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# District Plan Review Transport Advice

## Far North District Council

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<b>Job Number</b>	FNDC-J008
<b>Revision</b>	B
<b>Issue Date</b>	26 <sup>th</sup> May 2022
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## 1. Introduction

Far North District Council (FNDC) have commissioned Abley to undertake and provide further advice for the transport chapter of the Draft District Plan. This technical note responds to a series of queries raised by FNDC including a substantive query on the trip generation thresholds to be included in the revised District Plan.

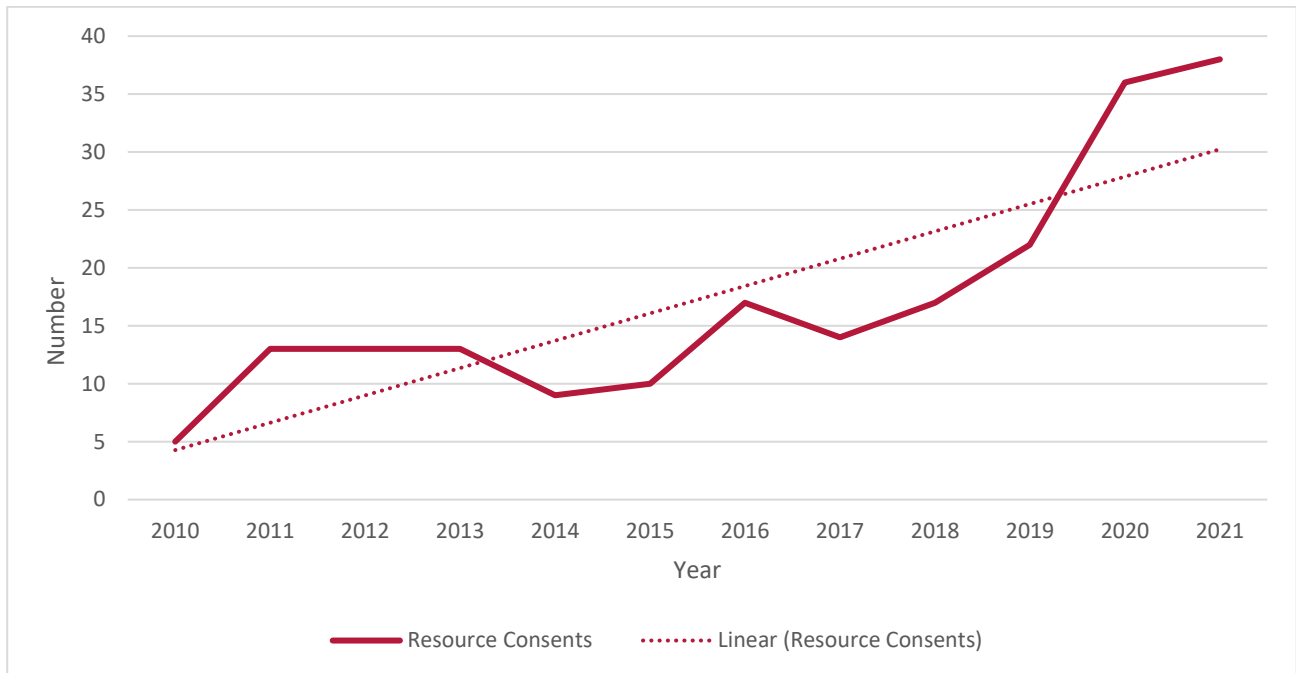
## 2. Background

Abley have previously prepared a technical note (*District Plan Review – Trip Threshold in TRAN Table 11*, dated 28<sup>th</sup> January 2022) which focused on the trip thresholds found within Table 11 of the Far North Draft District Plan (FNDDP). The previous technical note focused on reviewing other District Plans including the Auckland Unitary Plan (AUP), Christchurch District Plan (CDP) and Proposed Selwyn District Plan (PSDP), the Waka Kotahi Planning and Policy Manual (Appendix 5B Accessway standards and guidelines) and the Waka Kotahi Research Report 453 (Trips and parking related to land use). Within the previous technical note, recommendations were made based on;

- Gross floor area and other units,
- Education activities,
- The “catch-all category” – Any activity not listed below,
- Vehicles per day and vehicle per hour,
- Trip threshold calculations table, and
- Basic vs Full ITA

The recommendations did not provide definitive solutions to each category but instead highlighted the importance of each one drawing on the other district plans as guidance. A series of next steps were concluded including consideration of when a basic and full ITA is required and if the 200 vehicle trips per day is an appropriate guidance threshold.

