

Before the Independent Hearings Panel at Gore District Council

Under Schedule 1 of the Resource Management Act 1991

In the matter of Hearing Submissions and Further submissions on the
Proposed Gore District Plan.

**Hearing Stream 2 Reporting Officer Right of Reply of Joanne Skuse, Mishka
Banhidi, Tina Carlson-McColl and Victoria Woodbridge on behalf of Gore District
Council**

Date: 10 July 2024

Introduction:

1. My full name is Tina Carlson-McColl.
2. My Hearing Stream 5 Section 42A report for the Transport chapter set out my qualifications and experience as an expert in planning.
3. This right of reply provides a response to Minute 23 released by the Hearing Panel in relation to Hearing Stream 5 – Transport Chapter.
4. I confirm that I continue to abide by the Code of Conduct for Expert Witnesses set out in the Environment Court's practice Note 2023, as applicable to this independent hearing panel.

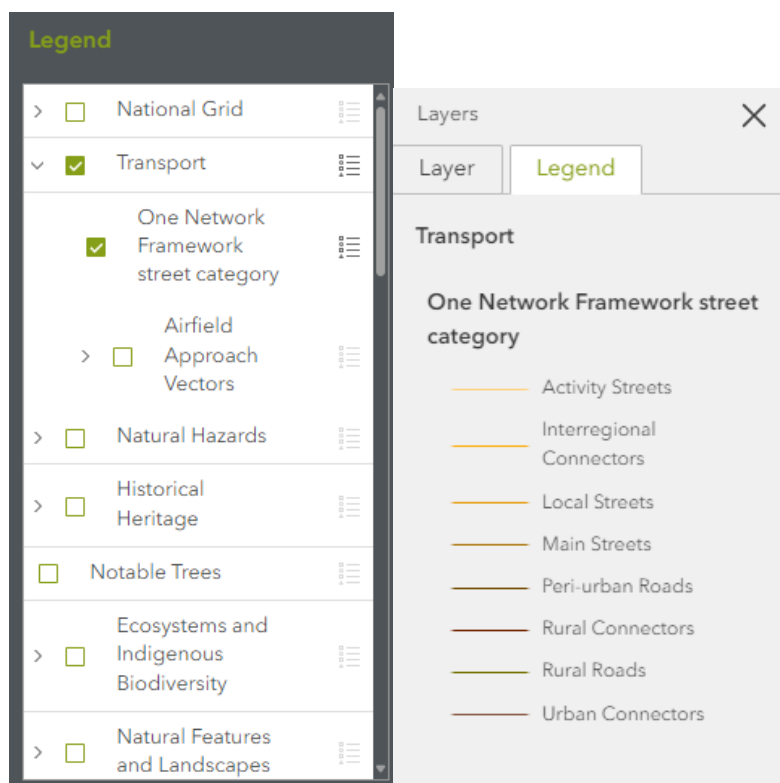
Additional information required

One Network Framework (ONF) – spatial layer

5. The Hearings Panel requests a plan showing the ONF status of roads within the District to be submitted in a form suitable for inclusion in the District Plan.

Reply:

6. The Proposed District Plan maps [Public Viewer \(arcgis.com\)](https://publicviewer.arcgis.com) include a spatial layer Transport - One Network Framework street category, that shows the ONF status of the roads in the district. The category of the road is obtained by clicking on the relevant section of road, a copy of the map legend is also shown below.



“Urban” and “Rural”

7. Throughout the Transport chapter reference is made to “urban” and “rural”. The Hearings Panel directs that consideration be given to revising the rules (and tables) to remove any uncertainty regarding the application to individual zones.

Reply:

8. The “urban” and “rural” distinction in relation to transport design standards is derived from the Subdivision, Land Use and Development Bylaw 2019, although the terms are not defined in the bylaw. The distinction between “urban” and “rural” roads are also consistent with the division of the ONF street categories.
9. To reduce uncertainty around the use of the terms and their application the “rural area” and “urban area” are defined in the Proposed District Plan as follows:

rural area	In relation to transport means <i>land</i> that is located outside the built-up area of towns and settlements, and includes <i>land</i> within the general rural zone, rural lifestyle zone and natural open space zone.
urban area	In relation to transport means land that is located in or around the built up area of towns and settlements and that is typically serviced by Council reticulated services. It includes land within the residential zones, commercial or mixed use zones, industrial zones and settlement zone.

