parking space per Family Flat, given that it will generally operate as a separate unit to the principal residential dwelling unit on the site. It is therefore recommended that this submission point (108.14) be accepted and Table 21.4 amended to require one parking space per Family Flat.
4. HDC (Planning Department) (108.32) seeks that the Notes under Table 21-4 are amended to exclude Commercial Zones in Foxton Beach, Waitarere Beach and Manakau from being required to provide car parking due to their small scale. Given the small size of these future commercial or retail premises, they are centrally located and likely to serve the local resident population who would walk or cycle to these premises, and the general availability of on-street parking in their locations, not requiring on-site carparking is considered appropriate. However, due to the size of the commercial zoned land on the corner of Seabury Avenue/Dawick Street, it is not considered appropriate to apply the exception to this area, as a large commercial development could occur which may have relatively high parking demand. Therefore, it is recommended that this submission point (108.32) be accepted and Table 21-4 Notes be amended accordingly.

#### **4.25.3 Reporting Officer's Recommendation**

<b>Sub. No</b>	<b>Further Sub. No.</b>	<b>Submitter Name</b>	<b>Further Submitter Position</b>	<b>Officer's Recommendation</b>
108.33		HDC (Planning Department)		Accept
108.14		HDC (Planning Department)		Accept
108.32		HDC (Planning Department)		Accept

#### **4.25.4 Recommended Amendments to the Plan Provisions**

Amend Table 21.4 as follows:



Activity	Number of Spaces Required
Residential Activities	<u>1 2 spaces per residential dwelling unit.</u> <u>1 space per family flat</u> 1 space per residential dwelling unit within a Medium Density Development.

Amend Table 21-4 Note as follows:

“Note: Parking standards do not apply to sites within:

- (i) the Commercial Zone Pedestrian Overlay
- (ii) Commercial Zone in Foxton Beach (except for the properties on the corner of Seabury Avenue and Dawick Street legally described as Lots 3 and 4 DP 91336 and Lots 1 and 2 DP 333144)
- (iii) Commercial Zone in Waitarere Beach
- (iv) Commercial Zone in Manakau

## 4.26 Chapter 21 General

### 4.26.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
26.15	Horowhenua Astronomical Society Inc	In-Part	The submitter seeks the inclusion of provisions to manage the environmental effects of lighting associated with vehicle access, parking, loading and roading.	Amend Chapter 21 to include provisions that manage the effects of lighting with particular regard to limiting light spill, glare and energy consumption.	
51.08	Waitarere Progressive Association (WBPR)	In-Part	Submitter seeks consideration be given for planning infrastructure requirements that embrace, maintain, and preserve the “feel” of the area. Submitter seeks the Plan consider future development of public facilities. The Plan should go further than the front gate and set the future type and look of the area including street lights and vehicle entrances. The type of kerbs and footpaths, grass or alternative rather concrete is preferred.	No specific relief requested.  Inferred: That the infrastructure and engineering standards for Waitarere maintain and embrace the “feel” of Waitarere rather than the standard engineering requirements and standards.	

Horowhenua Astronomical Society Inc (26.15) seeks the inclusion of provisions to manage environmental effects of lighting associated with vehicle access, parking, loading and roading.

WBPRA (51.08) seeks consideration be given for planning infrastructure requirements that embrace, maintain and preserve the 'feel' of the area. In particular, the Plan should consider the use of grass or alternative material for kerbs and footpaths rather than concrete. The submitter also seeks an agreed strategy for the development of the area's facilities and infrastructure.

#### **4.26.2 Discussion & Evaluation**

1. In respect of the submission from the Horowhenua Astronomical Society regarding lighting, Council's 'Subdivision and Development Principles and Requirements 2012' referenced in Chapter 21 includes the adoption of AS/NZS 1158. This Standard manages lighting and the effects of lighting and may address the concerns of the submitter. The submitter may wish to clarify at the hearing whether subdivisions and development complying with this Standard effectively addresses their concerns. Therefore, as this time, it is recommended the submission point be accepted in part but no changes are made to Chapter 21.
2. In respect of the submission from WBPRA, the Plan and referenced standards (i.e. Subdivision and Development Principles and Requirements 2012 and NZS 4404) do not determine the type of surfacing or materials to be used. Instead, these standards refer to, for example 'all weather hard surface' or 'formed and metalled to an all-weather standard'. There is flexibility as to the type of materials that can be used.
3. In addition, the 'Transport Objectives' set out in the Council's Subdivision and Development Principles and Requirements 2012 states:

*The Council wishes to encourage pleasant, walkable neighbourhoods, with a low speed environment, which provides increased amenity for example by enhancing connectivity, decreasing the area of sealed surfaces, differentiating parking bays and providing associated landscaping. This will be achieved by:*

- *Planning and implementing a balanced roading network with adequate opportunity for future growth.*
  - *Planning and constructing cycleways and footpaths to provide safe access between home, work, shops and schools for cyclists, pedestrians and mobility scooter users.*
  - *Planning and implementing a linked network of access ways using streams, riverbanks and pathways to link reserve areas and open spaces for recreational uses such as cycling, walking and horse riding.*
  - *Planning and developing low speed, attractive and connected neighbourhood areas.*
4. It appears that WBPRA are seeking a specific outcome for the Waitarere community and that this may now be more appropriately addressed outside of the District Plan review process. For example, by way of a developing specific guidelines or requirements for infrastructure and development in Waitarere. It is therefore recommended that the submission point be accepted in part as there is flexibility in the rules already to provide specific outcomes for the Waitarere community but that no changes are required to the rules.

### 4.26.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
26.15		Horowhenua Astronomical Society Inc		Accept In-Part
51.08		Waitarere Progressive Association (WPRA)		Accept In-Part

### 4.26.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Chapter 21.

## Chapter 24 Rules: Subdivision and Development

### 4.27 Rule 24.1.1 General Standard of Compliance

#### 4.27.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
38.02	Range View Ltd & Page	Oppose	Oppose part 24.1.1 which requires compliance with NZS 4404:2010 for all subdivision and development. Development as defined in the Plan definitions is all encompassing. With NZS 4404:2010 containing provisions for roads to be less than 20 metres wide there are inconsistencies between the rules. Compliance with NZS 4404:2010 is problematic in itself given there are elements in the standard that are discretionary on the part of the relevant Territorial Authority.	Delete Rule 24.1.1 in its entirety and have these matters becomes matters that are considered in the consent process.	511.15 HDC (Community Assets Department) - Oppose 526.31 Truebridge Associates Ltd - Support
46.01	Vincero Holdings Ltd	Oppose	Oppose part 24.1.1 which requires compliance with NZS 4404:2010 for all subdivision and development. Development as defined in the Plan definitions is all encompassing. With NZS 4404:2010 containing provisions for roads to be less than 20 metres wide there are inconsistencies between the rules. Compliance with NZS 4404:2010 is problematic in itself given there are elements in the standard that are discretionary on the part of the relevant Territorial Authority.	Delete Rule 24.1.1 in its entirety and have these matters becomes matters that are considered in the consent process.	

Two submissions request Rule 24.1.1 be deleted. One of these submissions is supported by one further submission and opposed by one other further submission.

#### 4.27.2 Discussion & Evaluation

1. Range View Limited & Page (38.02) and Vincero Holdings (46.01) seek that Rule 24.1.1 be deleted and the matters considered through the consent process. The submitters consider that compliance with NZS 4404: 2010 is problematic given that there are elements of the standard that are subject to the discretion of the territorial authority. Range View Limited & Page submission is opposed by a further submission from HDC (Community Assets Department (511.15) and supported by a further submission from Truebridge Associates Ltd (526.31).
2. Rule 24.1.1 requires all new subdivisions and developments to be designed and constructed to comply with the provisions of NZS 4404:2010 Land Development and Subdivision Infrastructure and the Council's Subdivision and Development Principles and Requirements (2012). In addition, two specific standards in Rule 24.1.1 (i.e. (b) and (c)) provide minimum requirements of a minimum road width of 20 metres for public road and 10-12 metres for roads, lanes or rights of way serving up to 12 dwelling units.
3. It is important that a developer has some understanding of the requirements for roading, sewerage and water, so a development can be planned and designed in accordance with these requirements. However for any subdivision, which is when roads are generally formed, consent will always be required for at least a Controlled Activity. For such applications, the Council has limited its control to a number of matters, ranging from design and layout to new roads to servicing and compliance with the Council's Subdivision and Development Principles and Requirements (2012).
4. Deleting Rule 24.1.1 is not considered an effective or efficient means of achieving the objectives of ensuring the safe and efficient development and operation of transport and reticulated infrastructure. Removing reference to these two standards and associated requirements would create uncertainty for developers, Council and the community as a whole as to the nature, type and detail of infrastructure requirements for servicing new subdivisions and developments. In addition, it could lead to inconsistent standards applying to different subdivisions and developments, leading to inefficiencies in the ongoing maintenance and operation of this infrastructure provided at the time of subdivision and development. It is therefore recommended that the submissions be rejected and no changes are made to Rule 24.1.1.

#### 4.27.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
38.02		Range View Ltd & Page		Reject
	511.15	HDC (Community Assets Department)	Oppose	Accept
	526.31	Truebridge Associates Ltd	Support	Reject
46.01		Vincero Holdings Ltd		Reject

#### 4.27.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Rule 24.1.1.

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## 4.28 Rules 24.1.5 and 24.2.4 Surface Water Disposal

### 4.28.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
27.31	Horizons Regional Council	In-Part	More certainty needs to be given on what a satisfactory system for the collection and containment of contaminant and what disposal of surface water actually refers to. This Rule should be amalgamated with Rule 24.2.4.	Delete Rule 24.1.5 and amend Rule 24.2.4 to amalgamate the two rules.  Amend 24.2.4 to provide more certainty on what a 'satisfactory system' means.	

Horizons (27.31) neither support or oppose Rules 21.1.5 and 24.2.4 but seek that the two rules are combined and more certainty is provided on what constitutes a satisfactory system for the collection and containment of contaminants and disposal of surface water.

### 4.28.2 Discussion & Evaluation

1. Firstly, Rule 24.1.5 is a rule that all permitted activities must comply with and reflects the rules for water supply and wastewater disposal, whereas Rule 24.2.4 applies to all activities that require resource consent. Rule 24.1.5 is about confirming the obligation on developers to pay for the provision of a stormwater disposal system whereas Rule 24.2.4 manages how stormwater is disposed of. The rules have different functions and reflect the layout of the Plan. To merge the two rules would create an inconsistency and not cover both scenarios described above.
2. The Plan does give guidance on what is a 'satisfactory' system: it is one that avoids 'creating or worsening any ponding or inundation to surrounding upstream and downstream properties, and takes into account winter ground water levels and groundwater mounding'. In addition, the requirements of NZS 4404:2010 Land Development and Subdivision Infrastructure and the Council's Subdivision and Development Principles and Requirements (2012) provide minimum requirements for stormwater systems. Therefore, it is considered that a 'satisfactory' system is one that meets these requirements; otherwise there is flexibility to design a system that is suitable for the development or subdivision. It is noted that the discharge of stormwater to land may require consent from Horizons and whilst the Regional Council places conditions on the discharge of stormwater to land, it does not set specific requirements for a type of system. Therefore, it is assumed that a system can be of any design as long as it meets the conditions in the Plan and associated engineering standards. Consequently, it is recommended the submission is rejected and no changes are recommended to either Rule 24.1.5 or 24.2.4.

### 4.28.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
27.31		Horizons Regional Council		Reject

### 4.28.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Rules 24.1.5 and 24.2.4.

## 4.29 Rule 24.2.7 Utility Services

### 4.29.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
41.47	Powerco	In-Part	Submitter seeks amendments to Rule 24.2.7 to provide greater certainty around the obligation on developers to ensure the availability of network utility services such as gas, electricity and telecommunications to new subdivision and development.	<p>Amend Rule 24.2.7 as follows:</p> <p>(a) <u>Utility services, including electricity, telecommunications and gas (where proposed), shall be provided to the boundary of each additional allotment at the time of subdivision in accordance with:</u></p> <p><u>(i) The requirements of the relevant supply authority, including any necessary easements. Written confirmation from the relevant supply authority shall be provided so that the subdivision can be adequately supplied.</u></p> <p><u>(ii) shall be provided in accordance with the permitted activity conditions in Rule 22.1.</u></p> <p><u>Except that installation of utility services will not be required at the time of subdivision where only one additional lot is being created and where the supply authority has</u></p>	

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
				<u>confirmed in writing that connection is available at the standard fee.</u>  <u>(b) Any necessary easements for the protection of utility services shall be provided where they traverse any new allotment, right of way of access lot. All such easements shall be in favour of the utility provider.</u>	

Powerco (41.47) seeks that Rule 24.2.7 provide greater certainty to developers of their obligations in the provision of services to new subdivisions, including the provision of easements.