We understand that FNDC have received a perceivable increase in the amount of multi-unit development, especially at a lower-level scale of development. Figure 2.1, shows the increase in the number of applications since 2010. The number of applications for larger developments such as retirement homes and social housing has remained consistent with the traffic intensity rule being triggered opposed to the residential intensity rule. Out of all the lodged applications only three were located on State Highways and 50% were in Kerikeri.



**Figure 2.1 Resource consents lodged seeking approval to exceed the permitted activity threshold relating to residential intensity**

The previous district plan technical note produced by Abley focused on the trip thresholds within TRAN Table 11. It concluded that FNDC should further consider whether guidance on the triggers for a basic or full ITA is required.

The primary concern for FNDC regarding traffic generation is in the urban environment. There are concerns about the amount of traffic generated from rural developments, however in the Rural Production zone these generally relate to subdivision and are addressed via conditions of consent (i.e. the standard of public road access is often substandard).

This technical note analyses and makes recommendations for when a basic and full ITA is needed with the appropriate thresholds following on from the previous technical note. It also recommends changes to the rules based on parking, vehicle crossings, and vehicle accessways as a result of further queries. The recommendations are based on a review of other recent district plans and our knowledge of best practice.

## 3. Assessment

### 3.1 Parking

#### Rule

TRAN-R1 PER 3 states that all parking and loading spaces must comply with TRAN-S1 (requirements for parking) and TRAN Table 1 (Minimum number of parking spaces) to be a permitted activity.

Question from Council: *Within the PDP there is no mention of a 'most similar activity' where a particular activity is not referred to.*

#### Discussion

The Kaipara District Plan (KDP), Whangarei District Plan (WDP) and the PSDP have been investigated below.

The KDP states that "If a particular activity is not referred to in this Appendix (Appendix 25C - Parking, Loading and Manoeuvring Standards), use the most similar activity for the proposal, calculating the most appropriate parking requirement to apply".

The WDP has removed the minimum parking standards (parking minimums were removed as a result of the National Policy Statement – Urban Development (NPS-UD)) however within Appendix 1A. Minimum On-site Bicycle Parking Requirements under Compliance Standards it states "If any activity is not represented above the activity closest in nature to the new activity shall be used, or where there are two or more similar activities in the table above, the activity with the higher parking rate shall apply."

The PSDP (like the WDP) has removed the minimum parking rates due to the NPS-UD requirements therefore cycle parking is referred to. The PSDP states "where an activity is not listed in TRAN-TABLE9 the activity closest in the definitions is to be used to calculate the estimated cycle parking demand that is likely to be generated from the new activity."

#### Recommendation

All the investigated District Plans state that where an activity is not mentioned or referred to within their respective parking minimum tables then the most similar activity is used to calculate the parking requirement. The following text is recommended to be included as a note under TRAN-S1:

*"If any activity is not represented within TRAN-Table 1 -Minimum number of parking spaces then the activity closest in nature to the proposed activity shall apply, or where there are two or more similar activities in the table, the activity with the higher parking rate shall apply."*

### 3.2 Vehicle Accessways

#### Rule

TRAN-R2-PER-1 states that an activity is permitted if a vehicle crossing and access (including private accessways) serves a maximum of 8 residential units or 8 sites.

Question from Council: *Does Council need to consider the inclusion of other activities and is a threshold relating to trip generation required?*

## Discussion

The provision of long shared accessways creates a low level of accessibility and connectivity for active modes (such as walking and cycling) as well as vehicle access. Shared accessways tend to be designed for vehicles (no provision for pedestrian paths), leading to rear sites offering no connections to the wider transport network for all modes. There are also other considerations such as space for rubbish collection (e.g. wheelie bins), heavy vehicle access and emergency vehicle access where a large number of sites are located on a shared accessway. This applies across all land uses. Therefore a large number of sites or units should be served by a local road rather than an accessway.

The requirement of a local road access ensures roading standards are applied to ensure the traffic and other users such as people walking and cycling can be accommodated appropriately.

The KDP states under Rule 13.14.2 d. "No more than seven allotments (sites) are served by a private shared access". It also states, "For an accessway or driveway servicing up to 6 dwellings the minimum width of 3.0m and for between 7 and 30 dwellings a minimum width of 5.5m and for more than 30 dwellings a width of 6m applies".

