Plan Change 2 – Engineering Code of Practice 2020

Proposed Amendments to Hastings District Plan

Parts of the Plan affected:

Section 2.5 Transportation Strategy

Section 26.1 Transport & Parking

Section 33.1 Definitions

Appendix 69 – Roading Hierarchy

Consequential Amendments to Zone Provisions and Appendices

The changes proposed by the Plan Change 2 are shown in red bold font for text to be added and ~~strike though font~~ for text to be deleted.

The scope of this Plan Change is limited to provisions affected by updating of the Engineering Code of Practice. Note that some provision without changes are shown to provide context.

Any further minor changes as a result of this Plan Change (such as numbering adjustments) will be addressed at the end of the Plan Change process.

In addition to the parts of the Plan identified above, there are a large number of minor terminology changes required to reflect the changes in road category names. A list of the sections where these changes are required is provided in the Table at the end of this document.

Changes to Section 2.5 Transportation Strategy

2.5.1 INTRODUCTION

An effective transportation network is a key element in the efficient functioning of the Hastings District and its economy. On a local scale, transportation networks are critical in the daily functioning of the District. As a community the Hastings District is highly dependent on the mobility of its population, and particularly dependent on a well-designed roading network as its primary means of physical communication. The District is a major producer of primary produce and manufactured goods and linkages to both domestic and international markets are crucial in maintaining a healthy economic sector.

While the population is highly dependent on motor vehicles, the transportation network can also generate negative environmental effects. Noise and exhaust pollution are the common effects associated with both road and rail transport. These effects are increasingly compounded by the continued growth of traffic, particularly on routes which were not designed to handle present or predicted levels, or by the inappropriate use of ~~local~~ **access** roads as arterial **or primary collector** routes, or de facto bypasses.

…

2.5.2 RESOURCE MANAGEMENT ISSUES

2.5.2.1 Establishment and Ongoing Development of a Planned Roading Hierarchy for the Hastings District

Roading patterns on the Heretaunga Plains are largely unstructured, and this has led to undesirable environmental consequences on residential and rural areas associated with inappropriate traffic patterns. The adoption of a roading hierarchy**, consistent with the New Zealand Transport Agency's One Network Roads Classification (ONRC) hierarchy,** which identifies a tiered roading system based on road function and planned levels of service is important to enable the effective management of traffic and to control the environmental effects associated with different traffic patterns.

…

2.5.2.3 The Environmental Effects of Unnecessary Traffic Utilising ~~Local~~ Access Roads

The open grid pattern of central Hastings has resulted in a large number of suburban (~~Local~~ **Access**) roads becoming used as de facto traffic bypasses, and as Collector or Arterial routes. This generates unnecessary and undesirable levels of traffic on ~~Local~~ **Access** roads and has safety and environmental consequences for the community, particularly in terms of noise, vibration and impact on the amenity of residential areas.

…

2.5.4 OBJECTIVES AND POLICIES

OBJECTIVE TSO1	**To establish and maintain a safe, efficient, and environmentally appropriate roading network which mitigates the adverse effects on the community.**
POLICY TSP1	*Ensure that when land use activities require to join or leave the roading network the efficiency or operation of the roading network is not adversely affected.* Explanation The safe and efficient movement of vehicles between the roading network and individual sites is important to maintain suitable levels of functionality on the roading system. The Hastings District Council **Engineering** Code of Practice ~~for Subdivision and Land Development~~ (2011**20**) **and Subdivision and Infrastructure Development In Hastings District – Best Practice Design Guide** will develop design solutions to ensure that access and egress points are suitably designed, and the District Plan will require activities and developments to meet the adopted standards. …
POLICY TSP3	*Progressively introduce environmental limits within the roading hierarchy to define the environmental standards that the roading hierarchy will be required to meet.* Explanation ~~At present~~ The **ONRC** roading hierarchy is defined by information relating to traffic volume, and a range of design criteria. There is currently insufficient data available to establish robust environmental limits to protect land uses from the effects of

road traffic pollution, particularly on existing routes. The Council will address these matters during the life of the District Plan with the intention of introducing appropriate standards once these can be confidently established.

2.5.5 METHODS

HASTINGS DISTRICT PLAN

Residential Zones: The Residential Objectives and Policies will identify the need to consider and provide for pedestrian and cycle facilities.

The frequency and scale of heavy vehicle movement on ~~local~~ **access** roads in residentially zoned areas will be controlled in order to avoid negative amenity impacts on residential land uses.

…

ROADING HIERARCHY

The **national ONRC** Roading Hierarchy adopted in the District Plan will identify the function and development parameters of roads in the District. Activity Standards in Section 26.1 of the District Plan will be employed where appropriate to control the location of activities and establish standards for access to and from the roading network. The standards will vary dependent on the status of the road in the hierarchy. The road status under the hierarchy will also identify appropriate means of compliance for access and sight distances. The Hastings Roading Hierarchy maps **and associated Roading Hierarchy table** are included in Appendix 69.

…

ENGINEERING CODE OF PRACTICE ~~FOR SUBDIVISION AND LAND DEVELOPMENT (2011)~~ (2020)

The Hastings District Council Engineering Code of Practice ~~for Subdivision and Land Development~~ incorporates road design standards which will be enforced for any new subdivision, depending on the function of any road within or having frontage to the subdivision. This will include design criteria to match the expected volume and mix of road traffic and levels of environmental and amenity treatment to match anticipated environmental impacts. The Code of Practice also includes checklists of environmental effects associated with matters relating to the effects of subdivision or land development, including the creation of new roads which can generate dust and stormwater effects. These checklists are intended to assist applicants in preparing their assessment of any actual or potential effects which the subdivision or land development may have on the environment.