#### 4.29.2 Discussion & Evaluation

1. As proposed, Rule 24.2.7 refers to Rule 22.1, which sets out the standards for the maintenance, operation and upgrading of network utilities rather than services to subdivisions. It may therefore be appropriate to amend Rule 24.2.7 to provide greater certainty to developers on the servicing requirements for subdivisions.
2. The servicing requirements for subdivisions are set out in Council's Subdivision and Development Principles and Requirements (2012). This document includes the requirements for reticulated infrastructure (e.g. water supply, wastewater and stormwater), earthworks and geotechnical, transportation infrastructure, landscaping and network utility services (e.g. electricity, telecommunications and gas). Under Section 7.4 of this document, it states services for urban developments include "underground power, gas and telecommunication services" and for rural development's includes "electric power and telecommunication services for new roads and right of ways". Furthermore, in the specific section (Section 14) on network utility services, two requirements relevant to this submission state:
  - *"Subdivisions and developments which include right of ways or vested road are required to be serviced with electric power, telecommunications and, where applicable, gas reticulation to lot boundaries. These services are generally to be provided by an appropriate network utility operator. At the conclusion of a development or subdivision, written confirmation is required from the network utility provider that its installation requirements are met and network capacity is available or planned.*
  - *Easements are required in favour of the network utility service provider when not located on road reserve*
3. Compliance with these requirements is already provided for under Rules 24.1.1 and 24.2.1. Therefore, the relief sought by Powerco is considered to already be achieved. However, for clarity purposes, as these requirements are stipulated in Council's Subdivision and

Development Principles and Requirements (2012), it is recommended the reference to Rule 22.1 be replaced with reference to this document. Accordingly, it is recommended that the submission point be accepted in part and Rule 24.2.7 be amended.

#### 4.29.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
41.47		Powerco		Accept In-Part

#### 4.29.4 Recommended Amendments to the Plan Provisions

Amend 24.2.7 Utility Services as follows:

- (a) Utility services shall be provided in accordance with ~~the permitted conditions in Rule 22.1~~ Council's Subdivision and Development Principles and Requirements (2012).

### 4.30 Chapter 24 - General Matters

#### 4.30.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
26.16	Horowhenua Astronomical Society Inc	In-Part	The submitter seeks the inclusion of specific rules to be applied to manage street lights and other external lighting to avoid impacts on the environment. Developers should be specifically required to provide lighting that complies with the general objectives of AS/NZS 1158 to limit light spill and glare, and to also comply with the Sustainable Procurement Guidelines.	Amend Chapter 24 to include rules around the provision of lighting systems associated with the development of subdivisions. These rules should avoid or minimise impacts on the environment, reduce energy and maintenance costs over the life of the lighting system and provide effective lighting services.	
99.38	Transpower New Zealand Ltd	In-Part	Transpower accepts there is no scope to submit on the District Plan provisions relating to subdivision and development which formed part of Plan Changes 20 -22.  Notwithstanding this, Transpower would accept the subdivision corridor could be realigned with the revised transmission corridor widths (commented on in section 6) when the opportunity arises.	Amend PC 20 – 22 provisions to align with revised transmission corridor widths.	



Two submissions raise general matters, being provision of rules for lighting and aligning provisions in Plan Changes 20 – 22 with the revised transmission corridor widths.

#### 4.30.2 Discussion & Evaluation

1. Horowhenua Astronomical Society Inc (26.16) seeks that Chapter 24 is amended to include rules to manage lighting and that it should comply with AS/NZS 1158 to limit light spill and glare. The submitter considers that the rules should avoid or minimise impacts on the environment, reduce energy and maintenance costs and provide effective lighting. The Council has adopted AS/NZS 1158 as part of its Subdivision and Development Principles and Requirements 2012, with which all development and subdivision design and construction must comply. This standard is as requested by the submitter therefore no changes are required to Chapter 24 in terms of this submission point and it is recommended this submission point be accepted.
2. Transpower (99.38) whilst accepting that there is no scope to submit on those provisions subject to Plan Changes 20-22, seeks that the subdivision corridor be realigned with the revised transmission corridor widths, when the opportunity arises. As recognised in the submission from Transpower, any changes to the provisions of Plan Changes 20, 21 and 22 are outside the scope of this Proposed Plan process. However, Council officers anticipate a few plan changes may be required to the Proposed Plan once it is made operative to align the provisions in the Proposed Plan and Plan Changes 20, 21 and 22. Transmission corridor provisions could be one of these matters addressed in these plan changes. Therefore, as this submission from Transpower raising a matter outside of the scope of the Proposed Plan, it is recommended it be rejected.

#### 4.30.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
26.16		Horowhenua Astronomical Society Inc		Reject
99.38		Transpower New Zealand Ltd		Reject

#### 4.30.4 Recommended Amendments to the Plan Provisions

No recommended amendments to either Chapter 10, 21 or 24.

### 4.31 All Zone Rule Chapters: Permitted Activity Conditions - Vehicle Parking, Manoeuvring, and Loading

#### 4.31.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
41.31	Powerco	Support	Submitter supports Rule 15.6.23	Retain Rule 15.6.23 without modification	

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
108.15	HDC (Planning Department)	In-Part	The proposed rules for vehicle parking, manoeuvring and loading specifically exclude network utilities on sites less than 200m <sup>2</sup> from having to comply with parking, manoeuvring and loading provisions in Chapter 21 of the Proposed Plan. Technically Network Utility sites exceeding 200m <sup>2</sup> in size would be caught by this rule and be required to comply with provisions set out in Chapter 21, however there are no specific parking requirements for network utilities so this aspect of the rule is redundant and can be removed.	Amend Rule 15.6.23(a) as follows:  All activities, <del>except network utilities on sites less than 200m<sup>2</sup></del> , shall be provided with vehicle parking spaces, manoeuvring areas, and loading facilities in accordance with the permitted activity conditions in Chapter 21.	
41.32	Powerco	Support	Submitter supports Rule 16.6.15	Retain Rule 16.6.15 without modification	
108.16	HDC (Planning Department)	In-Part	The proposed rules for vehicle parking, manoeuvring and loading specifically exclude network utilities on sites less than 200m <sup>2</sup> from having to comply with parking, manoeuvring and loading provisions in Chapter 21 of the Proposed Plan. Technically Network Utility sites exceeding 200m <sup>2</sup> in size would be caught by this rule and be required to comply with provisions set out in Chapter 21, however there are no specific parking requirements for network utilities so this aspect of the rule is redundant and can be removed.	Amend Rule 16.6.15(a) as follows:  All activities, <del>except network utilities on sites less than 200m<sup>2</sup></del> , shall be provided with vehicle parking spaces, manoeuvring areas, and loading facilities in accordance with the permitted activity conditions in Chapter 21.	
41.33	Powerco	Support	Submitter supports Rule 17.6.17(a)	Retain Rule 17.6.17(a) without modification	
108.17	HDC (Planning Department)	In-Part	The proposed rules for vehicle parking, manoeuvring and loading specifically exclude network utilities on sites less than 200m <sup>2</sup> from having to comply with parking, manoeuvring and loading provisions in Chapter 21 of the Proposed Plan. Technically Network Utility sites exceeding 200m <sup>2</sup> in size would be caught by this rule and be required to comply	Amend Rule 17.6.17(a)(i) as follows:  All activities, <del>except network utilities on sites less than 200m<sup>2</sup></del> , shall be provided with vehicle parking spaces, manoeuvring areas, and loading facilities in accordance with the permitted activity	

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
			with provisions set out in Chapter 21, however there are no specific parking requirements for network utilities so this aspect of the rule is redundant and can be removed.	conditions in Chapter 21.	
41.34	Powerco	Support	Submitter supports Rule 19.6.22	Retain Rule 19.6.22 without modification	
108.18	HDC (Planning Department)	In-Part	The proposed rules for vehicle parking, manoeuvring and loading specifically exclude network utilities on sites less than 200m <sup>2</sup> from having to comply with parking, manoeuvring and loading provisions in Chapter 21 of the Proposed Plan. Technically Network Utility sites exceeding 200m <sup>2</sup> in size would be caught by this rule and be required to comply with provisions set out in Chapter 21, however there are no specific parking requirements for network utilities so this aspect of the rule is redundant and can be removed.	Amend Rule 17.6.17(a)(i) as follows:  All activities, <del>except network utilities on sites less than 200m<sup>2</sup></del> , shall be provided with vehicle parking spaces, manoeuvring areas, and loading facilities in accordance with the permitted activity conditions in Chapter 21.	
41.35	Powerco	Support	Submitter supports Rule 20.6.15	Retain Rule 20.6.15 without modification	

Nine submissions were received on the individual zone permitted activity condition for vehicle parking, manoeuvring, and loading. The submissions either, support in full or in part the conditions and seek minor amendments.

#### **4.31.2 Discussion & Evaluation**

1. The HDC (Planning Department) seek an amendment (108.15) to clarify permitted activity condition 15.6.23 - Vehicle Parking, Manoeuvring, and Loading. This condition is repeated in all other Zone Chapters (i.e. Industrial Zone Rule 16.6.15, Commercial Zone Rule 17.6.17(a)(i), and Rural Zone Rule 19.6.22 and the Open Space Zone 20.6.15).
2. These rules require all permitted activities to comply with the standards set out in Chapter 21 for vehicle parking spaces, manoeuvring areas and loading facilities. The rule as notified excludes network utilities (on sites less the 200m<sup>2</sup>) from the Chapter 21 standards. However, Chapter 21 does not have any car parking standards for network utilities. HDC (Planning Department) consider the exemption for smaller network utility sites to be redundant and seek for its deletion. The amendment sought by HDC (Planning Department) is considered appropriate for the reasons stated in the submission. I recommend that submission point 108.15 be accepted. For consistency, it is recommended that the other submission points which refer to the Vehicle Parking, Manoeuvring, and Loading condition in the remaining zones be accepted also and include: 108.16 (Industrial Zone), 108.17 (Commercial Zone),

108.18 (Rural Zone). Submission point 108.19 (Open Space Zone) has already been evaluated in the Open Space Section 42A Report.

3. The support for Rule 15.6.23 and the same condition in all the other zones is noted and these submission points are recommended to be accepted.

#### **4.31.3 Reporting Officer's Recommendation**

<b>Sub. No</b>	<b>Further Sub. No.</b>	<b>Submitter Name</b>	<b>Further Submitter Position</b>	<b>Officer's Recommendation</b>
41.31		Powerco		Accept
108.15		HDC (Planning Department)		Accept
41.32		Powerco		Accept
108.16		HDC (Planning Department)		Accept
41.33		Powerco		Accept
108.17		HDC (Planning Department)		Accept
41.34		Powerco		Accept
108.18		HDC (Planning Department)		Accept
41.35		Powerco		Accept

#### **4.31.4 Recommended Amendments to the Plan Provisions**

Amend Residential Zone Rule 15.6.23

##### **15.6.23 Vehicle Parking, Manoeuvring, and Loading**

- (a) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>,~~ shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

Amend Industrial Zone Rule 16.6.15

##### **16.6.15 Vehicle Parking, Manoeuvring, and Loading**

- (a) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>,~~ shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

Amend Commercial Zone Rule 17.6.17(a)(i)

##### **17.6.17 Vehicle Parking, Manoeuvring, and Loading**

Note: Activities within any Pedestrian Overlay Area are not required to provide onsite vehicle parking spaces, but where parking is provided compliance is required with the conditions in Chapter 21 (except the minimum number of carparks).

- (a) Outside of any Pedestrian Overlay Area, the following conditions apply:
  - (i) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>,~~ shall provide on-site vehicle parking, manoeuvring areas and loading facilities as required in Chapter 21.

Amend Rural Zone Rule 19.6.22

**19.6.22 Vehicle Parking, Manoeuvring, and Loading**

- (a) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>~~, shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

Amend Open Space Zone Rule 20.6.15

**20.6.15 Vehicle Parking, Manoeuvring, and Loading**

- (a) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>~~, shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

**4.32 All Zone Rule Chapters: Permitted Activity Condition - Safety and Visibility at Road and Rail Intersections**

**4.32.1 Submissions Received**

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
55.26	KiwiRail	Support	Submitter supports Rule 15.6.24 as the poor location of buildings, fences and other land uses similarly affects both road intersections and railway level crossing sightlines. The safe and efficient operation of railway level crossings form an integral part of the District's road safety system.	Retain Rule 15.6.24.	
94.12	NZ Transport Agency (NZTA)	Support	Support Rule 15.6.24	Retain Rule 15.6.24 as notified.	
55.28	KiwiRail	Support	Submitter supports Rule 16.6.16 as the poor location of buildings, fences and other land uses similarly affects both road intersections and railway level crossing sightlines. The safe and efficient operation of railway level crossings form an integral part of the District's road safety system.	Retain Rule 16.6.16.	
94.13	NZ Transport Agency (NZTA)	Support	Support Rule 16.6.16	Retain Rule 16.6.16 as notified.	
55.29	KiwiRail	Support	Submitter supports Rule 17.6.18 as the poor location of buildings, fences and other land uses similarly affects both road intersections and railway level crossing sightlines. The safe and efficient operation of	Retain Rule 17.6.18.	