The WDP allows up to eight principal residential units to have a shared private accessway under TRAN-R5 2. Both Rural and Urban land uses are referred to within Appendix 2D for the Performance Standards for Shared Private Access. Shared private accessways for industrial, commercial and community activities fall within the definition of service lane stated within Appendix 2 Note 4 in the WDP. The construction of any new service lane is a Restricted Discretionary activity under TRAN-R17.

## Recommendation

TRAN-R2 specifies that a maximum of eight residential units and sites can be served by a private accessway. As per the discussion above the KDP allows for seven sites and the WDP allows for eight residential units, therefore the current eight is consistent. Residential units should be specified as shared private accessways are more common for residential activities. Residential units are also not limited to one per site under Rule 7.6.5.1.2 Residential Intensity, hence units need to be specified. This is also the case in the WDP where two units are permitted in the General Residential Zone and Medium Density Residential Zone.

Limiting shared accessways to eight sites for other activities is acceptable as the intent of the rule is to ensure traffic and alternative modes can be accommodated especially where there is higher urban density. Shared private accessways are less of a concern for other land uses are rural environments as intensity is not an issue.

It is therefore recommended that no changes in made within TRAN-R2-PER-1.

## 3.3 Vehicle Crossings

### Rules

TRAN-R2-PER-4 states that any unused vehicle crossings are reinstated to match the existing footpath and kerbing (if there is any).

TRAN S2-1 states that no more than the maximum number of vehicle crossings shall be provided per site in accordance with TRAN Table 6 - Maximum number of vehicle crossings.

RDIS-1 under TRAN-R9 states that the new or altered vehicle crossing is constructed, designed and located so that it complies with: TRAN-S2 Requirements for vehicle crossings.

Questions from Council: *There needs to be further consideration of whether to include reference to alternative crossings as well as unused crossings and consideration of whether excess crossings (in reference to TRAN-S2 1) would be addressed as part of the establishment of new crossings. Should a*

rule be provided addressing sites with multiple frontages requiring new access onto a road with the lowest traffic volumes (or to retain only in engineering standards)? Can altered vehicle crossing be defined?

## Discussion

### Alternative and Excess Vehicle Crossings

An alternative crossing is any additional vehicle crossing for a site that has more than one vehicle crossing. An excess vehicle crossing is a vehicle crossing that is surplus to the site's access requirements. As long as alternative and excess vehicle crossings are used by vehicles, they are not considered to be unused and would not be required to be reinstated.

### Multiple Frontages

TRAN-S2 1 states that no more than the maximum number of vehicle crossings shall be provided per site in accordance with TRAN-Table 6 – Maximum number of vehicle crossings which allows one to three accesses depending on site frontage and road classification and is consistent with Table 7.5.11.2 within the CDP, which follows the same method for determining how many crossings are allowed per site based on road frontage.

The WDP has a note under Table TRA 6. Maximum number of vehicle crossings per site (equivalent to TRAN-Table 6 - Maximum number of vehicle crossings per site within the FNDP) which states “*Where a site has frontage to more than one road, the vehicle entrance must be onto the road that has the lower class in the transport network hierarchy.*”

The KDP refers to the *Kaipara District Council Engineering Standards 2011* under 12.10.25 Vehicle Access and Driveways. Within the standards it states under 5.2.18.2 Location of Vehicle Crossings within an urban area no more than two crossings shall be provided on any site which has a street frontage of 40m or less and in rural areas no vehicle crossing onto any Collector or Arterial Road shall be situated within 60m of any road intersection (as measured from the nearest road boundary). This means there are no restrictions for the amount of vehicle crossings you can have within an urban area if there is a street frontage greater than 40m and in rural areas with frontages to local roads.

The PSDP states under TRAN-REQ3 1 for commercial, industrial and residential zones there is to be no more than one vehicle crossing per site except where the site has frontage to a collector road or local road, or the site frontage is more than 100m. If the site has frontage to a collector or local road there may be a maximum of two one-way (one entry and one exit) vehicle crossings. Three vehicle crossings are permitted if the site has a road frontage of 100m. Rural activities are only permitted to have one vehicle crossing per site.

The reason for locating vehicle crossings on the lowest road classification where there are multiple vehicle crossings is due to the function of the road and traffic volumes. The function of arterial and collector roads is predominantly movement, whereas local and lower order roads predominantly function to provide access to adjacent land use. As such, arterial and collector roads tend to carry higher volumes of traffic than local roads. The higher the traffic volume is on a road the less safe it is for a vehicle pulling out of a site as there is a greater chance for vehicle conflict. According to the Waka Kotahi *One Network Road Classification* an Access or Local Road has an Average Daily Traffic (ADT) less than 1,000 vehicles in urban environments and less than 200 vehicles in rural environments. Comparatively Collector Roads and Arterial Roads can have an ADT of up to 3,000 and 5,000 vehicles respectively. Vehicle crossings are therefore desired on lower classification roads if possible.