Changes to Section 26.1 Transport and Parking

26.1.1 INTRODUCTION

The Transport Network is a crucial component of the District's economy and it also contributes significantly to the social wellbeing of the community. Almost all activities generate or attract vehicle movement and it is important that these movements are achieved efficiently and effectively and safely. The provision of convenient and safe access, parking, and loading are part of achieving an efficient traffic network.

Where parking and loading facilities are not available on-site this will usually occur on the street. This may have adverse effects on the safety and efficiency of roads where there are high traffic and pedestrian volumes. Part of the successful management of the transport network is identifying the principal function of the roads that form the road network in the District. A road hierarchy**, consistent with the New Zealand Transport Agency's ONRC hierarchy,** has been developed and is ~~appended to this Section of the District Plan~~ **attached in Appendix 69 – Hastings District Roading Hierarchy**. The road hierarchy outlines the purpose that each road fulfils and land use and access provisions are related to the function to ensure that the road network operates in a safe and efficient manner. This is the integrated approach to transport planning where routes and land uses are both components in the transport network.

…

26.1.4 METHODS

The Anticipated Outcomes set out in Section 26.1.2 will be achieved and the Objectives and Policies set out in Sections 26.1.3 will be implemented through the following Methods:

HASTINGS DISTRICT PLAN

Performance Standards to mitigate the effects on the transport network and encourage sustainable transport modes are outlined in Section 26.1.6 of the Plan.

HASTINGS ENGINEERING CODE OF PRACTICE (2020)
The Engineering Code of Practice sets out the roading hierarchy based on the New Zealand Transport Agency's One Network Roads Classification. This hierarchy outlines how the roading network should operate by classifying roads according to the characteristics of traffic volumes and their intended use/purpose.

…

26.1.6A ACCESS

2. Distance of Vehicle Accesses from Road Intersections

(a) Residential, Industrial and Commercial Zones

The distance that a vehicle access to any property may be sited from any ~~Local~~ **Access** Road intersection as defined in the Roading Hierarchy in Appendix 69, shall be a minimum of 15m or the extent of the property boundary whichever is the least.

Where there are two adjacent accesses, vehicle crossings shall be offset from the legal property boundary (side boundary) by 1.5 metres.

Vehicle access to any property shall not be sited within 30 metres of an intersection of a State Highway.

*Note: Vehicle access in relation to Collector or Arterial Road intersections as defined in the Roading Hierarchy in Appendix ~~68~~ **69** shall be subject to Road Safety Audit as deemed necessary by the Road Controlling Authority.*

(b) Rural Residential, Rural, Plains Production and Special Character Zones

Vehicle access to any property shall be sited a minimum of 100 metres from an intersection of a State Highway.

26.1.6B SAFE SIGHTLINE DISTANCES

1. Intersections shall be located to ensure that Safe Sightline Distances are maintained.

*Note: For vehicle accesses fronting a**n** ~~Local~~ **Access**, Collector or Arterial Route (as defined in the Roading Hierarchy in Appendix 69) compliance with Austroads Standards is deemed an acceptable means of compliance.*

For vehicle accesses and intersections fronting a State Highway, compliance with the NZ Transport Agency's standards for entrance/access ways is deemed an acceptable means of compliance.