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
			railway level crossings form an integral part of the District's road safety system.		
94.14	NZ Transport Agency (NZTA)	Support	Support Rule 17.6.18	Retain Rule 17.6.18 as notified.	
55.32	KiwiRail	Support	Submitter supports Rule 19.6.23 as the poor location of buildings, fences and other land uses similarly affects both road intersections and railway level crossing sightlines. The safe and efficient operation of railway level crossings form an integral part of the District's road safety system.	Retain Rule 19.6.23.	
94.15	NZ Transport Agency (NZTA)	Support	Support Rule 19.6.23	Retain Rule 19.6.23 as notified.	

Six submissions were received in support of the permitted activity condition "Safety and Visibility at Road and Rail Intersection" listed across all zones.

#### **4.32.2 Discussion & Evaluation**

1. KiwiRail and NZTA support Rules 15.6.24, 16.6.16, 17.6.18 and 19.6.23 which provide for the permitted activity condition "Safety and Visibility at Road and Rail Intersection" listed across all zones in the Proposed Plan, except for the Open Space Zone. The wording of the condition is consistent across all the zones and states:

*(a) No building or structure shall be erected, no materials shall be deposited, or vegetation planted that would obscure the sight distances from any road and rail intersection as shown in Diagram 1 (Chapter 21 Traffic Sight Lines at Road and Rail Intersections).*
2. The condition refers to standards set out in Chapter 21. KiwiRail have submitted (submission point 55.35) on these standards in Chapter 21 (Vehicle Access, Parking, Loading and Roding). The Traffic Sight Lines at Road and Rail Intersections and the diagrams used in conjunction with the standard are evaluated earlier in this report. As a result of the evaluation, recommendations are made to the zone rules, which are subject to the submission points listed above. The recommended amendments reflect KiwiRail's amended policy on managing level crossing sightlines.
3. The earlier evaluation concludes that the rule referring to safety and visibility at road/rail intersections is better placed in the zone chapters rather than in Chapter 21. This approach is because Chapter 21 provides technical formation standards, whereas the zone chapters manage land uses. The zone chapters are therefore more logical for plan users to find and read the safety and visibility rule when checking district plan rules in relation to activities near road/rail intersections.

4. The support from NZTA and KiwiRail for the proposed plan Safety and Visibility at Road and Rail Intersection condition is noted. The intent of the rule is still appropriate but it considered more appropriate to revise the rule so it is consistent with the recommendations in Section earlier section of this report. On this basis, the submission points from NZTA and KiwiRail are accepted in part.
5. At the time of writing the Open Space Zone Section 42A report, this evaluation was not completed. As a consequential change, the Safety and Visibility at Road and Rail Intersection condition should be provided for in the Open Space Zone. This addition would be consistent with the recommendation in the Open Space Zone Section 42A Report to insert a Safety and Visibility at Road and Rail Intersection condition to ensure consistency across the Proposed Plan.

#### **4.32.3 Reporting Officer's Recommendation**

<b>Sub. No</b>	<b>Further Sub. No.</b>	<b>Submitter Name</b>	<b>Further Submitter Position</b>	<b>Officer's Recommendation</b>
55.26		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part
55.26		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part
55.26		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part
55.26		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part

#### **4.32.4 Recommended Amendments to the Plan Provisions**

Amend Rule 15.6.24 (Residential Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections) in Chapter 21.

Amend Rule 16.6.16 (Industrial Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections) in Chapter 21.

Amend Rule 17.6.18 (Commercial Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles ~~from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections)~~ in Chapter 21.

Amend Rule 19.6.23 (Rural Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles ~~from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections)~~ in Chapter 21.

Add a new permitted activity condition to the Open Space Zone (Rule 20.6.XX) on the Safety and Visibility at Road and Rail Intersection as follows:

**20.6.XX Safety and Visibility at Road and Rail Intersections**

- (i) No building or structure shall be erected, no materials shall be placed, or vegetation planted that would obscure the railway level crossing approach sight triangles as detailed in Appendix 1: Traffic Sight Lines at Road and Rail Intersections in Chapter 21.

**4.33 Chapter 17 Commercial Zone: Rule 17.6.17(a)(iv) – Permitted Activity Conditions: Vehicle Parking, Manoeuvring and Loading**

**4.33.1 Submissions Received**

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
71.06	Progressive Enterprises Limited	In-Part	This rule fails to recognise the functional and operational needs of supermarkets in the Large Format Retail Overlay Area. The provision in incorrectly numbered.	Amend Rule 17.6.17(a)(iv) as follows: 17.6.17(a)(iv)(ii) <del>Any surface or ground level parking area shall not exceed a maximum width of 10m along the site road frontage or 40% of the site frontage whichever is the lesser...</del>  OR  17.6.17(a)(iv)(ii) Any surface or ground level parking area shall not exceed a maximum	



Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
				width of 10m along the site road frontage or 40% of the site frontage whichever is the lesser <u>provided that such a requirement shall not apply to a Large Format Retail Overlay Area.</u>	

Progressive Enterprises seek to delete Rule 17.6.17(a)(iv) relating to the frontage width of on-site carparks.

#### 4.33.2 Discussion & Evaluation

1. Rule 17.6.17 (iv) (it is noted the correct numbering should be (ii)) manages the relationship of on-site carparks to the street in commercial areas outside the Pedestrian Overlay Area. Large areas of carparking can degrade the streetscape and character of commercial areas. The proposed maximum site frontage requirements for carparking seek to minimise the extent of carparking along streets to ensure an attractive and high quality urban environment. Deleting this requirement would not be effective in achieving the objectives about the character and amenity of the commercial areas. This assessment also applies to the Large Format Retail Overlay Area is similar environmental outcomes are anticipated. It is considered there is flexibility in the standards to provide for the functional and operational requirements to how sites are designed and carparking layouts. Therefore, it is recommended this submission point (71.06) be rejected.

#### 4.33.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
71.06		Progressive Enterprises		Reject

#### 4.33.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Rule 17.6.17.

## 4.34 Chapter 25 Assessment Criteria – All Zones: Vehicle Access

### 4.34.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
94.31	NZ Transport Agency (NZTA)	Support	Support Assessment Criteria 25.7.8	Retain 25.7.8 as notified	
55.11	KiwiRail	In-Part	Submitter seeks amendment to	Amend Assessment	521.10 NZ

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
			<p>Assessment Criteria 25.7.8(c) as the poor location of land uses including structures, vegetation and signage can obstruct the required safety sightlines for railway level crossings. It is important that level crossings sightlines are free from obstructions to enable road users approaching a level crossing to check for trains. This new criteria will assist in ensuring that applicants adequately address road safety.</p>	<p>Criteria 25.7.8(c) as follows:</p> <p>(c) <u>Safe design and sightlines, including level crossing sightlines</u></p> <p>And add a further new criteria ;</p> <p><u>The extent to which the proposal has given regard to:</u></p> <p>i. <u>Visibility and sight distances particularly the extent to which vehicles entering or exiting the level crossing are able to see trains</u></p> <p>ii. <u>The extent to which failure to provide adequate level crossing sightlines will give rise to level crossing safety risks.</u></p>	<p>Transport Agency (NZTA) – In-Part</p>

Two submissions were received supporting Assessment Criteria 25.7.8, with one submission seeking an amendment relating to sightlines and visibility at rail level crossings.

#### **4.34.2 Discussion & Evaluation**

1. The support for Assessment Criteria 25.7.8 on vehicle access is noted.
2. KiwiRail seek additional clauses be added to Assessment Criteria 25.7.8 relating to visibility and sight distances at rail level crossings. This submission point is supported by NZTA. More comprehensive provisions are recommended above to be added to the rules and standards in Chapter 21 on visibility and sight lines at rail level crossings. It is considered appropriate further matters are added to the Assessment Criteria to provide guidance for the relevant matters to consider when assessing a non-compliance with these rules and standards. It is recommended the new criteria submitted by Kiwirail be added, but the amendment to criteria (c) is not supported as this matter is already captured in the current and recommended new

criteria. Accordingly, it is recommended the submission point (55.11) from KiwiRail is accepted in part and the further submission point (521.10) from NZTA is accepted in part.

#### 4.34.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.31		NZTA		Accept In-Part
55.11	521.10	KiwiRail NZTA	Support	Accept In-Part Accept In-Part

#### 4.34.4 Recommended Amendments to the Plan Provisions

Amend Assessment Criteria 25.7.8 be adding the following:

- (e) The visibility and sight distances at rail level crossings, particularly the extent to which vehicles entering or exiting the level crossing are able to see trains.
- (f) The extent to which failure to provide adequate level crossing sightlines will give rise to level crossing safety risks.

### 4.35 Chapter 26 Definitions – New Definition ‘Loading’

#### 4.35.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
110.00	W. Fraser	In-Part	The submitter seeks the inclusion of a definition for ‘Loading’ to provide a definitive explanation of the term.	Include definition for “Loading” as follows: <u>Loading includes loading and unloading of goods and freight.</u>	

One submission sought a new definition be added for ‘loading’.

#### 4.35.2 Discussion & Evaluation

- The submission seeks a new definition on ‘loading’ be added to provide a definitive explanation of the use of this term in the Proposed Plan. The intent of this submission is supported as it is important terms used in the Proposed Plan are clear, certain and easily understood and applied. However, adding a definition of loading is not considered necessary as the use of the term ‘loading’ is typically associated with reference to ‘unloading’ as well (refer Section 21.1.9 on Vehicle Loading Conditions). Therefore, it is recommended this submission point is rejected.

### 4.35.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
110.00		Fraser		Reject

### 4.35.4 Recommended Amendments to the Plan Provisions

No recommended amendments to Chapter 26: Definitions.

## 4.36 Subdivision and Development Principles and Requirements (2012), Engineering Appendix One - Vehicle Crossings

### 4.36.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
91.13	HDC (Community Assets Department)	In-Part	Provides scope for variations to the standard	Amend (2) Vehicle Crossing Places and Include two subclauses after e) as follows:  f) <u>Where vehicle crossings are subject to a "change in use", commercial or farm type crossings may be required to be formed.</u>  g) <u>The width of vehicle crossing shown on the drawings may increase for commercial, industrial and crossing, where vehicles "passing" is required.</u>	526.14 Truebridge Associates Ltd  - Oppose
91.14	HDC (Community Assets Department)	In-Part	Provides details regarding maintenance previously not covered.	Amend (6) General and Include a subclauses after g) as follows:  h) <u>Ongoing maintenance of vehicle crossing places is the responsibility of the landowner(s). However, from time to time when Council have programmed works such as reseals or footpath renewals, vehicle</u>	526.15 Truebridge Associates Ltd  - Oppose

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
				<u>crossings may be upgraded.</u>	
91.15	HDC (Community Assets Department)	In-Part	Typically vehicle crossing construction has not required formal access to work in road reserve however recent legislation requires Council to manage all work in the roading corridor.	<p>Include a new Heading and wording after (6) General as follows:</p> <p><b>7. Work within Council Road Reserve</b></p> <p><u>For construction of all vehicle crossings within or on Council and NZTA roads, a Corridor Access Request (CAR) shall be applied for. These applications are separate to any other consents issued and a Work Access Permit (WAP) will be issued to work within the roading network if approved. For applications on State Highways, requests should be sent to NZTA.</u></p>	526.16 Truebridge Associates Ltd - Oppose
91.16	HDC (Community Assets Department)	In-Part	In residential areas better surfacing may be required to prevent chip/gravel runoff for pedestrians cyclists.	<p>Amend the Notes of Diagram 1: Residential Crossings, Grass Berm, No Footpath (page 7-10) and add another note after subclause (d) as follows:</p> <p><u>(e) For slopes greater than 1 in 15, concrete or asphalt surfacing may be required.</u></p>	526.17 Truebridge Associates Ltd - Oppose

HDC (Community Assets Department) made four submission points on the Vehicle Crossing standards set out in the Engineering Appendix One of the Subdivision and Development Principles and Requirements. A further submission from Truebridge Associates was received in opposition to these submission points.