## Altered Vehicle Crossings

Altered can be defined as any changes to a vehicle crossing. Therefore an altered vehicle crossing would mean any changed vehicle crossing would be subject to TRAN-S2 Requirements for vehicle crossings. This includes but is not limited to any widening, narrowing, gradient changing, redesigning or relocating of a vehicle crossing.

### Recommendation

Neither alternative nor excess vehicle crossings are defined as 'unused' and therefore would not be captured within TRAN-R2-PER-4, and therefore no changes to TRAN-R2-PER-4 are required.

It is recommended that within TRAN-S2 there is a note added with the following text:

*“Where a site has frontage to more than one road, the vehicle crossing shall be prioritised to be provided onto the road that has the lower road classification”.*

## 3.4 Trip Generation

### Rule

TRAN-R5 states the use or development is below the thresholds in TRAN-Table 11 - Trip generation, except that the first residential unit on a site, farming, forestry and construction traffic (associated with the establishment of an activity) do not need to comply with the thresholds.

Questions from Council: *Is the 200 vehicle unit (or equivalent) threshold previously advised by Abley appropriate for the District. Are different rules required for rural and urban areas? Is a threshold needed for a basic ITA as well as a full ITA?*

We also note that this rule is inconsistent with the thresholds in TRAN-11 which outlines a minimum threshold of 30 residential units. Therefore, advice is required for residential developments of between two and 30 units, or amendments to the rule.

### Discussion

The previous technical note prepared by Abley recommended trip generation rates for a range of land uses based on two trip generation threshold scenarios: 200 vehicles per day and 40 vehicles per hour. The daily trip generation rate of 200 vehicles per day is used in proposed TRAN Table 11, or the peak hour equivalents of 40 vehicles per hour.

The operative FNDP has Traffic Intensity Thresholds within Table 15.1.6A. All trip rates are consistent with the 200 trips per day threshold within the table except residential activities that are Restricted Discretionary between 21 and 40 vehicle trips per day and Discretionary above 40 trips per day. A comparison with other Northland Region district plans (KDP and WDP) was undertaken within Table A.1 demonstrating the differences between the trip generation thresholds.

The WDP uses threshold limits which are referred to in both TRA-REQ15 (if met then Restricted Discretionary rule) and TRA-REQ16 (if met then Discretionary). If the thresholds are met TRAN-REQ1 Information Requirement –Restricted Discretionary Integrated Transport Assessments and TRAN-REQ2 Information Requirement –Discretionary Integrated Transport Assessments sets out what information is required within the ITA. In summary if the Restricted Discretionary trip generation thresholds are met a basic ITA is required and if the Discretionary trip generation thresholds are met a full ITA is required.

The KDP uses Traffic Intensity Factors (found within Appendix 25F) to determine whether the application is assessed against the matters of discretion related to high trip generation above a certain threshold. With the KDP having no transport chapter this rule is repeated across the Rural (within 12.10.18), Residential (within 13.10.18) and Business, Commercial and Industrial (within 14.10.18) chapters.

Both districts rely on matters of discretion listed within their respective plans to assess the transport effects of a high trip generating development with only WDP being explicit about the requirement for an ITA. In these circumstances the matters of discretion are detailed requiring site layout, amenity and character from additional trips, road capacity, existing environment, safety and efficiency, trips for each mode, congestion, road surface and mitigation to be assessed even at the most basic level. Relying on the matters of discretion gives more control over what a developer needs to assess and information to provide.

The previous technical note compared the FNDDP rates with the AUP, PSDP and CDP. It was concluded that Far North District Council shares the most similarities with Selwyn District Council. It is acknowledged that only a few resource consent applications lodged within the Far North District are likely to exceed 200 trips per day or 40 trips during the peak hour which was applied in our previous technical note noting this is below the thresholds within AUP, PSDP and CDP.

It is therefore recommended that a combined approach is used, where the trip generation thresholds (currently within TRAN-Table 11 of the FNDDP) are used to trigger the requirement of a full ITA if above and if below allow FDC to request a basic ITA at their discretion. A basic ITA would only be able to be requested when there is a transport non-compliance. This approach is summarised in Figure 3.1.