…

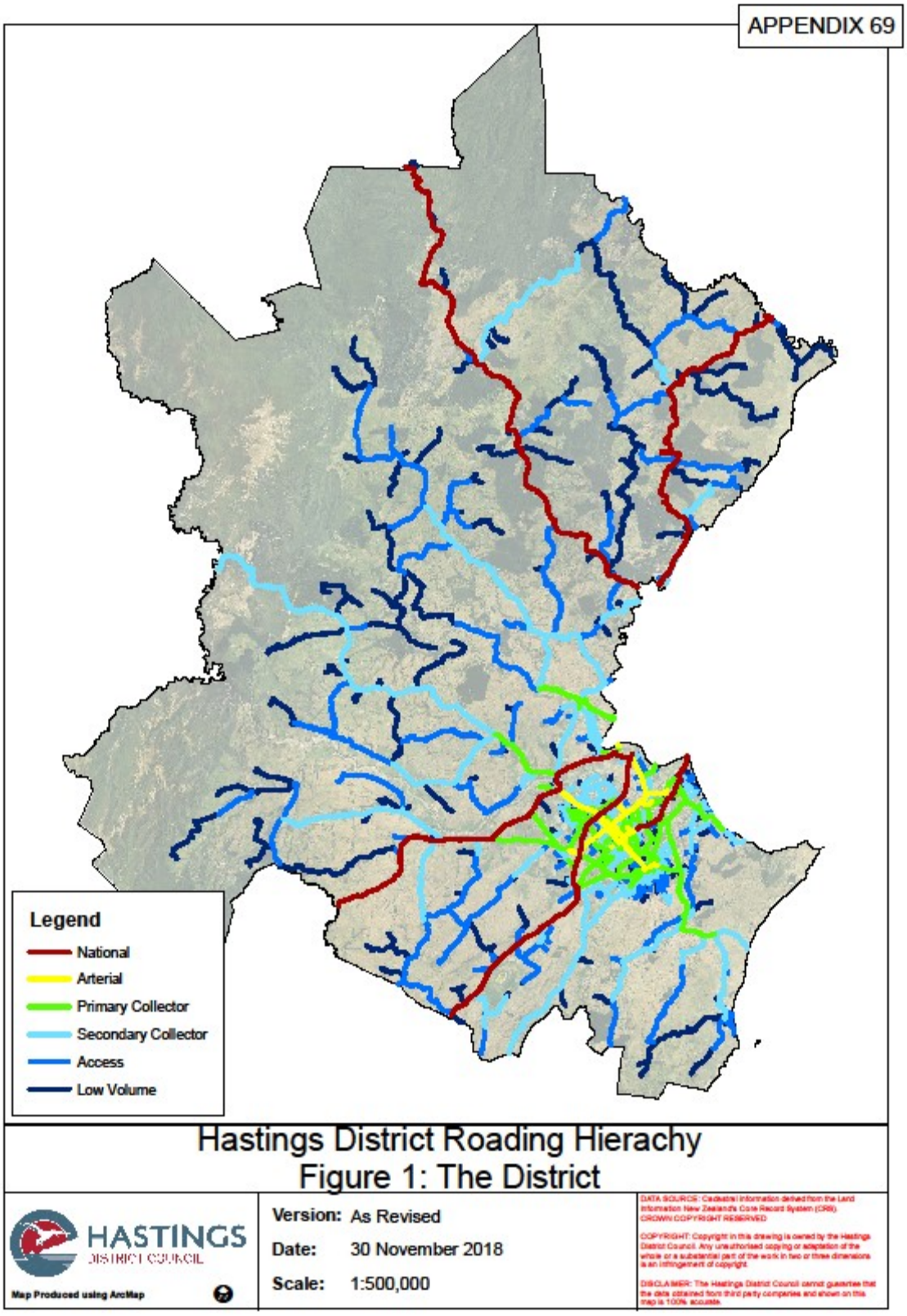
Changes to Section 33.1 Definitions

Engineering Code of Practice	**Means Engineering Code of Practice 2020**
~~Transport~~ Roading Hierarchy:	Classifies roads within the Hastings District ~~Transport~~ **Roading** Network depending on their function, location and traffic carrying capacity. The hierarchy adopts a four-level classification: · ~~*Regional Arterials*: Routes which are of strategic regional importance, and a significant element in the regional economy.~~ ~~· *District Arterials*: Routes which are of strategic importance and a significant element in the local economy.~~ ~~· *Collector Routes*: Routes which are locally preferred between or within areas of population or activities and complimentary arterials~~

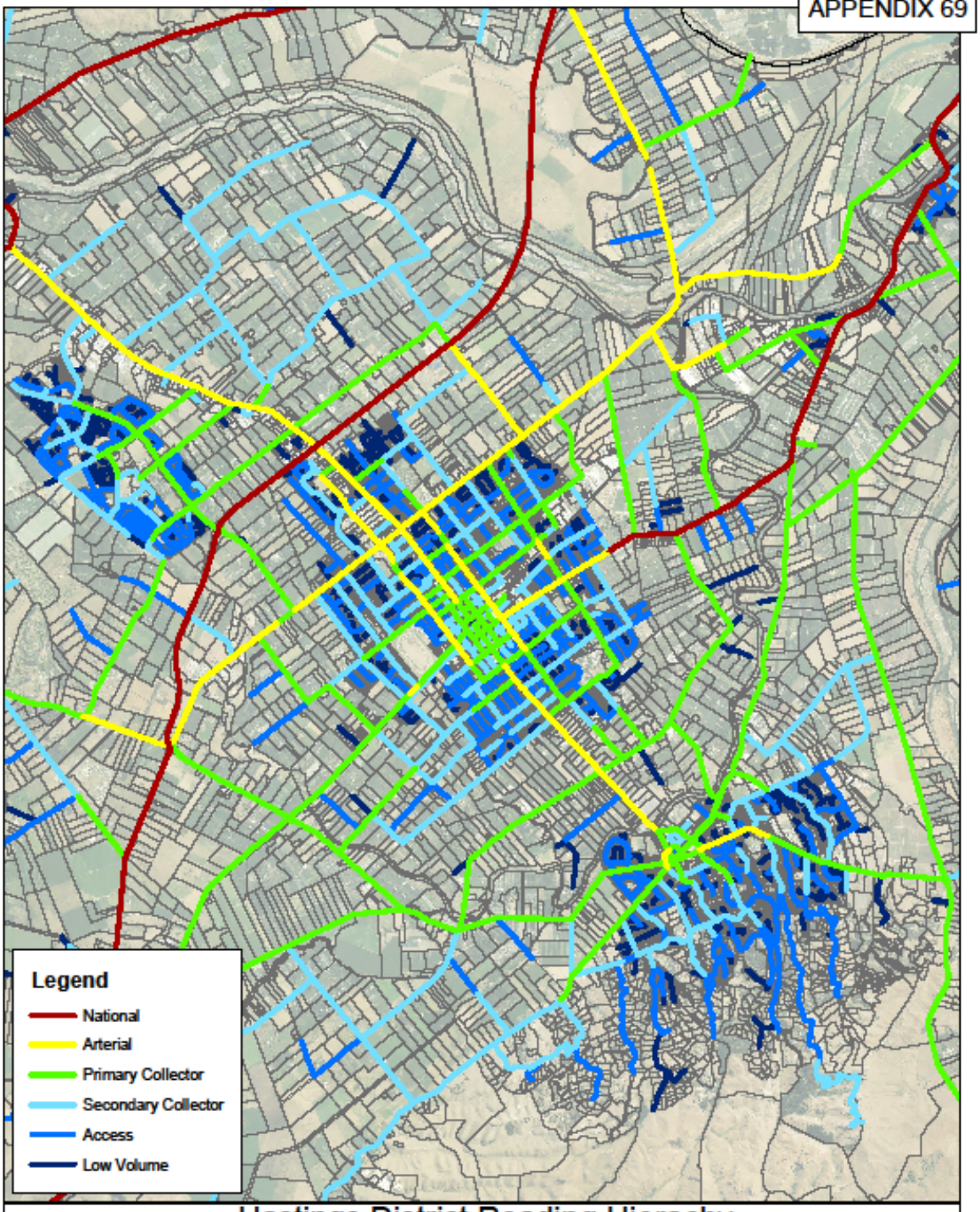
	~~· *Local Streets*: Routes whose primary function is property access~~ • ***Arterial:*** **Roads of strategic regional importance and contributing significantly to the regional economy. Linking regionally significant places, industries, ports or airports. Additionally, may perform a 'lifeline' function.** • ***Primary Collector:*** **Roads of strategic importance which provide significant links within the local economy. Links to arterials or state highways.** • ***Secondary collector:*** **These roads link population and economic sites. Locally preferred routes or within areas of population and activities.** • ***Access Roads:*** **These roads provide access and connectivity. Roads whose primary function is a street for people, public space, meeting, gathering as well as accessing property. These also provide access to the wider network. The low volume roads are included under this classification.**