#### **4.36.2 Discussion & Evaluation**

1. The HDC's Subdivision and Development Principles and Requirements (2012) are supported by five appendices which contain the following technical information and standards:

- Appendix 1: Vehicle Crossings;

- Appendix 2: Stormwater Disposal to Soakpits
  - Appendix 3: Pumping Stations
  - Appendix 4: Working in Roads and Trench Construction;
  - Appendix 5: As-Builts
2. HDC (Community Assets Department) has identified several amendments to the vehicle crossing requirements in Appendix 1 to provide increased clarity and certainty on these standards, including:
- greater flexibility in the type of vehicle crossing required, where there is a change of use on a property (Section 2);
  - confirms landowner responsibility for the maintenance vehicle crossings, but acknowledges that HDC may upgrade as part of footpath renewals (Section 6).
  - A new section (Section 7) to confirm the process and applications necessary for working within a Council road reserve.
  - An additional note to confirm that concrete or asphalt surfacing may be required for steeper sloped crossings, to ensure gravel / chip run off does not impact pedestrians and cyclists.
3. Truebridge Associates opposes all parts of the HDC (Community Assets Department) submission as they oppose HDC's Subdivision and Development Principles and Requirements document in its entirety and seek greater discretion be provided for in consents.
4. The appropriateness of the use of the Subdivision and Development Principles and Requirements document has been evaluated in earlier sections and it was concluded this document is an appropriate method. The above amendments sought by HDC (Community Assets Department) are considered to provide greater clarity and certainty on the matters submitted on. In particular, the new section on working within road reserve, including reference to Corridor Access Requests and other processes would assist the users of this document to better understand its application and associated requirements. I recommend these submission points by HDC (Community Assets Department) be accepted and the further submission points against by Truebridge Associates be rejected.

#### **4.36.3 Reporting Officer's Recommendation**

<b>Sub. No</b>	<b>Further Sub. No.</b>	<b>Submitter Name</b>	<b>Further Submitter Position</b>	<b>Officer's Recommendation</b>
91.13	526.14	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.14	526.15	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.15		HDC (Community Assets Department)		Accept

	526.16	Truebridge Associates Ltd	Oppose	Reject
91.16		HDC (Community Assets Department)		Accept
	526.17	Truebridge Associates Ltd	Oppose	Reject

#### **4.36.4 Recommended Amendments to the Plan Provisions**

Amend Engineering Appendix 1, Section 2 Vehicle Crossing Places as follows:

#### **2. VEHICLE CROSSING PLACES**

- a) ....
- e) The distances between any new vehicle crossing point and any road intersection shall be as per the table below.
- f) Where vehicle crossings are subject to a "change in use", commercial or farm type crossings may be required to be formed.
- g) The width of vehicle crossing shown on the drawings may increase for commercial, industrial and crossing, where vehicle "passing" is required.

Amend Engineering Appendix 1, Section 6 General as follows:

#### **6. GENERAL**

- a) ....
- g) Kerb ramps allow the safe and easy movement of wheeled trolleys and prams, as well as wheelchairs.
- h) Ongoing maintenance of vehicle crossing places is the responsibility of the landowner(s). However, from time to time when Council have programmed works such as reseals or footpath renewals, vehicle crossings may be upgraded.

Amend Engineering Appendix 1, by inserting a new Section after (6) as follows:

#### **7. WORK WITHIN COUNCIL ROAD RESERVE**

For construction of all vehicle crossings within or on Council and NZTA roads, a Corridor Access Request (CAR) shall be applied for. These applications are separate to any other consent issued and a Work Access Permit (WAP) will be issued to work within the roading network if approved. For applications on State Highways, requests should be sent to NZTA.

Amend Engineering Appendix 1, by amending the Notes for Diagram 1 as follows:

Notes for Diagram 1:

- a) ....

d) Broom finished.

(e) For slopes greater than 1 in 15, concrete or asphalt surfacing may be required.

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## 4.37 Subdivision and Development Principles and Requirements (2012), Section 8 - Earthworks and Geotechnical

### 4.37.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
91.17	HDC (Community Assets Department)	In-Part	There is no specific provision relating to control of filling in floodable areas. This can be a critical element of subdivision design – filling to achieve safe floor levels can transfer flooding onto adjacent land. Therefore an amendment is proposed.	Amend 8.2. Performance Criteria, as follows:  Earthworks proposed for the development shall:  ....  control surface and ground water flows <u>and levels</u> both during and after construction.	526.18 Truebridge Associates Ltd  - Oppose

One submission was received on the Earthworks and Geotechnical (Section 8) of the Subdivision and Development Principles and Requirements (2012). The submission supports in part the provisions but seeks minor wording amendments. One further submitter opposes the relief sought.

### 4.37.2 Discussion & Evaluation

1. Part Two of the Subdivision and Development Principles and Requirements (2012) sets out the “Development Requirements” and includes a section (8) on Earthworks and Geotechnical matters. The section outlines performance criteria which any development should be attaining through the implementation of the earthwork and geotechnical requirements.
2. One of the Earthwork and Geotechnical performance criteria seek that developments control surface and ground water flows both during and after construction. HDC (Community Assets Department) consider that it is important to control/manage the water levels during and after construction, and seek that this criteria reflects the consideration of both water flow and level.
3. Truebridge Associates opposes all parts of the HDC (Community Assets Department) submission as they oppose HDC’s Subdivision and Development Principles and Requirements document in its entirety and seek greater discretion be provided for in consents.
4. The amendments sought by HDC (Community Assets Department) are considered to better capture and express the issues associated with surface and ground water, as the water ‘level’ is an important consideration. Therefore, I recommend that this submission point by HDC (Community Assets Department) be accepted and the further submission against by Truebridge Associates be rejected.



### 4.37.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
91.17		HDC (Community Assets Department)		Accept
	526.18	Truebridge Associates Ltd	Oppose	Reject

### 4.37.4 Recommended Amendments to the Plan Provisions

Amend the Section 8.2 Performance Criteria for the Earthwork and Geotechnical Section of the Subdivision and Development Principles and Requirements document as follows:

#### 8.2 Performance Criteria

Earthworks proposed for the development shall:

- ...
- control surface and ground water flows and levels both during and after construction.
- ...

## 4.38 Subdivision and Development Principles and Requirements (2012), Section 10 Stormwater

### 4.38.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
91.18	HDC (Community Assets Department)	In-Part	There is no specific provision relating to control of filling in floodable areas. This can be a critical element of subdivision design – filling to achieve safe floor levels can transfer flooding onto adjacent land. Therefore an amendment is proposed.	Amend 10.3 Performance Criteria by inserting a new subclause after bullet 3 as follows:  A stormwater system proposed for a development shall:  ...  <u>Achieve hydraulic neutrality so that peak flood levels are not increased as a result of filling in floodable areas for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 50 year and 1 in 100 year design rainfall events. Levels shall not exceed the pre-development peak levels for the same design rainfall events. This can be met by the provision of storage to offset or replace that volume lost to the</u>	526.19 Truebridge Associates Ltd  - Oppose

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
				<u>footprint of the proposed works. Alternatively, this may also be achieved by over attenuation of runoff peaks flows.</u>	
91.19	HDC (Community Assets Department)	In-Part	<p>The term coverage as defined in these clauses is different to total impervious area on a site, where impervious area includes building coverage but also driveways, paths, decks etc. This latter characteristic is also fundamental in assessing and designing for stormwater under the Subdivision and Development, Principles and Requirements 2012, In-Particular Section 10. Stormwater. This requires amendment of the later to clarify.</p> <p>There is no specific provision relating to control of filling in floodable areas. This can be a critical element of subdivision design – filling to achieve safe floor levels can transfer flooding onto adjacent land. Therefore an amendment is proposed.</p>	<p>Amend 10.4 Design Requirements by adding a new subclause after the 4<sup>th</sup> bullet point and amending wording in bullet points 7 and 8 as follows:</p> <p>The design of a stormwater system shall include the following:</p> <p>...</p> <p><u>Design shall account for all types of surfacing on a site noting impervious area is made up of building coverage, sheds, driveways, footpaths, paths, decks etc.</u></p> <p>...</p> <p>Areas of private property may be able to become inundated (usually not exceeding 300mm <u>except in dedicated stormwater storage/attenuation/treatment areas</u>) provided they are not used as building sites and roads may be inundated up to maximum height of 200mm at the centreline, in the 1% AEP storm event.....</p> <p>Detention and/or storage devices/<u>areas</u> may be required as part of a development to mitigate stormwater effects on downstream catchments <u>and surrounding land</u>. Such devices shall make provision for grit and debris entrapment and be designed for ease of maintenance.</p>	526.20 Truebridge Associates - Oppose

Two submission points from HDC (Community Assets Department) have been received on the Stormwater Section of the Subdivision and Development Principles and Requirements document.

HDC (Community Assets) supports in part, but seeks amendments to this section of the document. Truebridge Associates opposes both submission points.

#### 4.38.2 Discussion & Evaluation

1. Section 10 of the Subdivision and Development Principles and Requirements document sets out stormwater requirements and performance expectations. The aim is to ensure developments achieve hydraulic neutrality, where post-development flood levels do not exceed the pre-development levels.
2. To this end, HDC (Community Assets Department) seek to add another performance criterion to Section 10.3 to ensure developers consider the implications of placing any fill within floodable areas. The submitter also seeks to amend the stormwater design requirements in Section 10.4 to clarify the difference between site coverage and all impervious surfaces which are important in the calculation of stormwater runoff. Other minor word amendments are sought to improve the understanding of the design requirements.
3. Truebridge Associates opposes all parts of the HDC (Community Assets Department) submission as they oppose HDC's Subdivision and Development Principles and Requirements document in its entirety and seek greater discretion be provided for in consents.
4. As highlighted in the submission from HDC (Community Assets Department), the placement of fill in low-lying floodable areas can result in displacement of floodwaters to other areas. It is considered appropriate to highlight this type of work as a potential issue to consider in determining hydraulic neutrality. Furthermore, the amendments sought to the stormwater system design requirements are considered to clarify and confirm their interpretation and application. Therefore, it is recommended these submission points by HDC (Community Assets Department) be accepted and the further submission by Truebridge Associates be rejected.

#### 4.38.3 Reporting Officer's Recommendation

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
91.18	526.19	HDC (Community Assets Department)	Oppose	Accept
		Truebridge Associates Ltd		Reject
91.19	526.20	HDC (Community Assets Department)	Oppose	Accept
		Truebridge Associates Ltd		Reject

#### 4.38.4 Recommended Amendments to the Plan Provisions

Amend Section 10.3 of the Subdivision and Development Principles and Requirements as follows:

##### 10.3 Performance Criteria

A stormwater system proposed for a development shall:

- ...
- Achieve hydraulic neutrality so that peak flows into the receiving bodies for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 50 year and 1 in 100 year design rainfall events, shall not exceed the

pre-development peak flows for the same design rainfall events. Critical duration storm events pre-development shall be matched for post development.

- Achieve hydraulic neutrality so that peak flood levels are not increased as a result of filling in floodable areas for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 50 year and 1 in 100 year design rainfall events. Levels shall not exceed the pre-development peak levels for the same design rainfall events. This can be met by the provision of storage to offset or replace that volume lost to the footprint of the proposed works. Alternatively, this may also be achieved by over attenuation of runoff peaks flows.
  - Take into account winter groundwater mounding and groundwater levels.
- ....

### 10.4.2 Design Requirements

The design of a stormwater system shall include the following:

- ...
  - Secondary flow paths shall be designed to adequately cater for the full 1% AEP (100 year) flow less an appropriate contribution from the primary drainage system. The contribution from the primary drainage system shall take account of the risk and likely degree of blockage as well as the capacity of the inlets to the system. Allowance for 100% blockage may be necessary in certain situations. Provision of additional capacity in the primary drainage system does not eliminate the need to provide a secondary flow path.
  - Design shall account for all types of surfacing on a site noting impervious area is made up of building coverage, sheds, driveways, footpaths, paths, decks etc.
- ...
- Areas of private property may be able to become inundated (usually not exceeding 300mm except in dedicated stormwater storage/attenuation/treatment areas) provided they are not used as building sites and roads may be inundated up to maximum height of 200mm at the centreline, in the 1% AEP storm event.
  - Detention and/or storage devices/areas may be required as part of a development to mitigate stormwater effects on downstream catchments and surrounding land. Such devices shall make provision for grit and debris entrapment and be designed for ease of maintenance.

## 4.39 Subdivision and Development Principles and Requirements (2012), Schedule 4, Altered Requirements to Section 4 NZS 4404:2010 Stormwater

### 4.39.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
91.20	HDC (Community Assets Department)	In-Part	There is reference to the use of small diameter outlets to control groundwater levels where soakpits are used. This is relatively non-specific, and may not give sufficient	Amend 19.7 Clause 4.3.7.9 Soakage Device, second bullet as follows ... Council requires on-site	526.21 Truebridge Associates Ltd - Oppose

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
			clarity of guidance to ensure the right outcomes are achieved, that is slow drain down after a storm event.	disposal through soak pits unless this may cause adverse effects and alternatives are approved.  <u>The Council may require small diameter outlets from soak pits to control groundwater levels.</u>  <u>The Council may require measures such as small diameter outlets or subsoil drains from the soak pits to allow the slow drain down after a storm event when groundwater is high and inhibits natural drain-down.</u>	

One submission was received supporting in part Schedule 4 of the Subdivision and Development Principles and Requirements (2012) document, seeking amendments to clarify the stormwater requirements, and a further submission was received in opposition to the amendments.