10. The benefit to plan users in using the reference to “rural area” and “urban area” rather than list all the individual zones in the Transport standards, in addition to consistency, is to keep the tables and standards concise and easy to read. Moreover, since the terms are defined and the definitions specify the individual zones I do not consider it is necessary to amend the Transport standards for clarity. However, I note that the definitions do not include the special purpose zones, and consider that these could be included to improve clarity, as follows:

rural area	In relation to transport means <i>land</i> that is located outside the built-up area of towns and settlements, and includes <i>land</i> within the general rural zone, rural lifestyle zone, natural open space zone, <u>airport zone, field days zone, camp columba zone and some māori purpose zones.</u>
urban area	In relation to transport means land that is located in or around the built up area of towns and settlements and that is typically serviced by Council reticulated services. It includes land within the residential zones, commercial or mixed use zones, industrial zones, settlement zone <u>and some māori purpose zones.</u>

11. I consider that these changes can be made as an alteration of minor effect under Clause 16 of the 1st Schedule of the Act, as the main body of the definitions remain unchanged and would apply regardless as the last sentence specify zones that are included, rather than limited to.

12. The recommended amendments to the Transport chapter are shown in Appendix 1.

TRANS-S1 - On-Site Parking, TABLE-S1 Parking and Access Layout - Notes

13. The Hearings Panel has concerns with the wording of the notes to TABLE-S1 as creating uncertainty, including Note 3 and Note 6 that “recommend” and “may require” and directs that consideration be given to revising these provisions.

Reply:

14. The parking and access layout design standards are derived from the Subdivision, Land Use and Development Bylaw 2019 Appendix E, including the notes to the table. However, I agree with the panel that the notes may create ambiguity in relation to the regulatory requirements and this should therefore be made clearer.
15. The use of notes is typically to provide recommendations or advice, rather than design requirements, I therefore recommend that the notes heading is amended to reflect this nature, and that advisory notes are instead used within the table requirements, including notes 3 and 6, as follows:

<u>Notes-Design requirements</u>
1. Parallel parking spaces (Parking angle - 0°) shall be 6.0 metres long, except where one end of the space is not obstructed in which case the length of a space may be reduced to 5.0 metres. 2. Where parking spaces are available for use by the general public a minimum width of 2.5 metres shall apply. 3. Minimum aisle and accessway widths shall be 3.0 metres for one way flow and 5.5 metres for two way flow. <u>Note:</u> Recommended aisle and accessway widths are 3.5 metres for one way flow and 6.0 metres for two way flow. 4. Maximum <i>kerb height</i> = 150mm. 5. In addition to the minimum requirements for a standard car, as shown above, a minimum stall width of 3.0 metres shall be allowed for angled disabled parking. ~~6. Where there are likely to be a high incidence of vehicles larger than the standard size, such as campervans or SUVs, the Council may require that to be taken into account in the size and width of parking spaces provided. Guidelines on lighting, carpark surface and other issues may be found in the Traffic Control Devices Manual Part 13 (http://www.nzta.govt.nz/resources/traffic-control-devices-manual) and should be considered in the overall scheme.~~ 7. On-road parking requirements shall meet the requirements of the <u>New Zealand Transport Authority</u> Traffic Control Devices Manual. (http://www.nzta.govt.nz/resources/traffic-control-devices-manual)

8. All disabled car parks shall meet a minimum stall width of 3.0m

Disabled Parking from NZS 4121

Not less than 1 accessible space per 1-20 total car park spaces

Not less than 2 accessible spaces per 21-50 total car park spaces

Not less than 1 accessible space for every additional 50 car park spaces

Note:

Where there are likely to be a high incidence of vehicles larger than the standard size, such as campervans or SUVs, the Council may require that to be taken into account in the size and width of parking spaces provided.

Guidelines on lighting, carpark surface and other issues may be found in the Traffic Control Devices Manual Part 13 (<http://www.nzta.govt.nz/resources/traffic-control-devices-manual>) and should be considered in the overall scheme.

16. I consider that these changes can be made as an alteration of minor effect under Clause 16 of the 1st Schedule of the Act, as the changes simply provide greater clarity between recommendations and requirements.
17. The recommended amendments to the Transport chapter are shown in Appendix 1.