

DRAFT DISTRICT PLAN

Topic summary:

TRANSPORT

KEY OUTCOMES

- *Great Urban Areas*
- *Regional approach to industry*



BACKGROUND

Transport is a fundamental component of our city. A well-functioning transport network is essential to ensure people and goods can get where they need to go.

The design and layout of the transportation network also affects:

- transport choice, including walking, cycling and public transport;
- safety for all road users;
- our ability to evacuate in case of a natural hazard event;
- the attractiveness of the places we live, work and play.

The Draft District Plan identifies indicative public access routes that will assist in achieving the key outcome of 'Great Urban Areas'.

Another key outcome of the District Plan is 'Greenfield growth in the hills'.

The Draft District Plan transport provisions seek to manage new and redeveloped transport infrastructure and development that interacts with the transport network, to achieve the key outcomes of "Great Urban Areas" and "Regional Approach to Industry". The Draft District Plan supports the objectives of the draft Napier Transportation Strategy (available on our website at sayitnapier.nz).

MOVING FORWARD / OUR PROPOSAL

To achieve these key outcomes, the transportation provisions provide for the following:

- a) Rules about the location and layout of access, car parking and loading areas to ensure vehicles (and trucks for industrial sites) can safely and easily manoeuvre between the road and the activity. This includes rules restricting new accessways close to rail level crossings or intersections, and from state highways and arterial roads;
- b) Removal of all minimum car parking requirements as required by the National Policy Statement: Urban Development to reduce reliance on private motor vehicles and to provide flexibility for site layouts;
- c) Requirements for bike parking and showering facilities for new non-residential activities so that those who choose to ride to shop, work or learn have somewhere safe to store their bike and shower after their journey;
- d) New Code of Practice requirements for layouts of new roads to incorporate landscaping, footpaths and cycleways (where appropriate) and to encourage slower speeds in new subdivisions;

- e) Policies and assessment criteria discouraging the use of cul de sacs and gated communities in new subdivisions to improve connectivity and resilience e.g. alternative routes to evacuate in case of a natural hazard event;
- f) Acoustic insulation rules for new noise-sensitive activities (including residential and education) within 80m of a state highway or railway, to provide for those activities while protecting key freight routes particularly to the port and airport;
- g) Policies supporting innovation in movement, including the adoption of smart technologies that help achieve the strategic objectives of the District Plan.

The Draft District Plan also has new provisions for indicative public access routes. These are addressed separately under the Public Access topic summary.

KEY ISSUES AND CHANGES

Protecting our key freight routes

The economic wellbeing of our region is reliant on industrial activity. Improving connections between industries, the port and the airport can optimise efficiency and assist in the region's economic growth. Conversely, poorly designed or located development - including unanticipated growth - can put pressure on these routes and cause efficiency and/or safety issues.

The zoning of land in the Draft District Plan, including at Ahuriri (refer Ahuriri topic summary), takes into consideration potential transport impacts from development on the efficiency of these key freight routes.

Specific rules that help to protect these routes are also proposed:

- a. Resource consent is required for any new or modified vehicle access or crossing onto a state highway or arterial road (see TPT-R2);
- b. Resource consent is required for any vehicle access within 30m from any railway level crossing (see TPT-S5(2)) or within 30m from an intersection with a state highway or arterial road (see TPT-S5(4));
- c. Any new noise sensitive activities in the High Land Transport Noise Overlay (i.e. within 80m from a state highway or rail corridor) require acoustic insulation to maintain appropriate internal noise levels (see NOISE-R10).

Encouraging a range of transport choices

An integrated approach to managing the transportation network recognises that it includes pedestrians (of all ages and abilities), cyclists (and other means of personal travel) and public transport in addition to private motor vehicles.

Active transport modes (walking and cycling etc) can contribute to public health and community wellbeing by facilitating exercise and encouraging interaction between people. To support walking and cycling, new buildings and developments of certain types and scale are required to provide cycle parking as well as end-of-trip facilities for those cyclists such as showers (see TPT-S2). Rules in Residential and Open Space Zones also have controls on fence height and visual permeability to increase the safety and attractiveness of walkways, cycleways and public reserves (refer the relevant Zone topic summaries).

The National Policy Statement on Urban Development 2020 directs that District Plans for all urban environments with a minimum population threshold do not have minimum car parking requirements. This was introduced to ensure that mandating car parking does not promote over-reliance on private motor vehicles. Further, residential onsite carparking can limit the potential to optimise site layouts and achieve quality living environments, particularly for higher density developments, where space may be better used for outdoor living or improved house orientation.

As a consequence, the Draft District Plan does not contain any rules requiring car parking to be provided onsite. Where car parking is provided onsite as a matter of choice, the design, layout, and potential impact on the transportation network and/or receiving environments for stormwater discharges may require assessment depending on the zone and the activity.

Optimising accessibility and connectivity

A well-functioning transport system reduces congestion and provides for a choice of transport mode. Ensuring safe and universally accessible escape routes is also an important function of the integrated transportation network. The policies and assessment criteria for subdivision and development seek to minimise the use of cul de sacs and avoid new gated communities to make it easier for people to get around, and to evacuate in case of a hazard event (see policy TPT-P4, GRZ-P2, SUB-P7).

Change and innovation in transportation

New technologies such as electric and autonomous vehicles, scooters, drones, electric bikes, and use of smart technologies may affect how people and goods move within and around the city over the life of this District Plan. It is not possible to plan for all potential changes. The Draft District Plan encourages and enables, where practicable, the adoption of new technologies and innovations that will contribute to its key outcomes and the strategic objectives (see TPT-O7 and TPT-P9).