#### **4.39.2 Discussion & Evaluation**

1. Schedule 4 sets out the altered NZS 4404: 2010 provisions as they are to apply in the Horowhenua. Section 19.7, clause 4.3.7.9 relates to on-site stormwater disposal through the use of soak pits and references methods that can assist the operation of soak pits in high rainfall events. HDC (Community Assets) seek an amendment to this clause to provide more specific guidance on this matter to reflect the Horowhenua context.
2. Truebridge Associates opposes all parts of the HDC (Community Assets Department) submission as they oppose HDC's Subdivision and Development Principles and Requirements document in its entirety and seek greater discretion be provided for in consents.
3. The amendments sought by HDC (Community Assets Department) are considered to improve the application and requirements for soak pits to reflect the ways it can achieved in the Horowhenua. Therefore, I recommend this submission point by HDC (Community Assets Department) be accepted and the further submission by Truebridge Associates be rejected.

#### **4.39.3 Reporting Officer's Recommendation**

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
91.20		HDC (Community Assets Department)		Accept
	526.21	Truebridge Associates Ltd	Oppose	Reject

#### 4.39.4 Recommended Amendments to the Plan Provisions

Amend Section 19.7 of the Subdivision and Development Principles and Requirements as follows:

##### 19.7 Clause 4.3.7.9 - Soakage devices

- Council considers 0.5 to be an appropriate reduction factor to be applied to the rate of soakage determined through a soakage test.
- Add further paragraphs.

Council requires on-site disposal through soak pits unless this may cause adverse effects and alternatives are approved.

~~The Council may require small diameter outlets from soak pits to control groundwater levels.~~

The Council may require measures such as small diameter outlets or subsoil drains from the soak pits to allow the slow drain down after a storm event when groundwater is high and inhibits natural drain-down.

## 4.40 Subdivision and Development Principles and Requirements (2012), Engineering Appendix 2, Stormwater Disposal to Soakpits

### 4.40.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
91.21	HDC (Community Assets Department)	In-Part	Runoff volume is calculated taking into account "hard" surfaces only as noted in the introduction. However, reference is made to grassed areas in the worked example. This needs amendment to clarify the document.	Amend Section 2.3 and the definition of "A" as follows:  A = catchment area in hectares <u>discharging to the soak pit</u> (to include buildings, <u>and</u> hard surfaces <del>and grassed areas</del> )	526.22 Truebridge Associates Ltd  - Oppose
91.22	HDC (Community Assets Department)	In-Part	This figure is schematic and lacking detail, and could be interpreted incorrectly by designers, builders and home owners. There is insufficient detail for a sound design to be undertaken at an individual house level.	Amend Diagram 'Typical Soak Pit Layout for yard Sump', Page 6-6, and add a note as follows:  <u>Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council's Soakage Design Manual</u>	526.23 Truebridge Associates Ltd  - Oppose
91.23	HDC (Community Assets)	In-Part	This figure is schematic and lacking detail, and could be interpreted incorrectly by designers, builders	Amend Diagram 'Typical Soak Pit', Page 3-6, and	526.24 Truebridge Associates

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
	Department)		and home owners. There is insufficient detail for a sound design to be undertaken at an individual house level.	add a note as follows: <u>Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council's Soakage Design Manual</u>	- Oppose
91.24	HDC (Community Assets Department)	In-Part	This figure is schematic and lacking detail, and could be interpreted incorrectly by designers, builders and home owners. There is insufficient detail for a sound design to be undertaken at an individual house level.	Amend 1. Introduction by adding a new paragraph after the 5 <sup>th</sup> as follows: <u>There are other more comprehensive guidelines that are widely available that should also be referred to when investigating, designing and understanding maintenance requirements of soakpits (for example Auckland Council's Soakage Design Manual)</u>	526.25 Truebridge Associates Ltd - Oppose

Four submission points from HDC (Community Assets Department) were received on the Subdivision and Development Principles and Requirements. HDC (Community Assets Department) support in part Engineering Appendix Two, but seek amendments to this part of the document. A further submission in opposition was received on all five of the submission points made by HDC (Community Assets Department).

#### **4.40.2 Discussion & Evaluation**

1. Engineering Appendix Two of the Subdivision and Development Principles and Requirements document, sets out information and guidance on the design and use of soak pits as a method of managing stormwater on-site.
2. Truebridge Associates opposes all parts of the HDC (Community Assets Department) submission as they oppose HDC's Subdivision and Development Principles and Requirements document in its entirety and seek greater discretion be provided for in consents.
3. HDC (Community Assets Department) have noted that the formula and values/description set out in Section 2.3 (Assess the storm water catchment volume) should be amended so that the value "A" only refers to hard surfaces, rather than hard surfaces and grassed areas. Submission point 91.21 seeks an amendment to correct the value description in this formula.

This change is considered appropriate as it corrects a technical matter and is recommended be accepted.

4. HDC (Community Assets Department) identifies that the diagram used to demonstrate the layout of a typical soak pit for a yard sump is only appropriate at a conceptual/schematic level. The diagram does not provide detailed design. Submission points 91.22, 91.23 and 91.24 seek reference be added to a more detailed diagram to assist individuals in the design of their on-site systems. These submission points are considered appropriate as they assist the interpretation and application of the design requirements. Therefore, it is recommended these submission points by HDC (Community Assets Department) be accepted and the further submission by Truebridge Associates be rejected.

#### **4.40.3 Reporting Officer's Recommendation**

<b>Sub. No</b>	<b>Further Sub. No.</b>	<b>Submitter Name</b>	<b>Further Submitter Position</b>	<b>Officer's Recommendation</b>
91.21	526.22	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.22	526.23	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.23	526.24	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.24	526.25	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject

#### **4.40.4 Recommended Amendments to the Plan Provisions**

Amend the Subdivision and Development Engineering Appendix 2, Stormwater Disposal to Soakpits as follows:

Amend Section 1 "Introduction to Soakpits" by adding a new paragraph after the 5<sup>th</sup> paragraph as well as a note under the Typical Soak Pits Layout diagram.

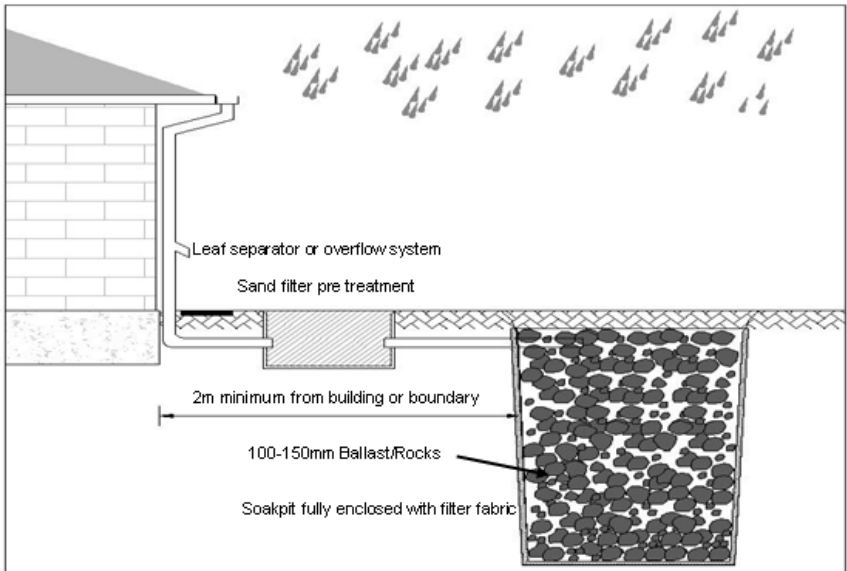
##### **1. Introduction to Soakpits**

...

E1 states that where the collected surface water is to be discharged to a soak pit, the suitability of the natural ground to receive and dispose of the water without causing damage or nuisance to neighbouring property shall be demonstrated to the satisfaction of the territorial authority.

There are other more comprehensive guidelines that are widely available that should also be referred to when investigating, designing and understanding maintenance requirements of soakpits (for example Auckland Council's Soakage Design Manual)





**Typical Soak Pit Layout**

Note: Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council’s Soakage Design Manual

Amend Section 2 “What size is my soak pit” by deleting the reference to grassed areas in the formula as follows:

**2.0 What size is my soak pit**

....

**2.3 Assess the storm water catchment volume (Rc)**

Measure all surface areas which collect rainwater in square metres, and convert to square hectares. Include the roof area and also any decks, patios and paved areas. Calculate the volume per hour.

... ..

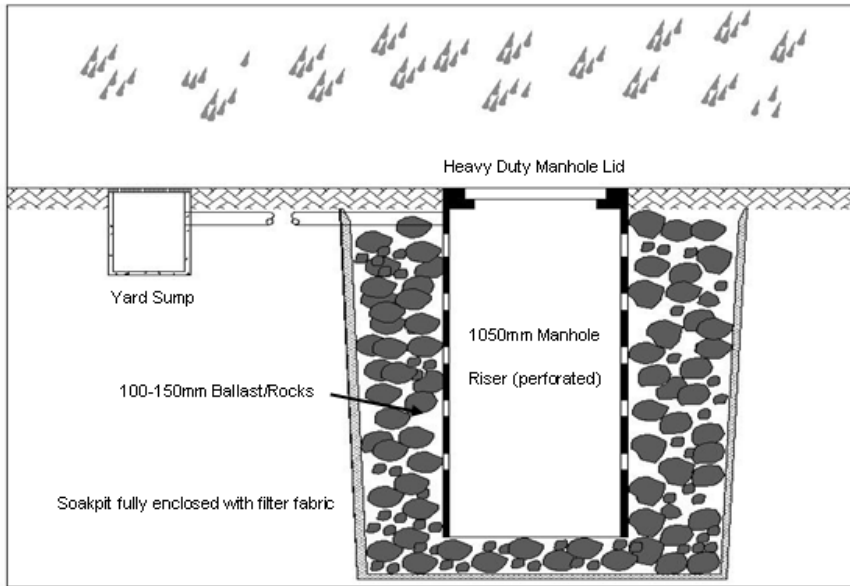
**A =** catchment area in hectares (to include buildings, hard surfaces and ~~grassed areas~~)

... ..

Amend Section 3 “Maintenance” by adding a note under the Typical Soak Pits Layout diagram as follows:

**3.0 Maintenance**

....



Typical Soak Pit Layout for Yard Sump

Note: Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council’s Soakage Design Manual.

## 4.41 Proposed Plan references to Council’s Subdivision and Development Principles and Requirements (2012)

### 4.41.1 Submissions Received

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
91.25	HDC (Community Assets Department)	In-Part	<p>It is understood that changes made through the submission changes proposed will not take effect until such time wording has been confirmed or otherwise as part of this process.</p> <p>Version control may vary depending on final submissions.</p>	<p>Amend all Proposed Plan references to “Subdivision and Development Principles and Requirements 2012” with a version control date added. In addition, Include references to appendices as listed below including version control date:</p> <p>Engineering Appendix One Vehicle Crossings</p> <p>Engineering Appendix Two Stormwater Disposal to Soakpits</p>	<p>526.26 Truebridge Associates Ltd</p> <p>- Oppose</p>

Sub No.	Submitter Name	Support/ In-Part/ Oppose	Summary of Submission	Decision Requested	Further Submission
				Engineering Appendix Three Pumping Stations Engineering Appendix Four Working in Roads and Trench Construction Engineering Appendix Five As-Built	

One submission was received supporting in part the reference of the HDC's Subdivision and Development Principles and Requirements (2012) document in the District Plan, but seek amendments to ensure version control and clarify the inclusion of the Engineering Appendices 1 – 5. A further submission was received in opposition to this submission point.

#### **4.41.2 Discussion & Evaluation**

- Chapter 24 of the Proposed Plan includes the subdivision and development rules and conditions. The first condition for any subdivision and development is that the design and construction shall comply with NZS4404:2010 and the HDC's Subdivision and Development Principles and Requirements (2012).
- Other references to the HDC's Subdivision and Development Principles and Requirements (2012) in the Proposed Plan include Matters of Control, Matters of Discretion and Assessment Criteria, particularly for subdivision consents.
- The Subdivision and Development Principles and Requirements (2012) is a document included in the Proposed Plan by reference. Consequentially, as part of the first schedule process this document, along with all other documents included by reference, were publicly notified in July 2012.
- HDC (Community Assets Department) seek further amendments before finalising the document as it relates to the Proposed Plan. The version that they seek to be referred to in the Proposed Plan is the November 2012 version, rather than the July 2012 version as in the notified Proposed Plan. HDC (Community Assets Department) are also concerned that the five appendices to the Subdivision and Development Principles and Requirements (2012) document may not be included by reference.
- Truebridge Associates opposes all parts of the HDC (Community Assets Department) submission as they oppose HDC's Subdivision and Development Principles and Requirements document in its entirety and seek greater discretion be provided for in consents.
- The relief sought in submission point 91.25 is considered appropriate as it is a consequential amendment given the amendments sought in submission points 91.13 – 91.24 outlined above are recommended to be accepted. I consider the individual references to Engineering Appendix 1 – 5 are unnecessary as the reference to the name of document would include any appendices.