Changes to Appendix 69

REVISED Appendix 69 - Replace existing Figure 1 & 2 and add Roading Hierarchy table as follows:



APPENDIX 69



Hastings District Roading Hierachy
Figure 2: Urban Areas

HASTINGS DISTRICT COUNCIL

Map Produced using ArcMap

Version: As Amended by Recommendations (Variation 4)

Date: 30 November 2018

Scale: 1:70,000

HASTINGS DISTRICT ROADING HIERARCHY (adapted from the New Zealand Transport Agency's One Network Road Classification)		
CLASSIFICATION	**DESCRIPTION**	**ROAD TYPES INCLUDED**
Arterial	**Roads of strategic regional importance and contributing significantly to the regional economy. Linking regionally significant places, industries, ports or airports. Additionally, arterial roads may perform a 'lifeline' function.**	**State Highways (*not managed by Council)* and major local roads that are of an inter-regional nature and provide links between significant areas of population and other inter-urban links.**
Primary Collector	**Roads of strategic importance which provide significant links within the local economy. Links to arterials or state highways.**	**Links between areas of activity within a community, providing alternative links between centres of population and contributing significantly to the movement of goods or produce.**
Secondary Collector	**These roads link population and economic sites. Locally preferred routes or within areas of population and activities.**	**Road giving connectivity between local populations areas and places of interest.** **Most roads within an industrial area would be collector roads.**
Access Roads **(includes Low Volume roads)**	**These roads provide access and connectivity. Roads whose primary function is a street for people, public space, meeting, gathering as well as accessing property. These also provide access to the wider network.**	**All Council roads not categorised in the above hierarchies and servicing land use activities including cul-de-sacs.**

…

Consequential Changes

The Plan currently references the Engineering Code of Practice variously as 'ECOP', 'Code of Practice', 'Engineering Code of Practice 2011'; 'Engineering Code of Practice for Subdivision and Land Development (2011)' and 'Engineering Code of Practice Standards (for public roads)'. This Plan Change proposes using consistent referencing to **'Engineering Code of Practice (2020)'** or **'Engineering Code of Practice'** hyperlinked to the definition as outlined above in Changes to Section 33.1 Definitions.

Changes to 2.8 Rural Resource Strategy

Reference	Provision
Policy RRSP4	*Rural land close to urban areas or on **primary collector,** arterial or national traffic corridors will be managed to avoid sporadic and uncontrolled conversion to activities that will individually or cumulatively adversely affect the sustainability of the rural resource base and the efficiency of the road network.* Explanation There is significant pressure from urban activities to expand onto rural land close to the present urban areas because of marketing or other financial advantages. The District Plan does not provide for the uncontrolled conversion of rural land to a range of residential, commercial or industrial activities. Such activities can adversely affect the sustainable use of rural resources by: amenity conflict, where new activities (particularly residential) anticipate and desire a higher level of amenity than neighbouring rural productive activities can provide; reducing the life supporting capacity of the soil resource and its availability to future generations through impervious ground coverage; and reducing the safety and efficiency of national, ~~or~~ arterial **or primary collector** traffic routes through an increased number and use of road accessways. They can also negatively affect the viability of the existing Commercial and Industrial Zones. The District Plan will encourage the development of these activities in urban areas, to ensure the controlled development of urban activities at the interface with the rural area (see Section 2.4 Urban Strategy).
2.8.5 Methods	**Hastings District Plan** **…** Special Purpose Zone: Regional Sports Park (Section 13.2): This Zone provides for the establishment of a comprehensively planned regional sports and recreation facility. The need for such a facility has previously been confirmed by the Council and, following a detailed analysis of alternative sites, the preferred site identified near Hastings in the rural area. The Zone has implications particularly with respect to the sustainable management of rural land close to urban areas or on **primary collector,** arterial or national traffic corridors.

Changes to 2.9 Industrial Strategy

Reference	Provision
POLICY ISP4	*Future growth areas shall integrate with the Regional Transport Strategy and mitigate effects on the District and Regional roading network.* Explanation Industries require efficient road networks to link with the regional traffic routes and other transport hubs such as the Port of Napier and Hawke's Bay Airport. Any new industrial areas need to locate near to key **national or** arterial routes and/or the Hawke's Bay/East Coast Railway line to ensure efficient transfer of raw materials and manufacturing goods.

Changes to Section 5.4 Rural Residential Zone

Reference	Provision
5.4.5B Yards	The following are required:… Loading ramps fronting ~~Local~~ **Access** Roads (i.e. roads that are not defined as Collector or Arterial Routes in Appendix 69) are exempt from the front yard requirements.

