

DDPR_feedback_0140s	
Name	ATTN: Mike Harrison C/o Katherine ATTN: Mike Harrison C/o Katherine
Organisation	Waitaki District Council Rooding Department
Email	katherine@waugh.nz
Response Date	Aug 30 22
Notes	
Q1	Select the chapter you want to provide feedback on
Q2	In general, to what extent do you support the contents of this chapter?
Q3	Objective/Policy/Rule/Standard reference:
Q4	Feedback/Comments
Q5	Objective/Policy/Rule/Standard reference:
Q6	Feedback/Comments
Q7	Objective/Policy/Rule/Standard reference:
Q8	Feedback/Comments
Q9	Objective/Policy/Rule/Standard reference:
Q10	Feedback/Comments
Q11	supporting documents?
	0
Q12	If you need more space, or have any other general comments, please leave them here
	Kia ora, Please find attached feedback provided by the Waitaki District Council Rooding Department. Ngā mihi Katherine

31 August 2022

To: David Campbell, Heritage and Planning Manager

planreview@waitaki.govt.nz

From Mike Harrison, Roding Manager

Further to our discussions, the following information is provided to assist the planning and roading departments through the District Plan finalisation phase.

The Transportation Unit appreciate the extensive work involved in the District Plan Review process and commend the staff and wider team involved to date. The Transportation Unit have also put in considerable time reviewing draft chapters and resolving issues as they arose. We are grateful for the collaborative manner in which this has been done.

This feedback has been prepared by the Transportation Unit of Waitaki District Council in support of the Draft Waitaki District Plan.

The involvement of the Transportation Unit falls into two main areas:

1. Maintaining the existing infrastructure - which is largely covered through the designation provisions; and
2. Suitability of new infrastructure vested in Council following subdivision. It is noted there is some outstanding matters to be worked through in this regard.

The Transportation Unit notes and encourages planning for growth, changing demographics and environmental and technological drivers and the impacts on the wider transportation, including multi-modal options and anticipated transportation mode shifts.

The following highlights key issues, and the Transportation Unit wish to be involved should any changes be proposed to these items.

I trust the following helpful and am happy to discuss further as required.



Mike Harrison

Roding Manager

Waitaki District Council

Definitions:

It is suggested that the following definitions be added or altered:

Term	Alteration	Reference
Formation Width	No definition for formation width Suggest that references to formation width be replaced with ' <i>Carriageway</i> ' as a more appropriate term for this purpose, and one which is already defined	INF-S17, TRAN-S3 Table 4
Higher Order Road	Request for definition to be added	INF-R25, R26, R27
Transport Corridor	Definition requested to be changed to align with legislation and use to: <i>transport corridor means any road (as defined in section 315(1) of the Local Government Act 1974), motorway (as defined in section 2(1) of the Government Roading Powers Act 1989), or railway land</i>	NOISE-S3
Transport network support infrastructure	Reference to 'road reserve' is unsupported by a definition and best avoided - suggested use of transport corridor instead	Various
Vehicle	Request for definition to be added: <i>Vehicle has the same meaning as in section 2 of the Land Transport Act 1998 being:</i> <ul style="list-style-type: none"> a) <i>a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved; and</i> b) <i>includes a hovercraft, a skateboard, in-line skates, and roller skates; but</i> c) <i>does not include—</i> <ul style="list-style-type: none"> i. <i>a perambulator or pushchair:</i> ii. <i>a shopping or sporting trundler not propelled by mechanical power:</i> iii. <i>a wheelbarrow or hand-trolley</i> iv. <i>[Repealed]</i> v. <i>a pedestrian-controlled lawnmower:</i> vi. <i>a pedestrian-controlled agricultural machine not propelled by mechanical power:</i> vii. <i>an article of furniture:</i> viii. <i>a wheelchair not propelled by mechanical power:</i> ix. <i>any other contrivance specified by the rules not to be a vehicle for the purposes of this definition:</i> x. <i>any rail vehicle</i> 	Various

Local Roads Designations and relationship to other District Plan Provisions

If the designation is not included as attached to this feedback, the Transportation Unit would need to reconsider the provisions of the draft District Plan relating to roading, and our support, inclusive of the following:

- Lighting restrictions as relating to the operation of streetlights
- Road Design Standards need to be included as referenced as placeholder (previously provided by the Roading Department)
- INF-R25, R26, R27, and R31 regarding upgrading of roads

Stormwater

Provision in the Stormwater Chapter of the draft District Plan is sought to confirm that site stormwater may not be drained to the road (e.g., kerb outlet). Road design and stormwater capacity within the road is determined by the volume anticipated as a result of the impervious areas of the road with insufficient capacity for additional load or run-off for adjoining properties.

Minimum loading space requirements – TRAN Table 5:

For consistency with other Districts and in recognition of the potential activities and requirement for loading space it is suggested that the threshold for requiring loading space for a Small rigid truck be reduced to 150m²:

Gross Floor Area	Minimum Number of Loading Spaces	Minimum Design Vehicle
Up to 150m ²	Nil	n/a
151-1,000m ²	1	Small rigid truck
1,001-3,000m ²	1	Medium rigid truck
Greater than 3,000m ²	1	Heavy rigid truck

Subdivision

It is recognised that controls for development are included throughout the Subdivision, Infrastructure and Transport Sections of Draft District Plan in line with the requirements of the national templates.

Reference is made to “INF-APP1 - Road Design Standards under INF – S22 and S23 and the Appendix to the Infrastructure Chapter. “INF-APP1 – Road Design Standards Placeholder – appendix under development”. Input from Transportation Unit is vital in the further development of this content. This content could be provided by including it within the District Plan, a referenced document or a guide of ‘pre-approved solutions.

The Transportation Unit is concerned about the construction of dwellings near unsealed roads in rural areas in terms of dust and reverse sensitivity issues. Council has established policies around cost sharing seal extensions/dust suppression for existing situations, but these are better avoided through appropriate controls. Support from Council is only available for dwelling built or relocated

prior to 1 January 2009. The minimum lot sizes proposed should assist with this matter. Ideally a 50 metre setback applied to dwellings from unsealed roads would be imposed on new allotments.

Schedule 1: WD Road Classifications

It is suggested that the road lengths stated be inclusive of State Highways.