7. Based on my recommendations for submission points 91.13 – 91.24 I recommend that submission point 91.25 be accepted in part so that the version of the Subdivision and Development Principles and Requirements (2012) is updated and referred to as “November 2012” throughout the Proposed Plan.

**4.41.3 Reporting Officer’s Recommendation**

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer’s Recommendation
91.25		HDC (Community Assets Department)		Accept
	526.26	Truebridge Associates Ltd	Oppose	Reject

**4.41.4 Recommended Amendments to the Plan Provisions**

Amend all references in the Proposed Plan to the ‘Subdivision and Development Principles and Requirements (2012)’ as “Version: November 2012”.

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## 5. Conclusion and Main Recommended changes from Proposed Horowhenua District Plan (as notified)

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The land transport provisions manage the range of issues associated with developing and maintaining land transport infrastructure and managing the effects of other land use activities and development on the safe and efficient operation of this infrastructure. The land transport provisions in the Operative Plan have effectively been revised and updated, primarily in response to the legislative changes and policies in the Proposed One Plan which HDC is required to give effect to.

The subdivision/development requirements manage the infrastructure and servicing aspects of new subdivisions and developments. The corresponding provisions in the Operative Plan have been revised and updated to bring them in line with current New Zealand Standards as well as Council's own recently developed technical and engineering standards (HDC's Subdivision and Development Principles and Requirements 2012).

A variety of submissions were received, ranging from submissions supporting and opposing various Proposed Plan provisions. These submissions have requested a number of changes to the land transport provisions and subdivision/development requirements in the Proposed Plan.

The main officer's recommendations on the key issues raised in submission include:

- Generally retaining the policy framework for the three issues in Chapter 10: Land Transport relating to maintaining and developing land transport network, managing effects of transport infrastructure, and addressing the adverse effects of land use activities, subdivision and development on land transport infrastructure
- Adding new requirements to protect the safe and efficient operation of the North Island Main Trunk Railway, including reverse sensitivity effects and visibility at level crossings
- Amending the on-site parking standards for residential activities (including family flats) and in commercial areas of Foxton Beach, Waitarere Beach and Manakau
- Generally retaining the rules and requirements for engineering standards for subdivisions and developments, and clarifying the relationship to the HDC's Subdivision and Development Principles and Requirements 2012
- Amending some of the provisions of HDC's Subdivision and Development Principles and Requirements 2012

## 6. Appendices

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### 6.1 Relevant Policies from Horizons Regional Council Proposed One Plan (Regional Policy Statement)

#### Infrastructure and other Physical Resources of Regional or National Importance

##### **Policy 3-1: Benefits of infrastructure and other physical resources of regional or national importance**

- (a) The Regional Council and Territorial Authorities must recognise the following infrastructure as being physical resources of regional or national importance:
  - (i) facilities for the generation of more than 1 MW of electricity and its supporting infrastructure where the electricity generated is supplied to the electricity distribution and transmission networks
  - (ia) the National Grid and electricity distribution and transmission networks defined as the system of transmission lines, subtransmission and distribution feeders (6.6kV and above) and all associated substations and other works to convey electricity
  - (ib) pipelines and gas facilities used for the transmission and distribution of natural and manufactured gas
  - (iii) the road and rail networks as mapped in the Regional Land Transport Strategy
  - (vii) public or community sewage treatment plants and associated reticulation and disposal systems
  - (viii) public water supply intakes, treatment plants and distribution systems
  - (ix) public or community drainage systems, including stormwater systems
- (b) The Regional Council and Territorial Authorities must, in relation to the establishment, operation, maintenance, or upgrading of infrastructure and other physical resources of regional or national importance, listed in (a) and (aa), have regard to the benefits derived from those activities.
- (c) The Regional Council and Territorial Authorities must achieve as much consistency across local authority boundaries as is reasonably possible with respect to policy and plan provisions and decision-making for existing and future infrastructure.

##### **Policy 3-2: Adverse effects of other activities on infrastructure and other physical resources of regional or national importance**

The Regional Council and Territorial Authorities must ensure that adverse effects on infrastructure and other physical resources of regional or national importance from other activities are avoided as far as reasonably practicable, including by using the following mechanisms:

- (a) ensuring that current infrastructure, infrastructure corridors and other physical resources of regional or national importance, are identified and had regard to in all resource management decision-making, and any development that would adversely affect the operation, maintenance or upgrading of those activities is avoided as far as reasonably practicable,
- (b) ensuring that any new activities that would adversely affect the operation, maintenance or upgrading of infrastructure and other physical resources of regional or national importance are not located near existing such resources or such resources allowed by unimplemented resource consents or other RMA authorisations,
- (ba) ensuring that there is no change to existing activities that increases their incompatibility with existing infrastructure and other physical resources of regional or national importance, or such resources allowed by unimplemented resource consents or other RMA authorisations,

- (c) notifying the owners or managers of infrastructure and other physical resources of regional or national importance of consent applications that may adversely affect the resources that they own or manage,
- (d) ensuring safe separation distances are maintained when establishing rules and considering applications for buildings, structures and other activities near overhead electric lines and conductors eg., giving effect to the New Zealand Code of Practice for Electrical Safe Distances (NZECP 34:2001), prepared under the Electricity Act 1992, and the Electricity (Hazards from Trees) Regulations 2003 prepared under the Electricity Act 1992,
- (da) ensuring safe separation distances are maintained when establishing rules and considering applications for buildings, structures and other activities near transmission gas pipelines eg., giving effect to the Operating Code Standard for Pipelines - Gas and Liquid Petroleum (NZS/AS 2885) and the Gas Distribution Networks (NZS 5258:2003), the latter promulgated under the Gas Act 1992,
- (e) ensuring that any planting does not interfere with existing infrastructure, eg., giving effect to the Electricity (Hazards from Trees) Regulations 2003 promulgated under the Electricity Act 1992 and Section 6.4.4 External Interference Prevention of the Operating Code Standard for Pipelines - Gas and Liquid Petroleum (NZS/AS 2885), and
- (f) ensuring effective integration of transport and land use planning and protecting the function of the strategic road and rail network as mapped in the Regional Land Transport Strategy.

**Policy 3-3: Adverse effects of infrastructure and other physical resources of regional or national importance on the environment**

In managing any adverse environmental effects arising from the establishment, operation, maintenance and upgrading of infrastructure or other physical resources of regional or national importance, the Regional Council and Territorial Authorities must:

- (a) allow the operation, maintenance and upgrading of all such activities once they have been established, no matter where they are located,
- (b) allow minor adverse effects<sup>^</sup> arising from the establishment of new infrastructure and physical resources of regional or national importance, and
- (c) avoid, remedy or mitigate more than minor adverse effects arising from the establishment of new infrastructure and other physical resources of regional or national importance, taking into account:
  - (i) the need for the infrastructure or other physical resources of regional or national importance,
  - (ii) any functional, operational or technical constraints that require infrastructure or other physical resources of regional or national importance to be located or designed in the manner proposed,
  - (iii) whether there are any reasonably practicable alternative locations or designs, and
  - (iv) whether any more than minor adverse effects that cannot be adequately avoided, remedied or mitigated by services or works can be appropriately offset, including through the use of financial contributions.

**Policy 3-3A: The strategic integration of infrastructure with land use**

Territorial Authorities must proactively develop and implement appropriate land use strategies to manage urban growth, and they should align their infrastructure asset management planning with those strategies, to ensure the efficient and effective provision of associated infrastructure.

## 6.2 Proposed District Plan as amended per officer's recommendations

### Issue Discussion for Issue 10.1

Amend the Issue Discussion for Issue 10.1 as follows:

The paragraph under the heading "The Integration of New or Extended Infrastructure with Existing Networks":

.....For example, new or extended roads should be compatible with the District's long-term roading hierarchy and structure plans."

It is also recommended that as a minor amendment, under the section titled "Agencies Involved" as follows:

"This District Plan can contribute only a share of the policies and methods necessary to support land transport networks ~~in meeting~~ to meet the needs of the community."

---

Add a new Policy 10.1.4 as follows:

#### **Policy 10.1.4**

Encourage the development of pedestrian paths and cycleways, as well as convenient and accessible cycle parking, to support the opportunity to use non-vehicular transportation modes throughout the District.

Add the following paragraph to the end of the Explanation and Principal Reasons section as follows:

The development of a network of pedestrian paths and cycleways in the District would support the opportunity for residents and visitors to move between areas and around the district. The provision of cycle parking in convenient and accessible locations, such as near or at schools, retail areas, recreation reserves, public transport locations and other community facilities would support the cycling. An efficient approach in providing this land transport infrastructure is for Council to work in partnership with or support other agencies.

---

#### **Policy 10.3.6**

Amend Policy 10.3.6 as follows:

"Ensure that adequate and safe on-site loading and unloading provision be made ~~in a safe and attractive manner.~~"

---

#### **Policy 10.3.11**

Amend Policy 10.3.11 as follows:



“Avoid, remedy, and mitigate any adverse effects generated by land use activities, subdivision and development adjoining the State Highways, District roads or the North Island Main Trunk Railway line where such adverse effects have the potential to reduce the safety and efficiency for road users (drivers, pedestrians and cyclists) and railway users. Adverse effects include glare, inappropriate lighting, smoke, or discharges onto the road or railway corridor.”

---

### **Policy 10.3.12**

Amend Policy 10.3.12 as follows:

“Ensure that land use activities, subdivision and development adjoining State Highways, other arterial roads and the North Island Main Trunk Railway, avoid, remedy or mitigates any ~~adverse~~ reverse sensitivity effects ~~on the safe and efficient operation of the roading and rail networks by protecting themselves from noise and vibration, particularly in bedrooms.~~”

---

### **Methods 10.3**

Amend Methods 10.3, bullet point 1 as follows:

“The District Plan will include rules controlling the location, size, and design of advertising signs visible from transport routes; and standards for the operation of certain activities intended to avoid, remedy or mitigate adverse effects of activities including their effects on transport routes (such as glare, night lighting, setback distances for plantation forestry and shelterbelt planting).”

Amend Methods 10.3, bullet point 3 as follows:

“Where resource consent applications involve access onto the State Highway network or across a railway corridor, Council will forward copies of applications to NZTA and KiwiRail respectively as an affected party”.

Amend Methods Advice Note as follows:

“The District Plan is considered to be .....The NZTA has powers under the ~~Land Transport Management Act~~ Government Rounding Powers Act 1989 to control the location and design of State Highway crossing places for designated Limited Access Roads”.

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### **Rule 21.1.5 Vehicle Crossing Separation from Railway Level Crossings**

Include a new rule as follows, and renumber all other rules accordingly:

“Rule 21.1.5 Vehicle Crossing Separation from Railway Level Crossings

- (a) New vehicle crossings shall be located a minimum of 30 metres from a railway level crossing.”

Amend Rule 21.1.1(d) as a consequential amendment as follows:

“(d) (i) All vehicle access points shall be sited in accordance with Table 21-1, ~~and 21-2~~ and Rule 21.1.5”

---

### **21.1.5 Construction of Vehicle Crossings**

Amend Rule 21.2.5 as follows:

#### **“21.1.5 Construction of Vehicle Crossings**

(a) Where a development or subdivision involves the creation of a vehicle crossing the ~~following vehicle crossing standards shall apply:~~

~~(i) State Highways~~

The formation of the ~~vehicle crossing~~ and its use shall comply with Council's Subdivision and Development Principles and Requirements (2012) Appendix One - Vehicle Crossings.

~~(ii) Council Roads/Private Accessways~~

~~Vehicle crossings shall comply with Council's Subdivision and Development Principles and Requirements (2012) Appendix One - Vehicle Crossings.”~~

---

### **Rule 21.1.6 Formation Standards**

Amend Rule 21.1.6 Formation Standards as follows:

“(a) Standards for Pedestrian Facilities

(i) As part of any new road in urban and greenbelt residential areas, pedestrian footpaths shall be provided...”

...

(iv) Footpath ~~cross fall gradient~~ and ramps gradients shall not exceed 1 in 8 except where steps or other safety measures are provided.

(c) ~~Safety and Visibility at Road and Rail Intersections~~ Safety Standards for Rail Level Crossings

~~(ii) — No structure or materials shall be placed, or trees planted that would obscure the sight distances from any road to a road intersection or rail level crossing as shown in Diagram 1 — Traffic Sight Lines at Road and Rail Intersections (Page 21-14).~~

~~(ii)~~(i) Where any accessway crosses a rail level crossing, it shall be formed at the same level as the level crossing for 20 metres both sides of the level crossing and shall be approved by New Zealand Railways Corporation.

Delete Diagram 1 – Traffic Sight Lines at Road and Rail Intersections on Page 21-14.

Add a new Appendix 1: Railway Level Crossing Requirements to Chapter 21 as follows:

## Appendix 1: Railway Level Crossing Requirements

### 1. Developments near Existing Level Crossings

Maintaining the sight triangle requirements set out in this Appendix is important to maintain clear visibility around level crossings to reduce the risk of collisions.