Changes to 6.2 Plains Production Zone

Reference	**Provision**
6.2.5B	**YARDS** The following setback distances are required: … 4. Accessory Buildings (associated with residential and land based primary production) and Loading Ramps Front yard 7.5 metres All other boundaries 5.0 metres Yards for accessory buildings and loading ramps may be reduced to 1.5 metres where adjoining owners' consent is obtained. Loading ramps fronting ~~local~~ **access** roads (i.e. roads not defined as collector or arterial routes) are exempt from the front yard requirements.

Changes to 6.3 Plains Settlement Zone

Reference	**Provision**
6.3.5J	**FENCING** …. 1. **Hastings General Residential Zone and City Living Zone** a. **Fences that front onto ~~Local~~ Access Roads*** Fences within the front boundary setback (front yard) of a site shall have a maximum height above ground level of 1.5m. Except that: fences may be constructed up to a maximum height of 1.8m above ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction. …

Changes to 7.2 – Hastings Residential Environment

Reference	**Provision**
7.2.5F	**BUILDING SETBACKS** **Hastings General Residential Zone and City Living Zone** All buildings shall comply with the stated setback requirements in the table below

FRONT BOUNDARY SETBACK	**SETBACK FROM ALL OTHE SITE BOUNDARIES**
3 metres (~~Local~~ **Access** Roads)	1 metre

	5 metres (Collector and Arterial roads)
7.2.5L	**Fences** …. **1. Hastings General Residential Zone and City Living Zone** Sites that front onto ~~Local~~ **Access** Roads* a. Fences within the front boundary setback (front yard) of a site shall have a maximum height above the existing ground level of 1.5 metres. b. Except that: fences may be constructed up to a maximum height of 1.8 metres above the existing ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction. c. Fences on all other boundaries of a site shall have a maximum height of 1.8m … *Note : Refer to Appendix 69 for details of the Road Hierarchy (this defines ~~local~~ **access** roads from collector and arterial roads).
7.2.5M	**TRAFFIC GENERATION** **All Hastings Residential Zones** Motor vehicle movements on ~~local~~ **access** roads as shown in Appendix 69, shall not exceed the following threshold limits: Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over Any 7 Day Period: HCV-II - Nil HCV-I - 1 All Others - 30
7.2.6E	**COMPREHENSIVE RESIDENTIAL DEVELOPMENT** **7. RELATIONSHIP OF BUILDING TO STREET** a. Where the parent site adjoins an ~~Local~~ **Access** Road, a front yard setback of 3m shall apply to all buildings. Where the road boundary of a parent site adjoins a Collector or Arterial Road the front yard setback for all buildings shall be 5m.
7.2.6.1C	**SCHEDULED ACTIVITY S5 – ROYSTON HOSPITAL** 1. Yards All buildings shall comply with the following yard requirements: Front Yard – 3 metres ~~local~~ **access** road Front Yard – 5 metres **primary** collector road All other yards – 1.5 metres
7.2.6.1F	**SCHEDULED ACTIVITY - S8 – TAIKURA RUDOLPH STEINER SCHOOL** 2. Building Setbacks All buildings shall comply with the stated setback requirements: Front boundary: 3 metres (frontage to ~~Local~~ **Access** Roads) Front boundary: 5 metres (frontage to Arterial or Collector Roads) Other boundaries (excluding boundaries internal to the S8 site): 1 metre *Note: for all other standards refer to 7.2.5 and 7.2.6 where relevant.*

Changes to 7.3 Hastings Commercial Environment

Reference	Provision
CSA02	*Commercial development that is conveniently located off arterial **or primary collector** roads and in close proximity to the retail core of Hastings City.*
POLICY LFRP3	*(d) Activities that are conveniently located and easily accessed from arterial **or primary collector** roads…*
POLICY LFRP5	*Explanation:* *… Important arterial **and collector** routes which feed into the central city are a feature of the Zone and the impact of the building design, orientation and landscaping on these public streetscapes needs to be considered. These aspects will be considered by means of design assessment through the Resource Consent process.*
7.3.5J	**LANDSCAPING** **1. *Commercial Service Zone*** ***…*** *b. Where the front boundary of the site is the road boundary of any ~~District or Regional~~ Arterial **or Primary Collector** Road (as classified in the Hastings District Road Hierarchy in Appendix 69) for the length of its frontage the site shall be planted to a depth of 1 metre (existing landscaping may be included in this calculation).*
7.3.7.2H	**LANDSCAPING AND SCREENING** a. The extent to which planting and landscaping is used to: Mitigate adverse visual effects particularly from the front boundary and those parts of the site visible from public spaces and interfaces along state highways**,** ~~and~~ arterial **and primary collector** transport corridors.
7.3.7.4A	**ASSESSMENT CRITERIA FOR NON-COMPLYING ACTIVITIES** **DEVELOPMENT IN THE LARGE FORMAT RETAIL ZONE** **…** (j) Whether the activity will be located on an Arterial **or Primary Collector** Road as shown in the District Planning Maps, thereby occupying a high profile location that would be more appropriate for Large Format Retailing Activities; …
7.3.7.4B	**STANDALONE OFFICE AND RETAIL ACTIVITIES IN THE COMMERCIAL SERVICE ZONE** … (l) Whether the activity will be located on an Arterial **or Primary Collector** Road as shown in Appendix 69, thereby occupying a high profile location that would be more appropriate for a Commercial Service Activity.

