

An aerial photograph of a rural landscape, featuring a mix of open fields, dense tree lines, and a small cluster of buildings in the lower-left corner. The image is overlaid with a semi-transparent blue rectangle containing white text.

# Foodstuffs – Hearing 11 Presentation

29 April 2025

# Agenda

- Minimum Carparking Standards (TRAN-Table 1)
- Access to State Highways (TRAN-R2 and TRAN-R9)
- Trip Generation Thresholds (TRAN-R5)
- Engineering Standards Referencing (Note 2)

# Minimum Carparking Standards – TRAN-TABLE 1

## **Issue:**

- Deletion of TRAN-Table 1 (minimum parking standards).

## **Recommendation:**

- Submission essentially accepted – no consequential concerns with new TRAN-Table W (bike parking).

# State Highway Access – TRAN-R2 and TRAN-R9

## Issue:

- TRAN-R2 Permitted or Discretionary activity for access to State Highways.
- TRAN-R9 Restricted Discretionary activity for the same issue.
- I understand that Ms Pearson acknowledged in her opening address that there appears to be an overlap.

## Recommendation:

- Delete PER-3 from TRAN-R2 to remove duplication.
- Retain TRAN-R9 as a single rule for State Highway crossings — Restricted Discretionary. No need to default to full discretionary
- Delete unnecessary cross-reference to TRAN-S2.

# TRAN-R2 and TRAN-R9 – Recommendation

## TRAN-R2

**New or altered v**Vehicle crossings and access, including private accessways **(excluding access from a State Highway or Limited Access Road)**

Activity status: Permitted

**Note: Altered includes, but is not limited to, any widening, narrowing, gradient changing, redesigning, change in use, and relocating of a vehicle crossing or accessway, but excludes resurfacing.**

Where:

PER-1

**A private accessway serves a maximum of 8 allotments. Where the private accessway serves a maximum of 8 household equivalents**

**Note: 1 household equivalent is represented by 10 vehicle movements. One vehicle movement is a single movement to or from a property.**

**PER-X**

**Where access is required for 9 or more allotments, access shall be by public road.**

PER-2

**The vehicle crossing and access for fire appliances comply with SNZ PAS 4509:2008 New Zealand Fire Fighting Water Supplies Code of Practice.**

**PER-3**

**The vehicle crossing is not off a State Highway, or off a road classified arterial or higher under the One Network Road Classification as shown on the Transport Network Hierarchy map.**

## TRAN-R9

New or altered vehicle crossings accessed from a State Highway or a Limited Access Road

Activity status: Restricted Discretionary

Where:

RDIS-1

**The new or altered vehicle crossing is constructed, designed and located so that it complies with standard:**

**TRAN-S2 Requirements for vehicle crossings.**

Note: Altered includes, but is not limited to, any widening, narrowing, gradient changing, redesigning, **change in use**, and relocating of a vehicle crossing, but excludes resurfacing.

Matters of discretion are restricted to:

- a. the use, location, design, and number of vehicle crossings;
- b. the ability to obtain alternative access;
- c. any adverse effects on the safe, efficient, and effective operation of the state highway;
- d. whether the vehicle crossing has sufficient sight distances;
- e. whether there are sufficient separation distances from other vehicle crossings and intersections;
- f. the design and construction is sufficient to allow appropriate manoeuvring, acceleration or deceleration due to the volume and speed of vehicles on the road; and
- g. the types of vehicles serving the site, their intensity, the time of day the site is frequented and likely trip.

Note: Minimum vehicle crossing widths to the State Highway network may be greater than those above. All access to the State Highway network requires the approval of NZTA Waka Kotahi under the Government Roading Powers Act 1989.

**Activity status where compliance not achieved with RDIS-1: Discretionary**

# Trip Generation – TRAN-R5

## Issue:

- Current 200m<sup>2</sup> threshold is unnecessarily low, and would trigger inefficient resource consents and ITA requirements.
- Mr Hills' traffic evidence recommends 750m<sup>2</sup> threshold, aligning with Whangārei and Auckland plans.
- Inefficient and ineffective to trigger consents at 200m<sup>2</sup>. Leads to needless costs and delays without material transport effects.

## Recommendation:

- Increase supermarket threshold in TRAN-R5 to 750m<sup>2</sup>.

# Far North District Council Engineering Standards – Note 2

## Issue:

- Referencing “will” require approval – unclear and overreaches the role of a non-statutory document in a note. I understand Ms Pearson accepted this in her opening presentation.
- I accept Ms Pearson’s point regarding the note being a non-statutory reference, therefore am happy to step back from specific reference.

## Recommendation:

- Amend Note 2: Replace “will” with “may” to reflect non-statutory status and uncertainty as to whether or not approval will be necessary

### Note 2

~~The Design and construction standards for~~ of access, new roads, footpaths, and car parking ~~will~~ may also require approval under the most recently adopted ~~be in accordance with~~ Far North District Council Engineering Standards April 2022.

# Summary & Key Takeaways

Overall, there are only three minor issues in contention from my evidence and Foodstuffs submission on the Transport Chapter:

- Align and simplify TRAN-R2 and TRAN-R9 to avoid rule duplication.
- Raise supermarket trip generation threshold to 750m<sup>2</sup> for efficiency and practicality.
- Ensure Engineering Standards are referenced appropriately within the non-statutory note.

An aerial photograph of a residential development in a rural setting. The development features a grid of streets with houses on both sides. The houses have dark roofs and light-colored walls. The surrounding area includes large open fields, some with trees, and a road that runs along the top of the development. The text "He Patai? | Any Questions?" is overlaid in the center of the image.

He Patai? | Any Questions?