The requirements set out in clause 1.1 below apply only to level crossings without alarms or barriers arms, while the requirements set out in clause 1.2 below apply to all level crossings.

All the requirements set out in this Appendix apply during both the construction and operation stages of any land use or development.

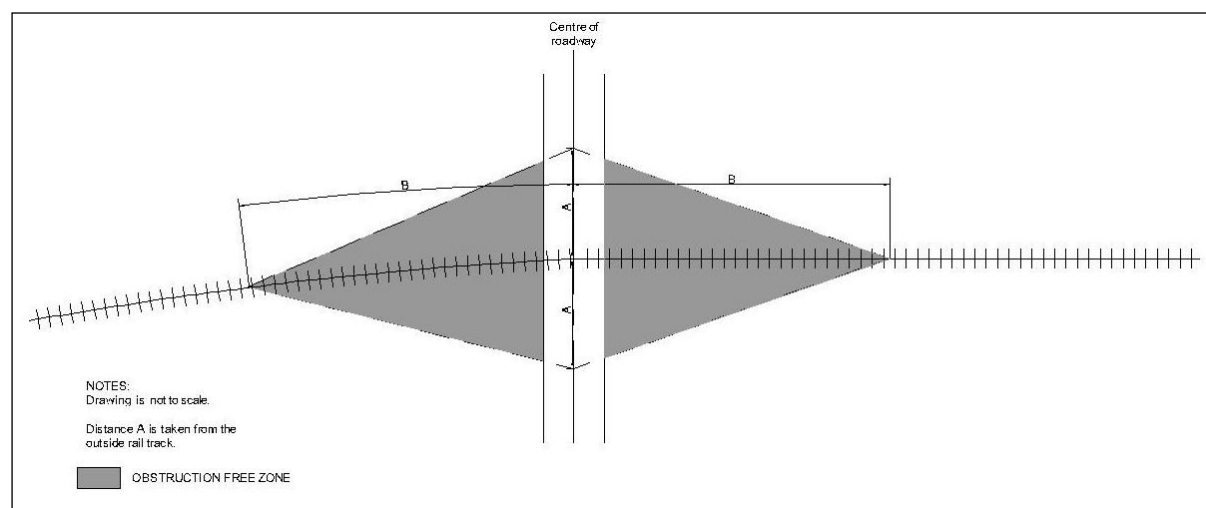
#### 1.1 Approach Sight Triangles at Level Crossings without Alarms and/or Barrier Arms

A road vehicle driver when approaching a level crossing with signs and without alarms or barrier arms needs to be able to either:

- see a train and stop before the crossing; or to
- continue at the approach speed and cross the level crossing safely.

No new visual obstructions are permitted within the approach sight triangles (shaded areas) shown diagrammatically in Diagram 1, irrespective of whether any visual obstructions already exist. The required sight triangles to achieve this are 30 metres from the outside rail (approach distance along road) and 320 metres along the railway track.

Diagram 1: Approach Sight Triangles For Level Crossings



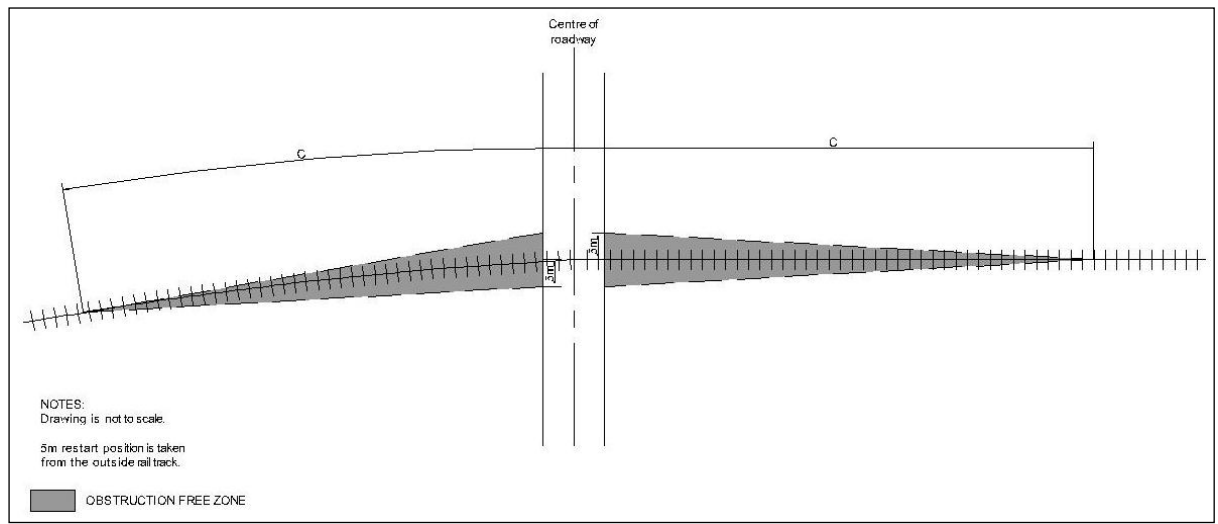
#### 1.2 Restart Sight Triangles for all Level Crossings

A road vehicle driver when stopped at the level crossing needs to be able to see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

No new visual obstructions are permitted within the restart sight triangles (shaded areas), shown diagrammatically in Diagram 2, irrespective of whether any visual obstructions

already exist. The restart sight triangle is measured 5 m back from the outside rail and distance C is specified in the table below depending on the type of control.

**Diagram 2: Restart Sight Triangles for Level Crossings**



**Table 1: Required Restart Sight Distances For Level Crossings**

Required approach visibility along tracks C (m)		
Signs only	Alarms only	Alarms and boom gates
677 m	677 m	60 m

**Notes:**

1. The dimensions in Diagrams 1 and 2 apply to a single set of rail tracks only. For each additional set of tracks, add 25 m to the along-track distance in Diagram 1, and 50 m to the along-track distance in Diagram 2.
2. All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings. The formulae in this document are performance based. However, for the purpose of this rule, the parameters are fixed to enable easy application. The parameters used are:
  - A train speed of 110 kph and a single set of rail tracks
  - A vehicle approach speed of 20 kph
  - A fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing
  - 25 m design truck
  - 90° angle between road and rail

Amend Rule 15.6.24 (Residential Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be deposited ~~placed~~, or vegetation planted that would obscure the railway level crossing approach sight distances triangles from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections) in Chapter 21.

Amend Rule 16.6.16 (Industrial Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles ~~from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections)~~ in Chapter 21.

Amend Rule 17.6.18 (Commercial Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles ~~from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections)~~ in Chapter 21.

Amend Rule 19.6.23 (Rural Zone) Safety and Visibility at Road and Rail Intersection as follows:

- (i) No building or structure shall be erected, no materials shall be ~~deposited~~ placed, or vegetation planted that would obscure the railway level crossing approach sight distances triangles ~~from any road and rail intersection as shown detailed in Diagram Appendix 1: (Chapter 21—Traffic Sight Lines at Road and Rail Intersections)~~ in Chapter 21.

Add a new permitted activity condition to the Open Space Zone (Rule 20.6.XX) on the Safety and Visibility at Road and Rail Intersection as follows:

**20.6.XX Safety and Visibility at Road and Rail Intersections**

- (i) No building or structure shall be erected, no materials shall be placed, or vegetation planted that would obscure the railway level crossing approach sight triangles as detailed in Appendix 1: Traffic Sight Lines at Road and Rail Intersections in Chapter 21.

**Table 21-4 Parking Standards**

Amend Table 21.4 as follows:

Activity	Number of Spaces Required
Residential Activities	<u>1</u> 2 spaces per residential dwelling unit.
	<u>1</u> space per family flat
	1 space per residential dwelling unit within a Medium Density Development.

Amend Table 21-4 Note as follows:

“Note: Parking standards do not apply to sites within:

- (i) ~~the Commercial Zone Pedestrian Overlay~~
  - (ii) Commercial Zone in Foxton Beach (except for the properties on the corner of Seabury Avenue and Dawick Street legally described as Lots 3 and 4 DP 91336 and Lots 1 and 2 DP 333144)
  - (iii) Commercial Zone in Waitarere Beach
  - (iv) Commercial Zone in Manakau
- 

### **24.2.7 Utility Services**

Amend 24.2.7 Utility Services as follows:

- (a) Utility services shall be provided in accordance with ~~the permitted conditions in Rule 22.1 Council's Subdivision and Development Principles and Requirements (2012).~~
- 

### **All Zones: Permitted Activity Conditions - Vehicle Parking, Manoeuvring, and Loading**

Amend Residential Zone Rule 15.6.23

#### **15.6.23 Vehicle Parking, Manoeuvring, and Loading**

- (a) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>,~~ shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

Amend Industrial Zone Rule 16.6.15

#### **16.6.15 Vehicle Parking, Manoeuvring, and Loading**

- (a) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>,~~ shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

Amend Commercial Zone Rule 17.6.17(a)(i)

#### **17.6.17 Vehicle Parking, Manoeuvring, and Loading**

Note: Activities within any Pedestrian Overlay Area are not required to provide onsite vehicle parking spaces, but where parking is provided compliance is required with the conditions in Chapter 21 (except the minimum number of carparks).

- (a) Outside of any Pedestrian Overlay Area, the following conditions apply:
  - (i) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>,~~ shall provide on-site vehicle parking, manoeuvring areas and loading facilities as required in Chapter 21.

Amend Rural Zone Rule 19.6.22

#### **19.6.22 Vehicle Parking, Manoeuvring, and Loading**

- (a) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>,~~ shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

Amend Open Space Zone Rule 20.6.15

#### **20.6.15 Vehicle Parking, Manoeuvring, and Loading**

(a) All activities, ~~except network utilities on sites less than 200m<sup>2</sup>~~, shall be provided onsite vehicle parking, manoeuvring areas, and loading facilities as required in Chapter 21.

---

### **Assessment Criteria 25.7.8**

Amend Assessment Criteria 25.7.8 by adding the following:

- (e) The visibility and sight distances at rail level crossings, particularly the extent to which vehicles entering or exiting the level crossing are able to see trains.
  - (f) The extent to which failure to provide adequate level crossing sightlines will give rise to level crossing safety risks.
- 

### **Subdivision and Development Principles and Requirements (2012)**

Amend Engineering Appendix 1, Section 2 Vehicle Crossing Places as follows:

#### **2. VEHICLE CROSSING PLACES**

- a) ....
- e) The distances between any new vehicle crossing point and any road intersection shall be as per the table below.
- f) Where vehicle crossings are subject to a "change in use", commercial or farm type crossings may be required to be formed.
- g) The width of vehicle crossing shown on the drawings may increase for commercial, industrial and crossing, where vehicle "passing" is required.

Amend Engineering Appendix 1, Section 6 General as follows:

#### **6. GENERAL**

- a) ....
- g) Kerb ramps allow the safe and easy movement of wheeled trolleys and prams, as well as wheelchairs.
- h) Ongoing maintenance of vehicle crossing places is the responsibility of the landowner(s). However, from time to time when Council have programmed works such as reseals or footpath renewals, vehicle crossings may be upgraded.

Amend Engineering Appendix 1, by inserting a new Section after (6) as follows:

#### **7. WORK WITHIN COUNCIL ROAD RESERVE**

For construction of all vehicle crossings within or on Council and NZTA roads, a Corridor Access Request (CAR) shall be applied for. These applications are separate to any other consent issued

and a Work Access Permit (WAP) will be issued to work within the roading network if approved. For applications on State Highways, requests should be sent to NZTA.

Amend Engineering Appendix 1, by amending the Notes for Diagram 1 as follows:

Notes for Diagram 1:

a) ....

d) Broom finished.

(e) For slopes greater than 1 in 15, concrete or asphalt surfacing may be required.

Amend the Section 8.2 Performance Criteria for the Earthwork and Geotechnical Section of the Subdivision and Development Principles and Requirements document as follows:

### **8.2 Performance Criteria**

Earthworks proposed for the development shall:

- ...
- control surface and ground water flows and levels both during and after construction.
- ...

Amend Section 10.3 of the Subdivision and Development Principles and Requirements as follows:

### **10.3 Performance Criteria**

A stormwater system proposed for a development shall:

- ...
- Achieve hydraulic neutrality so that peak flows into the receiving bodies for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 50 year and 1 in 100 year design rainfall events, shall not exceed the pre-development peak flows for the same design rainfall events. Critical duration storm events pre-development shall be matched for post development.
- Achieve hydraulic neutrality so that peak flood levels are not increased as a result of filling in floodable areas for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 50 year and 1 in 100 year design rainfall events. Levels shall not exceed the pre-development peak levels for the same design rainfall events. This can be met by the provision of storage to offset or replace that volume lost to the footprint of the proposed works. Alternatively, this may also be achieved by over attenuation of runoff peaks flows.
- Take into account winter groundwater mounding and groundwater levels.
- ....