Changes to 7.4 Regional Hospital Zone

Reference	Provision
7.4.6B	**YARDS** 1. All Activities (a) Front yard setback: (i) With frontage to ~~Local~~ **Access** Roads: 3m minimum (ii) With frontage to Collector or Arterial Roads: 5m minimum (Omahu Road and Orchard Road, for Roading Hierarchy see Section 2.5 and Road Hierarchy Maps in the District Planning Maps)

Changes to 7.5 Light Industrial Zone

Reference	Provision
7.5.6.3	**SETBACKS** (a) Front Yards No part of any building shall be located within the following yards: **Front Yard** Sites opposite or adjacent to a Residential Zone — 2 metres Boundaries adjacent to an arterial ***or primary collector*** route — 2 metres All other instances — Nil

Changes to 8.2 Havelock North Residential Environment

Reference	Provision
8.2.5D	**BUILDING SETBACKS** **a. Havelock North General Residential Zone (Except for Comprehensive Residential Development on sites identified in Appendix 29)** i. Front boundary: 3 metres (with frontage to ~~Local~~ **Access** Roads). 5 metres (with frontage to Arterial or Collector Roads).
8.2.5K	**FENCING** 1. **Havelock North General Residential Zone (Except Comprehensive Residential Development on sites identified in Appendix 29)** a. Fences that front onto ~~Local~~ **Access** Roads* Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres Except that fences may be constructed up to 1.8m in height above ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction. … **Guidance Note: Refer to the Appendix 69 for details of the Road Hierarchy (this defines ~~Local~~ **Access** Roads from Collector and Arterial Roads).*

8.2.5L	**TRAFFIC GENERATION** **All Zones** Motor vehicle movements generated by activities on sites on ~~local~~ **access** roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits: **Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period** HCV-II: Nil HCV-I: 1 All others: 30 Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.

Changes to 8.4 Te Mata Special Character Zone

Reference	Provision
8.4.5B	**YARDS** **3. Accessory Buildings** Front Yard 7.5 metres All other yards 5.0 metres Loading ramps fronting ~~local~~ a**ccess** roads (ie: roads that are not defined as collector or arterial routes in Appendix 69) are exempt from the front yard requirements.

8.6 Iona Neighbourhoods

Reference	Provision
8.6.4B	Motor vehicle movements generated by activities on sites on ~~local~~ a**ccess** roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits: **Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period** HCV-II: Nil HCV-I: 1 All others: 30 Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.

Changes to 8.5 Havelock North Village Centre

Reference	Provision
8.5.8D	**ACTIVITIES FRONTING DISTRICT ARTERIAL ROADS** (a) Whether any vehicular entry/exit onto ~~District arterial~~ **Primary Collector** Roads can be located and designed to maintain or enhance traffic flow. (b) Whether any development fronting a ~~District Arterial~~ **Primary Collector** Road has any adverse effect on traffic safety, traffic capacity, or the visual amenity values of the route.

	(c) Whether the cumulative effects on traffic safety and efficiency from multiple vehicular access and development on ~~District Arterial~~ **Primary Collector** Roads can be adequately addressed. The criteria are designed to be flexible and provide opportunities for site responsive designs, while ensuring that developments provide a positive contribution to the character and amenity of both residential and/or commercial areas in the Zone.

Changes to 9.2 Flaxmere Residential Zone

Reference	Provision
9.2.5E	**BUILDING SETBACKS** **a. General** Unless otherwise provided for below as a Place of Assembly, any building used for any residential or non-residential activity within the residential area of Flaxmere is subject to this setback requirement. i. **Front Yard** Buildings fronting ~~Local~~ **Access** Roads 3 metres Buildings fronting Collector or Arterial Roads 5 metres *(For Roading Hierarchy see refer to the Road Hierarchy Maps in Appendix 69 and Section 2.5 in the District Plan Text).* **…**
9.2.5J	**FENCING** **1. Road Frontage** a. **Fences that front onto ~~Local~~ Access Roads*** Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres. Except that: fences may be constructed up to height of 1.8 metres above the existing ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction. **…** **Note: Refer to the Road Hierarchy (this defines ~~local~~ **access** roads from collector and arterial roads) in Section 2.5 and illustration in Appendix 69.*
9.2.5L	**TRAFFIC GENERATION** Motor vehicle movements generated by activities on sites on ~~local~~ **access** roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits: **Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period** HCV-II: Nil HCV-I: 1 All others: 30 Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.

Changes to 9.3 Flaxmere Village

Reference	Provision
9.3.1	**Introduction** …The large tract of land owned by Council contains the public pools, skate park, tennis courts, basketball court and the library/community centre/rock climbing centre. The Village Centre is within walking distance of surrounding housing and is in close proximity to State Highways 50A and 50 and the ~~District arterial~~ **Primary Collector** route of Flaxmere Avenue.

Changes to 10.1 Clive-Whakatu Strategic Management Area

Reference	Provision
10.1.1	**INTRODUCTION** … The Clive commercial area is centred around the radius of ~~local~~ **access and local collector** roads off the State Highway. There is a small hotel and small block of commercial shops on the southern side of the road and a service station and a number of individual shops exist on the northern side.

Changes to 10.2 Clive – Whakatu Residential Zone

Reference	Provision
POLICY CWRP4	**Explanation** Environmental quality in residential areas can be degraded by the impacts of excessive through traffic volumes using local streets. In Clive, this is an issue where ~~arterial~~ **national** routes are located close to housing. In addition, inadequate on-site provision of parking for both residential and non-residential activities, adds to amenity, congestion and safety impacts.
10.2.5D	Building Setbacks **a. Front Boundary** i. On sites with frontage to ~~Local~~ **Access** Roads: 5 metres …
10.2.5I	FENCING (a) Fences that front onto Local **Access** Roads* Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres. Except that fences may be constructed up to 1.8 metres in height above the existing ground level if a minimum of the top 300mm is able to be seen through in the manner of a picket, trellis, wire mesh and steel pool fence construction. (b) Fences that front onto **National,** Collector or Arterial Roads* (c) Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height of 1.8 metres and may be made of solid materials. (d) Fences on Corner Sites of **National,** Collector or Arterial Roads*

	Fences within the front yard of a site shall have a maximum height above the existing ground level of 1.8 metres and may be made of solid materials. **Except that:** Corner sites that front a **national,** collector or arterial road shall have a maximum fence height of 1 metre for a distance that is subject to the following calculation: …
10.2.5J	**TRAFFIC GENERATION** Motor vehicle movements generated by activities on sites on ~~local~~ **access** roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits: **Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period** HCV-II: Nil HCV-I: 1 All others: 30 Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.