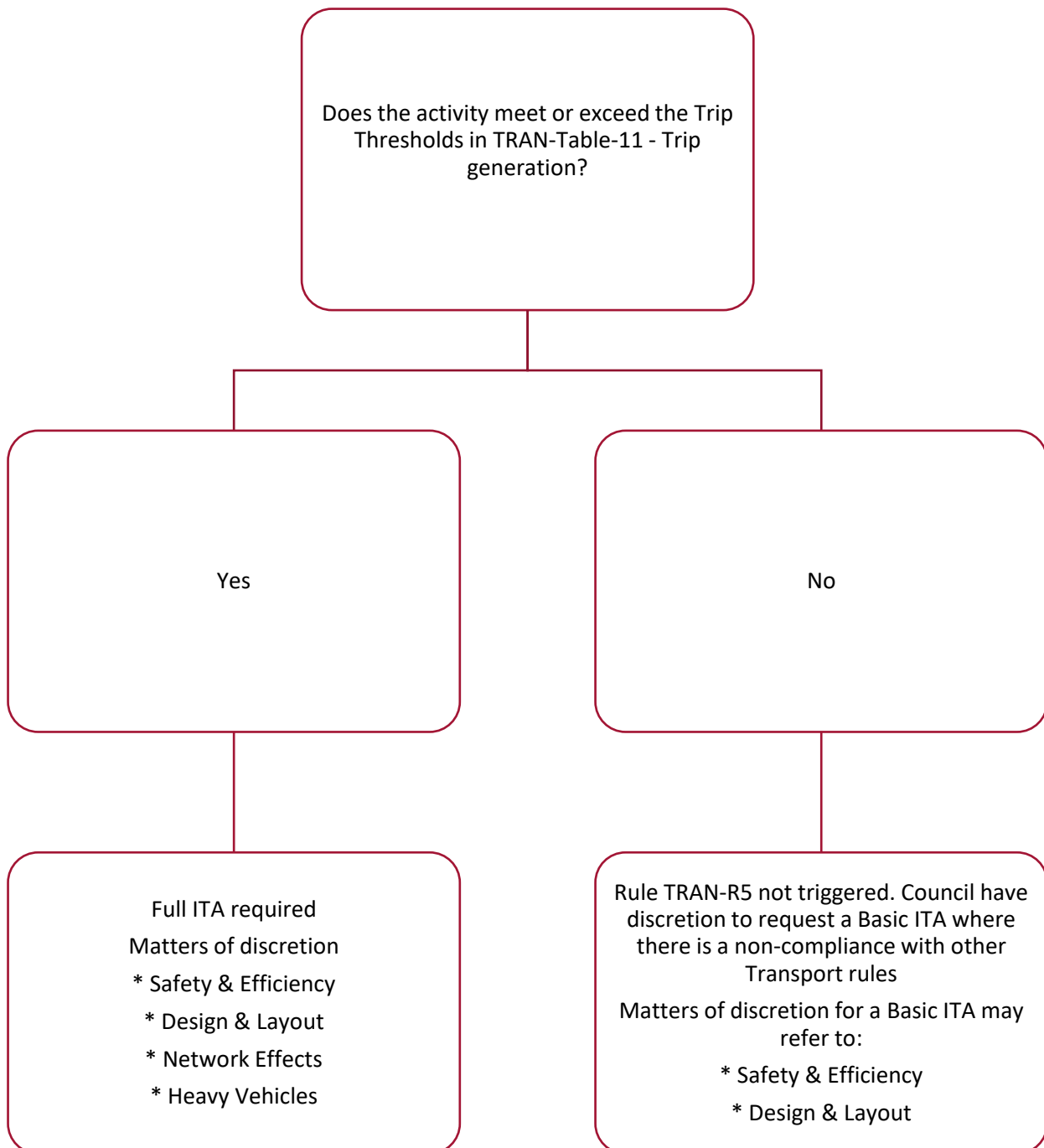


Figure 3.1 Recommended ITA process



It should be noted that having a “mixed use or other activities not listed” as per the AUP, PSDP and CDP requirement for ITAs is considered appropriate and useful for developers to classify their activities particularly for developments that comprise a combination of land use activities or are a less common activity. The 200 trips per day or 40 peak hour trips would be the recommended rate as per the previous technical note. This will need to be specified within TRAN-Table 11 within the FNDDP.

The list of activities within TRAN-Table 11 is considered to cover most activity types provided a “mixed use or other activities not listed” is included. Having more activities is not considered necessary as fewer common activities (e.g. entertainment and recreational facilities) are likely to have a wide range of traffic generation, and are likely to require specialist inputs such as transport planning and engineering advice anyway.