### **10.4.2 Design Requirements**

The design of a stormwater system shall include the following:

- ...
- Secondary flow paths shall be designed to adequately cater for the full 1% AEP (100 year) flow less an appropriate contribution from the primary drainage system. The contribution from the primary drainage system shall take account of the risk and likely degree of blockage as well as



the capacity of the inlets to the system. Allowance for 100% blockage may be necessary in certain situations. Provision of additional capacity in the primary drainage system does not eliminate the need to provide a secondary flow path.

- Design shall account for all types of surfacing on a site noting impervious area is made up of building coverage, sheds, driveways, footpaths, paths, decks etc.

...

- Areas of private property may be able to become inundated (usually not exceeding 300mm except in dedicated stormwater storage/attenuation/treatment areas) provided they are not used as building sites and roads may be inundated up to maximum height of 200mm at the centreline, in the 1% AEP storm event.
- Detention and/or storage devices/areas may be required as part of a development to mitigate stormwater effects on downstream catchments and surrounding land. Such devices shall make provision for grit and debris entrapment and be designed for ease of maintenance.

Amend Section 19.7 of the Subdivision and Development Principles and Requirements as follows:

#### **19.7 Clause 4.3.7.9 - Soakage devices**

- Council considers 0.5 to be an appropriate reduction factor to be applied to the rate of soakage determined through a soakage test.
- Add further paragraphs.

Council requires on-site disposal through soak pits unless this may cause adverse effects and alternatives are approved.

~~The Council may require small diameter outlets from soak pits to control groundwater levels.~~

The Council may require measures such as small diameter outlets or subsoil drains from the soak pits to allow the slow drain down after a storm event when groundwater is high and inhibits natural drain-down.

Amend the Subdivision and Development Engineering Appendix 2, Stormwater Disposal to Soakpits as follows:

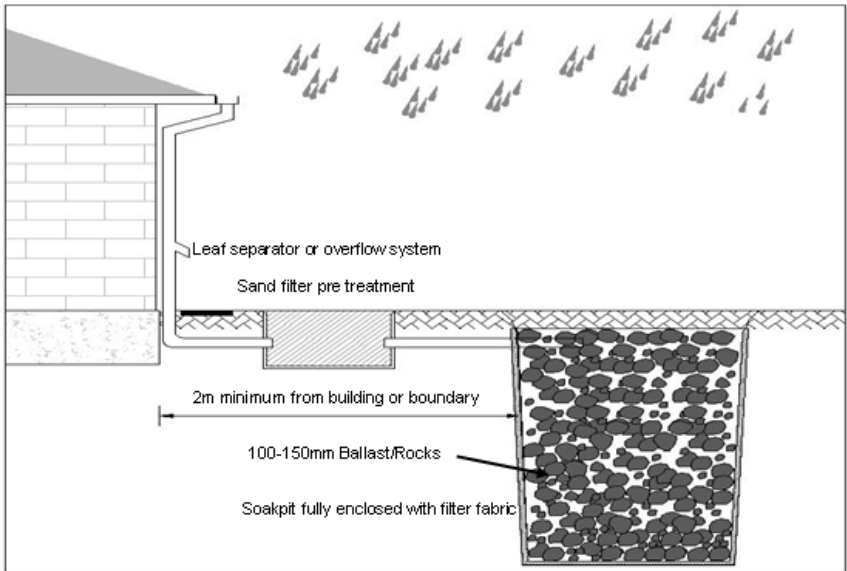
Amend Section 1 “Introduction to Soakpits” by adding a new paragraph after the 5<sup>th</sup> paragraph as well as a note under the Typical Soak Pits Layout diagram.

### **1. Introduction to Soakpits**

...

E1 states that where the collected surface water is to be discharged to a soak pit, the suitability of the natural ground to receive and dispose of the water without causing damage or nuisance to neighbouring property shall be demonstrated to the satisfaction of the territorial authority.

There are other more comprehensive guidelines that are widely available that should also be referred to when investigating, designing and understanding maintenance requirements of soakpits (for example Auckland Council’s Soakage Design Manual)



Typical Soak Pit Layout

Note: Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council’s Soakage Design Manual

Amend Section 2 “What size is my soak pit” by deleting the reference to grassed areas in the formula as follows:

**2.0 What size is my soak pit**

....

**2.3 Assess the storm water catchment volume (Rc)**

Measure all surface areas which collect rainwater in square metres, and convert to square hectares. Include the roof area and also any decks, patios and paved areas. Calculate the volume per hour.

... ..

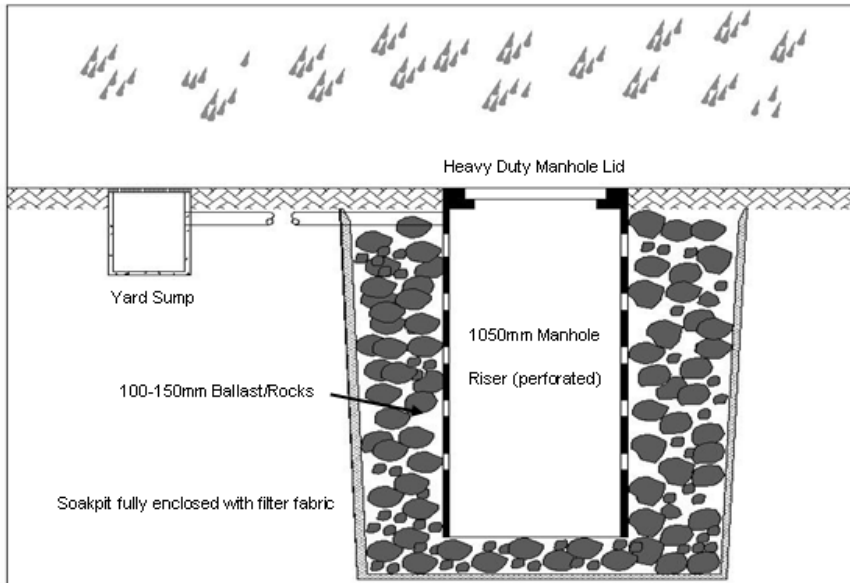
**A =** catchment area in hectares (to include buildings, hard surfaces and ~~grassed areas~~)

... ..

Amend Section 3 “Maintenance” by adding a note under the Typical Soak Pits Layout diagram as follows:

**3.0 Maintenance**

....



Typical Soak Pit Layout for Yard Sump

Note: Details are schematic only. For more detailed drawings of soakage pits and pre-treatment measures refer other accepted industry guidelines such as Auckland Council's Soakage Design Manual.

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Amend all references in the Proposed Plan to the 'Subdivision and Development Principles and Requirements (2012)' as "Version: November 2012".

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### 6.3 Schedule of Officer's Recommendations on Submission Points

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
11.29	519.24	Philip Taueki Charles Rudd (Snr)	Support	Reject Reject
60.23		Muaupoko Co-operative Society		Reject
27.13	521.02	Horizons Regional Council NZ Transport Agency (NZTA)	Oppose	Reject Accept
27.14	521.03 523.02	Horizons Regional Council NZ Transport Agency (NZTA) Future Map Ltd	Oppose Support	Reject Accept Reject
91.00	523.01 526.01	HDC (Community Assets Department) Future Map Ltd Truebridge Associates Ltd	Support Oppose	Accept Accept Reject
94.19		NZ Transport Agency (NZTA)		Accept In-Part
101.61	506.02	Director-General of Conservation (DoC) Ernslaw One Ltd	Oppose	Reject Accept
94.16		NZ Transport Agency (NZTA)		Accept
55.15		KiwiRail		Accept
94.55		NZ Transport Agency (NZTA)		Accept
94.56		NZ Transport Agency (NZTA)		Accept
94.57		NZ Transport Agency (NZTA)		Accept
94.58		NZ Transport Agency (NZTA)		Accept
94.59		NZ Transport Agency (NZTA)		Accept
94.60		NZ Transport Agency (NZTA)		Accept
94.61		NZ Transport Agency (NZTA)		Accept
27.15	521.04	Horizons Regional Council NZ Transport Agency (NZTA)	Support	Reject Reject
94.62		NZ Transport Agency (NZTA)		Accept
55.16		KiwiRail		Accept

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.63		NZ Transport Agency (NZTA)		Accept
55.17		KiwiRail		Accept
94.64		NZ Transport Agency (NZTA)		Accept
94.65		NZ Transport Agency (NZTA)		Accept
94.66		NZ Transport Agency (NZTA)		Accept
94.67		NZ Transport Agency (NZTA)		Accept
94.38		NZ Transport Agency (NZTA)		Accept
94.39		NZ Transport Agency (NZTA)		Accept
94.40		NZ Transport Agency (NZTA)		Accept
94.41		NZ Transport Agency (NZTA)		Accept
94.43		NZ Transport Agency (NZTA)		Accept
94.44		NZ Transport Agency (NZTA)		Accept
94.45		NZ Transport Agency (NZTA)		Accept
55.20		KiwiRail		Accept
94.46		NZ Transport Agency (NZTA)		Accept
94.47		NZ Transport Agency (NZTA)		Accept
98.33		Horticulture NZ		Reject
94.48		NZ Transport Agency (NZTA)		Accept In-Part
98.34		Horticulture NZ		Accept
94.49		NZ Transport Agency (NZTA)		Accept
94.50		NZ Transport Agency (NZTA)		Accept
94.51		NZ Transport Agency (NZTA)		Accept
94.52		NZ Transport Agency (NZTA)		Accept
55.21		KiwiRail		Accept
94.53		NZ Transport Agency (NZTA)		Accept In-Part
55.22		KiwiRail		Accept

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.54		NZ Transport Agency (NZTA)		Accept
55.23		KiwiRail		Accept In-Part
27.16	521.05	Horizons Regional Council NZ Transport Agency (NZTA)	Support	Accept Accept
55.18		KiwiRail		Accept
94.68		NZ Transport Agency (NZTA)		Accept
55.24		KiwiRail		Accept
55.25		KiwiRail		Accept
74.03	513.30	Ernslaw One Limited Rayonier New Zealand Ltd	Support	Accept In-Part Accept In-Part
94.18		NZ Transport Agency (NZTA)		Accept
55.34	511.12	KiwiRail HDC (Community Assets Department)	Support in part	Accept In-Part Accept In-Part
94.42		NZ Transport Agency (NZTA)		Accept
91.03	526.04	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept In-Part Reject
91.04	526.05	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.05	526.05	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
55.35	506.59 511.13 521.12	KiwiRail Ernslaw One Ltd HDC (Community Assets Department) NZTA	Support in part Support in part Support in part	Accept In-Part Accept In-Part Accept In-Part Accept In-Part
78.24		Telecom New Zealand Ltd		Accept In-Part
79.24		Chorus New Zealand Ltd		Accept In-Part
108.33		HDC (Planning Department)		Accept
108.14		HDC (Planning Department)		Accept

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
108.32		HDC (Planning Department)		Accept
26.15		Horowhenua Astronomical Society Inc		Accept In-Part
51.08		Waitare Progressive Association (WPRA)		Accept In-Part
38.02	511.15	Range View Ltd & Page		Reject
	526.31	HDC (Community Assets Department)	Oppose	Accept
		Truebridge Associates Ltd	Support	Reject
46.01		Vincero Holdings Ltd		Reject
27.31		Horizons Regional Council		Reject
41.47		Powerco		Accept In-Part
26.16		Horowhenua Astronomical Society Inc		Reject
99.38		Transpower New Zealand Ltd		Reject
41.31		Powerco		Accept
108.15		HDC (Planning Department)		Accept
41.32		Powerco		Accept
108.16		HDC (Planning Department)		Accept
41.33		Powerco		Accept
108.17		HDC (Planning Department)		Accept
41.34		Powerco		Accept
108.18		HDC (Planning Department)		Accept
41.35		Powerco		Accept
55.26		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part
55.26		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part
55.26		KiwiRail		Accept In-Part
94.12		NZ Transport Agency (NZTA)		Accept In-Part
55.26		KiwiRail		Accept In-Part

Sub. No	Further Sub. No.	Submitter Name	Further Submitter Position	Officer's Recommendation
94.12		NZ Transport Agency (NZTA)		Accept In-Part
71.06		Progressive Enterprises		Reject
94.31		NZTA		Accept In-Part
55.11	521.10	KiwiRail NZTA	Support	Accept In-Part Accept In-Part
110.00		Fraser		Reject
91.13	526.14	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.14	526.15	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.15	526.16	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.16	526.17	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.17	526.18	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.18	526.19	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.19	526.20	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.20	526.21	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.21	526.22	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.22	526.23	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.23	526.24	HDC (Community Assets Department) Truebridge Associates Ltd	Oppose	Accept Reject
91.24		HDC (Community Assets Department)		Accept



<b>Sub. No</b>	<b>Further Sub. No.</b>	<b>Submitter Name</b>	<b>Further Submitter Position</b>	<b>Officer's Recommendation</b>
	526.25	Truebridge Associates Ltd	Oppose	Reject
91.25		HDC (Community Assets Department)		Accept
	526.26	Truebridge Associates Ltd	Oppose	Reject

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