Changes to 11.2 Haumoana Te Awanga Residential Zone

Reference	**Provision**
11.2.5K	**FENCING** **(a) Fences that front onto ~~Local~~ Access Roads** Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of 1.5 metres. *Except that fences may be constructed up to 1.8 metres in height above the existing ground level if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction.* **…** *Note : Refer to Appendix 69 for details of the Road Hierarchy (this defines ~~Local~~ **Access** Roads from Collector and Arterial roads).*
11.2.5L	**TRAFFIC GENERATION** Motor vehicle movements generated by activities on sites on ~~local~~ **access** roads as defined in the Road Hierarchy Maps in Appendix 69, shall not exceed the following threshold limits: **Vehicle Class/Type - Maximum Number of Movements Per Day or Averaged Per Day Over any 7 Day Period** HCV-II: Nil HCV-I: 1 All others: 30 Note: "Movement" means the arrival and departure of a vehicle from an activity on the site.

Changes to 12.2 Coastal Settlements Zone

Reference	Provision
12.2.5J	**FENCING** **(a) Fences that front onto ~~Local~~ Access Roads*** Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of1.5 metres. Except that fences may be constructed up to a maximum height of 1.8 metres if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction. … **Note*: Refer to Planning Maps for details of the Road Hierarchy (this defines ~~local~~ **access** roads from collector and arterial roads).*

12.3 Waimarama Settlements Zone

Reference	Provision
12.3.5J	**FENCING** **(a) Fences that front onto ~~Local~~ Access Roads*** Fences or walls (excluding retaining walls) within the front yard of a site shall have a maximum height above the existing ground level of1.5 metres. Except that fences may be constructed up to a maximum height of 1.8 metres if a minimum of the top 300mm of the fence is able to be seen through in the manner of a picket, trellis, wire mesh or steel pool fence construction. … **Note*: Refer to Planning Maps for details of the Road Hierarchy (this defines ~~local~~ **access** roads from collector and arterial roads).*

Changes to 14.1 Industrial Zone

Reference	Provision
Policy IZP9	*Require the provision of on-site landscaping along front boundaries in industrial areas located along the high profile **national and** arterial routes which provide an entrance to the Hastings urban areas.*
14.1.6A.3	**SETBACKS** **a) Front Yards** No part of any building shall be located within the following yards:

Areas	Front yard
…	
All other General Industrial Areas	
… Boundaries adjacent to any other Arterial **or Primary Collector** Route	… **2 metres**

25.1 Noise

Reference	Provision
POLICY NSP8	*Have regard to the design and provision of effective noise mitigation on all new ~~Regional and District~~ Arterials~~,~~ and Collector Roads constructed in the District.*
POLICY NSP11	*Require acoustic insulation of new noise sensitive activities and the addition of a habitable space to existing noise sensitive activities where they are located in Urban Development Areas adjacent the ~~major~~ **national,** arterial **or primary collector** routes.*
25.1.7D	**NOISE SENSITIVE ACTIVITIES WITHIN THE ~~MAJOR ARTERIAL~~ ROAD NOISE BOUNDARIES** (a) The following Minimum External Sound Insulation Level Standards shall apply to all habitable spaces within any noise sensitive activity within the ~~Major Arterial~~ Road Noise Boundary as shown in Appendices Appendix 11 and Appendix 14 (including the addition or alteration of a habitable space which exceeds 10% of the existing gross floor area):
25.1.8B	**REVERSE SENSITIVITY EFFECTS** (a) Whether the design, including location, and methods and construction techniques proposed are likely to avoid or mitigate reverse sensitivity effects on the ~~major~~ **national,** arterial **and primary collector** road network Bridge Pa Aerodrome or legitimately established commercial and industrial activities;

Changes to Section 26.1 Transport and Parking

Reference	Provision
Policy TPP4	*Protect the strategic ~~and arterial~~ transport networks from inappropriate development.* Explanation A sustainable transport network for Hastings District is one where proper consideration is given to the relationship between land use and transport effects, including the long term consequences. The ~~strategic~~, **national,** arterial, **and primary collector** routes are vital to the long term growth of the District and therefore must be protected against development that would affect their efficiency and effectiveness.
26.1.6A	**2. Distance of Vehicle Accesses from Road Intersections** **…** **(a) Residential, Industrial and Commercial Zones** The distance that a vehicle access to any property may be sited from any ~~Local~~ **Access** Road intersection as defined in the Roading Hierarchy in Appendix 69, shall be a minimum of 15m or the extent of the property boundary whichever is the least. … *Note: Vehicle access in relation to Collector or Arterial Road intersections as defined in the Roading Hierarchy in Appendix ~~68~~ **69** shall be subject to Road Safety Audit as deemed necessary by the Road Controlling Authority.* **3. Vehicle access to Property Zoned General Industrial (Irongate Area)** Except where the Engineering Code of Practice Driver Sightline Requirements are greater; a. The minimum separation distance between vehicle accesses shall be 15m. b. No vehicle access located on Maraekakaho Road shall be closer than 100m to an intersection.