Heavy vehicles are also a concern especially in rural environments as they can cause increased deterioration to roads compared to light vehicles and can conflict with other vehicles on narrow roads due to their size. A method to account for heavy vehicles would be to use Equivalent Car Movements (ECMs) which is outlined within Appendix 1 of the Waka Kotahi *Planning Policy Manual*, which states the following:

- 1 car to and from the property = 2 equivalent car movements
- 1 truck to and from property = 6 equivalent car movements
- 1 truck and trailer to and from property = 10 equivalent car movements

ECMs are used within the PSDP under TRAN-R7 Rural vehicle movements and associated parking and within TRAN-TABLE1 Maximum type and number of vehicle movements, the only difference being that 1 truck and trailer to and from the property is equal to 12 ECMs.

### Recommendation

Table 3.1 below sets out the trip rate requirements for a full ITA with the land uses in TRAN-Table 11 within the FNDDP. These have been derived from Table 2 within the previous technical note which provided rounded trip values based on trip generation thresholds calculated on 200 vehicles per day and 40 vehicles per hour with the lower value being taken. These thresholds can be used to set the requirement for a full ITA as the operative FNDDP has most activities (excluding residential, special purpose and rural production zones) at a threshold of 200 trips per day with the 40 trips per hour being 20 percent of that. The note around the first residential unit being excluded from assessment under TRAN-11 should also be removed for consistency.

ECMs should be incorporated into the plan to cover heavy vehicle trips using the rates from the PPM, which should be stated as a note within TRAN-R5 clarifying how ECMs are calculated, clarifying how one car trip (to or from the property) is equivalent to a car movement. The note should state the following:

*For mixed use and other activities not listed within TRAN-Table 11 - Trip Generation, equivalent car movements (ECM) should be incorporated into the 200 trips per day or 40 trips per hour trip generation threshold as per below:*

*1 car trip (to or from the property) = 1 equivalent car movement*

*1 truck trip (to or from the property) = 3 equivalent car movements*

*1 truck and trailer trip (to or from the property) = 5 equivalent car movements*

**Table 3.1 Recommended trip generation thresholds for a full ITA**

Land use	Full ITA
<i>Mixed use or any activity not listed below</i>	200 ECM trips per day or 40 ECM trips per hour
<i>Healthcare activity and hospitals</i>	250m <sup>2</sup> GFA
<i>Commercial activity</i>	200m <sup>2</sup> GFA
<i>Drive-thru and service stations</i>	200m <sup>2</sup> GFA
<i>Trade supplier</i>	450m <sup>2</sup> GFA
<i>Large format retail</i>	450m <sup>2</sup> GFA
<i>Supermarket</i>	200m <sup>2</sup> GFA
<i>Restaurants/bars/cafes</i>	200m <sup>2</sup> GFA
<i>Office</i>	800m <sup>2</sup> GFA
<i>Commercial service</i>	200m <sup>2</sup> GFA
<i>Industrial activity</i>	4000m <sup>2</sup> GFA
<i>Kohanga reo/childcare centre</i>	30 children
<i>Primary and secondary schools</i>	60 students
<i>Tertiary education facility</i>	150 students
<i>Residential activity</i>	20 units

To capture activities that fall below the recommended thresholds and will not trigger Rule TRAN-R5, FNDC should still have discretion to request a basic ITA where there is a non-compliance with other Transport rules. These matters of discretion may refer to: Safety & Efficiency and Design & Layout. This is shown in Figure 3.1 and is added to Appendix B – Transport Chapter (tracked changes).

Based on the previous technical note, it is recommended that a note under TRAN-P7 is added stating *“All integrated transport assessments should be completed by a suitably qualified and experienced transport professional”*.

A development may fall below the thresholds if it is staged, and multiple resource consents are applied for. This is a risk with ITA thresholds. However, in reality, this is unlikely to occur given the other costs incurred by developers applying this approach.

For larger developments it is more beneficial for the transport network and layout to be considered during the plan change or subdivision of land (in the case of industrial or residential development) as this is when fundamental changes can be made if necessary. It is noted that subdivision of land for residential development is a controlled activity in the FNNDP, however no transport matters are included other than ensuring each lot has access to a legal road.

In many District Plans (eg the PSDP), subdivision is a restricted discretionary activity for many zones, such as residential. This offers greater opportunity to Council to consider the transport effects of subdivision. It is recommended that Council considers revising the subdivision chapter, for example including transport considerations in the matters of discretion for subdivision of land.

### 3.5 New Roads

#### Rule

TRAN-R8 lists the following matters of discretion

- a) The matters of discretion of any infringed standard;
- b) The safe, efficient, and effective operation of the road;
- c) The avoidance of natural hazard areas; and
- d) The means to avoid or mitigate adverse effects on historical, cultural and natural values.

Question from Council: *Does there need to be consideration of whether to include historic heritage and cultural values as a matter of discretion?*

#### Discussion

The stated matters of discretion are in reference to the construction of a new road. Where a new road is constructed, it cannot be subject to the following under TRAN-R8 PER2:

- Significant Natural Areas
- Outstanding Natural Features
- Outstanding Natural Landscapes
- Coastal Environments
- Natural Hazards

These overlays can contain sites that have historical, cultural, and natural value and significance and if a road is constructed these should be assessed accordingly providing means of mitigation or avoidance within an assessment.

#### Recommendation

It is considered appropriate to keep historical and cultural values as a matter of discretion within the FNDDP.

## 4. Conclusion

Far North District Council (FNDC) have commissioned Abley to undertake and provide further advice for the transport chapter of the Draft District Plan. The purpose of this technical note is to respond to a series of queries raised by FNDC including a substantive query on the trip generation thresholds to be included in the revised District Plan.

The queries were categorised into five transport related matters including parking, vehicle accessways, vehicle crossings, trip generation and new roads. For each matter the associated rules within the FNDDP have been considered and assessed with recommendations provided. The conclusions and recommended changes for each transport matter are described below. All the recommended changes within this technical note will be added into Appendix B.

- **Parking** – there is currently no mention of a most similar activity where a particular activity is not referred to. Other district plan including the KDP, WDP and PDSP have some variation of this, and it is therefore recommended that a note under TRAN-S1 is included to state:

*“If any activity is not represented within TRAN-Table 1 -Minimum number of parking spaces then the activity closest in nature to the proposed activity shall apply, or where there are two or more similar activities in the table, the activity with the higher parking rate shall apply.”*
- **Vehicle accessways** – council want to know whether to include other activities or a threshold relating to trip generation for the number of sites that can have a private accessway. TRAN-R2 PER 1 specifies that a maximum of eight residential units and sites can be served by a private accessway, and this was found to be consistent with the KDP and WDP. Limiting shared accessways to eight sites is acceptable with the intent of the rule being to ensure traffic and alternative modes can be accommodated for. Shared accessways within rural environments is not a concern as intensity is less common. It is therefore recommended that no changes are made within TRAN-R2-PER-1.
- **Vehicle crossings** – Council wants to know if reference to alternative, unused and excess crossings is needed, if sites with multiple frontages should provide vehicle crossings on the road with the lowest road volume and altered crossings to be defined. It was concluded that reference to alternative and excess crossings is not needed as these are defined as “used”. The KDP references sites with multiple frontages and providing vehicle crossings on the road with the lowest classification. This is recommended from a safety (due to traffic volumes) and functionality perspective. Altered vehicle crossings are defined as undergoing any changes. It is recommended that within TRAN-S2 there is a note added with the following text:

*“Where a site has frontage to more than one road, the vehicle crossing shall be prioritised to be provided onto the road that has the lower road classification.”*
- **Trip Generation** – Council wants to know if the 200 trips per day and 40 trips per hour (as previously advised) is required, should regard be given to rural and urban environments and is a threshold needed for both basic and full ITAs. The 200 trips per day threshold is consistent with the operative FNDC traffic intensity thresholds, and since these almost never get reached it is recommended these should be the thresholds for a full ITA. Other district plans (KDP and WDP) have matters of discretion for high trip generating developments. Council should have the discretion to request a basic ITA if there are other transport non-compliances despite TRAN-R5 not being triggered. Matters of discretion related to this may refer to: Safety & Efficiency and Design & Layout. Both a flow chart for developers to show this and full ITA trip generation thresholds have been included in Appendix B. Mixed use activities are recommended to be included under “activities not listed” and there are enough land uses to not consider urban and

rural environments. Heavy vehicles will be considered though ECM rates from the PPM within a note under TRAN-R5 stating the following.