	c. No vehicle access located on a ~~Local~~ **Access** Road or ~~District~~ Collector Road shall be closer than 30m to Maraekakaho Road. …
26.1.6B	**SAFE SIGHTLINE DISTANCES** *1.* Intersections shall be located to ensure that Safe Sightline Distances are maintained. *Note: For vehicle accesses fronting a**n** ~~Local~~ **Access**, Collector or Arterial Route (as defined in the Roading Hierarchy in Appendix 69) compliance with Austroads Standards is deemed an acceptable means of compliance.* …

Changes to Section 30. 1 Subdivision and Land Development

Reference	Provision
30.1.7E	**PROPERTY ACCESS** … 2. Access to property in General Industrial Irongate Area except where the Engineering Code of Practice driver sightline requirements are greater: a. The minimum separation distance between vehicle accesses shall be: - 15m b. No vehicle access located on Maraekakaho Road shall be located closer than 100m to an intersection. c. No vehicle access located on a ~~Local~~ **Access** Road or ~~District~~ Collector Road shall be closer than 30m to Maraekakaho Road. …

Changes to Appendix 11

Appendix 11 (Lyndhurst Urban Development Area Structure Plan)

Reference	Provision
LSP -O2	Road upgrading shall proceed in tandem with staged development of Lyndhurst. The following works shall either be undertaken by developers or funded through financial contributions: ▪ The following ~~local~~ **access** roads will be upgraded to an urban standard, with kerb and channel: · Lyndhurst Road (upgrade western side only north west of the intersection with Nottingley Road), 11m carriageway with footpath, cycle lane and parking on western side, and urban street lighting. Such upgrading must also be undertaken to ensure that the existing natural overland flow channels towards the Begley Drain and other existing defined low points are replicated, or amended in consultation with potentially affected persons, so as to protect adjoining properties on Plains Zone land from flood damage; · Arbuckle Road, 11m carriageway with footpath, parking and cycle space on both sides and urban street lighting; · Ikanui Road, 11m carriageway with footpath, parking and cycle space on both sides and urban street lighting. · Nottingley Road, widen the north western side between Ballantyne Street and Lyndhurst Road (providing for kerb and channel, parking, footpath and cycle lanes), so that the road width is approximately 14m; provide traffic calming, including street planting, to promote residential street theme and assist in reducing traffic speeds, and urban street lighting. …

Summary of Consequential Amendments to Hastings District Plan

Consequential amendments to terminology will be required across the plan in a number of places including the following:

#		Terminology requiring amendment					
	District Plan Chapter	Replace the following terms: • ~~Engineering Code of Practice 2011;~~ • ~~ECOP; Engineering Code of Practice Standards (for public roads);~~ • ~~Engineering Code of Practice for Subdivision and Land Development (2011);~~ with **'Engineering Code of Practice (2020)'** or **'Engineering Code of Practice'** as appropriate.	'~~Transport hierarchy~~' replace with **'Roading Hierarchy'**	'~~Regional Arterial~~' replace with **'Arterial'**	'~~District Arterial~~' replace with **'Primary Collector'**	'~~Collector Routes~~' replace with **'secondary collector'**	'~~Local~~' Road replace with **'Access'** Road
2.4	Urban Strategy	✓		✓			
2.5	Transportation Strategy	✓	✓		✓		✓
2.8	Rural Resource Strategy	✓		✓	✓		
2.9	Industrial Strategy	✓		✓	✓		
2.10	Commercial Strategy	✓					

5.3	Rural Residential Zone	✓					
5.4	Tuki Tuki Special Character Zone	✓		✓			
6.3	Plains Settlement Zone	✓	✓				✓
7.1	Hastings Strategic Management Area	✓					
7.2	Hastings Residential Environment	✓	✓		✓		✓
7.3	Hastings Commercial Environment	✓	✓	✓	✓	✓	✓
7.4	Regional Hospital Zone	✓	✓		✓		✓
7.5	Light Industrial Zone	✓			✓		
8.2	Havelock North Residential Environment	✓	✓				✓
8.5	Havelock Village North Centre	✓	✓		✓		✓
8.6	Iona Neighbourhoods	✓	✓				✓
9.1	Flaxmere Strategic Management Area	✓	✓				✓
9.2	Flaxmere Residential Zone	✓	✓		✓		✓

9.3	Flaxmere Village Centre	✓	✓			✓	✓
10.1	Clive Whakatu Strategic Management Area	✓	✓				✓
10.2	Clive Whakatu Residential Zone	✓	✓	✓	✓		✓
10.3	Clive Suburban Commercial Zone	✓	✓				✓
11.2	Haumoana Te Awanga Residential Zone	✓	✓				✓
12.2	Coastal Settlements Zone	✓	✓				✓
12.3	Waimamara Settlement zone	✓	✓				✓
14.1	Industrial Zone	✓			✓		
18. 1	Heritage Items & Notable Trees	✓	✓				✓
19.1	Riparian Land Management	✓	✓				✓
25.1	Noise	✓		✓			
26.1	Transport and Parking	✓	✓		✓	✓	✓
30.1	Subdivision and Land Development	✓	✓				✓
33.1	Definitions	✓	✓				✓
Appendix 11	Lyndhurst Urban Development	✓	✓				✓

Appendix 13	Arataki Urban Development	✓				✓	
Appendix 13A	Iona Urban Development	✓	✓				✓
Appendix 15	East Road Development	✓	✓				✓
Appendix 15A	Te Awanga Downs Structure Plan	✓	✓				✓
Appendix 18	Kopaki Bay Rural Residential	✓	✓				✓
Appendix 19	Omarunui Regional Landfill	✓	✓				✓
Appendix 52	Outstanding Trees	✓	✓				✓
Appendix 53	Significant Trees	✓	✓				✓
Appendix 66	Designations	✓	✓	✓	✓		✓