*For mixed use and other activities not listed within TRAN-Table 11 - Trip Generation, equivalent car movements (ECM) should be incorporated into the 200 trips per day or 40 trips per hour trip generation threshold as per below:*

*1 car trip (to or from the property) = 1 equivalent car movement*

*1 truck trip (to or from the property) = 3 equivalent car movements*

*1 truck and trailer trip (to or from the property) = 5 equivalent car movements*

This will only be required for the “Mixed use or any activity not listed below” activity where trip rates are required to be calculated with rural activities categorised as ‘any activity not listed below’. Based on the previous technical note, it is recommended that a note under TRAN-P7 is added stating:

*“All integrated transport assessments should be completed by a suitably qualified and experienced transport professional”.*

- **New Roads** – Council wants to know if there needs to be consideration of whether to include historic Heritage and cultural values as a matter of discretion within TRAN-R8 regarding the construction of a new road. This is currently within the FNDDP and is supported as there are overlays within the FNDDP that will have sites of historical, cultural, and natural importance, requiring consideration from developers who wish to construct a new road. It is considered appropriate to keep historical and cultural values as a matter of discretion within the FNDDP.
- **Subdivision** – It is recommended that Far North District Council consider the inclusion of transport considerations in the matters of discretion for subdivision of land (within the subdivision chapter of the District Plan). As per many other District Councils in New Zealand, an alternative approach would be to consider elevating the activity status of subdivisions in certain zones to afford an additional opportunity for Council to request a Traffic Assessment if the transport rules are not met.

Appendix A.  
Comparison of Trip Generation Rates with Other District  
Plans



**Table A.1 Comparison of trip generation threshold rates between the Operative FNDP, FNDDP, KDP and WDP**

Land Use	Operative Far North District Plan (one way trips)			Proposed Far North District Plan (GFA unless stated otherwise)	Kaipara District Plan (Trips)	Whangarei District Plan (GFA, unless stated otherwise)	
	Controlled	Restricted Discretionary	Discretionary	Threshold	Restricted Discretionary	Restricted Discretionary (Basic ITA required)	Discretionary (Full ITA required)
<i>Residential</i>		21-40	More than 40	30 units	20	25 units	50 units
<i>Rural</i>	201-500	More than 500			60	1000	2000
<i>Business</i>	201-500	More than 500			200		
<i>Industrial</i>	201-500	More than 500		4000	200	2500	5000
<i>Supported Residential Care</i>						20 beds	40 beds
<i>Visitor accommodation</i>						25 bedrooms	50 bedrooms
<i>Drive Through Facilities</i>						300	600
<i>General retail</i>						1000	2000
<i>Grocery Stores</i>				500		750	1500
<i>Trade Retail</i>				2000		1000	2000
<i>Commercial Services</i>				2000		1250	2500
<i>Food and Beverage</i>				300		500	1000
<i>Entertainment Facilities</i>						1000	2000
<i>Other Commercial Activities</i>					200	1000	2000

Land Use	Operative Far North District Plan (one way trips)			Proposed Far North District Plan (GFA unless stated otherwise)	Kaipara District Plan (Trips)	Whangarei District Plan (GFA, unless stated otherwise)	
	Controlled	Restricted Discretionary	Discretionary	Threshold	Restricted Discretionary	Restricted Discretionary (Basic ITA required)	Discretionary (Full ITA required)
<i>Place of Assembly</i>						1000	2000
<i>Recreational Facilities</i>		201-400	More 400			1000	2000
<i>Other Community Facilities</i>						2500	5000
<i>Storage</i>						5000	10000
<i>Other Industrial Activities</i>						2500	5000
<i>Rural Centre Service Activities</i>		61-200 or 31-200 (for state highway)	More than 200			1000	2000
<i>Retirement Village</i>						20 units or beds	40 units or beds
<i>Care Centre</i>						25 people (receiving care)	50 people (receiving care)
<i>Service Station</i>						4 refuelling spaces	8 refuelling spaces
<i>Education - Preschool</i>				30 children		40 children	80 children
<i>Education - Primary</i>				60 students		40 students	80 students
<i>Education - Secondary</i>				60 students		180 students	360 students



Land Use	Operative Far North District Plan (one way trips)			Proposed Far North District Plan (GFA unless stated otherwise)	Kaipara District Plan (Trips)	Whangarei District Plan (GFA, unless stated otherwise)	
	Controlled	Restricted Discretionary	Discretionary	Threshold	Restricted Discretionary	Restricted Discretionary (Basic ITA required)	Discretionary (Full ITA required)
<i>Education - Tertiary</i>				200 students		180 students	360 students
<i>Minerals</i>			More than 200				
<i>Health care and hospitals</i>				450			
<i>Large format retail</i>				2000			
<i>Office</i>				1600			

Appendix B.  
Tracked Changes Version of Transport Chapter

