

To: Sam Foster
Copy:
From: AG
Date: 7 February 2017
Job Number: 17_98



SUBJECT: Lakeside Plan Change 20 - Submissions

Traffic

You requested comments on:

1. the Submission from Lakeside (sub #10) regarding road realignment and
2. the Submission from TK Community Trust (sub #23) car parking requirements for smaller lot sizes.

1. Submission 10 regarding road realignment

The submission proposal is for a cross-roads instead of a staggered tee at the commercial centre as notified.

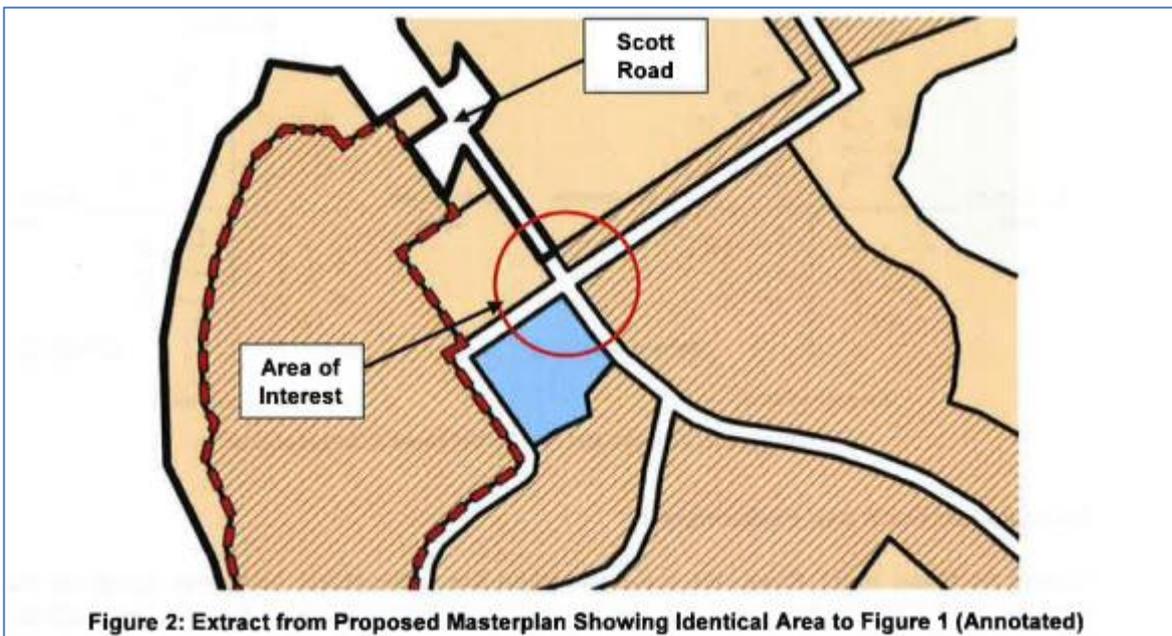


Figure 1: Proposed Crossroads

A supplementary assessment letter from Andy Carr explains and supports the change. The letter notes that additional land may be required to accommodate an appropriate intersection form (assessment based on roundabout).

I am happy with the assessment and consider that the cross roads layout is satisfactory. I suggest that the information requirements for a subdivision application require a preliminary design to demonstrate space to allow the intersection to be constructed for safe and efficient operation for all users (e.g. pedestrians, cyclists and local property access).

In summary, I support the submission.

2. Submission 23 regarding a minimum of one parking space

The submission opposes the minimum for 300m² sites of one car parking space

6. WE OPPOSE THE CARPARKING PROVISION PROPOSAL

LDL P27: 21E2.6 1(a)
"For a residential activity on sites of 300sqm or less, a minimum of one car parking space per dwelling...be provided".

RELIEF SOUGHT
There is no public transport option for residents of Te Kauwhata, therefore residents wishing to work or access services out of the village must provide their own transport.

We ask that provision is given to additional onsite parking to avoid street congestion

Figure 2: Extract from Submission 23 (Te Kauwhata)

In my review of the draft plan change I did not check parking, loading and access in detail and presumed that parking and loading standards from elsewhere in the plan would apply. The draft Proposed District Plan standards are in Table 1 below.

Activity	Car Parking Requirement	Loading Requirement
Minor Dwelling	1 car space per dwelling	Nil
Dwellings	2 car spaces are required for dwellings with 2 or more bedrooms and one car space is required for studio or 1 bedroom residential units	Nil
Retirement villages	1 car space per dwelling or unit	1 HGV
Multi-unit developments	1 car space per dwelling or unit.	Nil

Table 1: Parking and Loading (DRAFT Proposed District Plan)

These are reduced from the general standards in the Operative District Plan (Appendix A, Table 1 - generally one space per bedroom) and consistent with the Rangitahi Living Zone.

I generally work on the basis for isolated developments that internal effects are something for the developer and prospective residents to deal with, and support separating parking from land use from activities where this will support mode shift and reduced single occupancy vehicles.

The number of households with two and three (or more) motor vehicles in Te Kauwhata is consistent with that for the rest of Waikato (Attachment 1). The submission's comments relating to public transport are valid and I would not expect demand for cars to change unless there is a step change in passenger transport or employment that appears likely to be unlikely in the next 10 years.

The reduced parking standards therefore present the potential for additional on street parking that may lead to adverse effects on safety, efficiency, amenity and infrastructure (e.g. verge damage). These can generally be mitigated by road design that manages parking with bays, landscaping and entranceway spacing that would be closer to subdivision level of detail than plan rules.

The cautious approach would be to revert to the District-wide standards.

There may be an option to provide some additional flexibility since the proposal is, I understand, likely to be implemented as a comprehensive development with strict controls on stages, building type, design, etc. Perhaps the rule could allow for one space per dwelling where there is a comprehensive development plan or

similar that demonstrates to WDC's satisfaction that on-street parking can be accommodated safely and efficiently sufficient to meet the total of:

- = the shortfall between general District Plan requirements for that phase and one car parking space per dwelling; plus,
- = 10% of the shortfall to allow for visitors and loading.

In summary, I support the submission 23 and suggest that general district plan standards apply except that one space per dwelling be required for sites smaller than 300m where there is an appropriate mechanism as part of the comprehensive development plan to ensure that on-street parking effects are managed to be within each stage.

2013 Census QuickStats about a place: Te Kauwhata

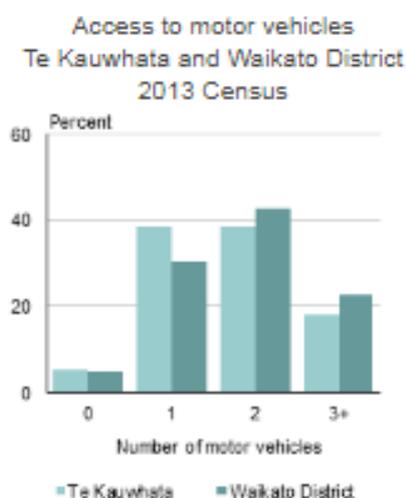
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Transport

Access to motor vehicles

- 17.8 percent of households in Te Kauwhata have access to three or more motor vehicles, compared with 22.5 percent of all households in Waikato District.



Note: Some percentages may be too small to show on graph.
Source: Statistics New Zealand

Note: All figures are for households in occupied private dwellings.

Some percentages may be too small to show on graph.

Main means of travel to work

- The most common means of travel to work on census day for people in Te Kauwhata was driving a private car, truck or van (85.4 percent of people who travelled to work used this form of transport).
- This was followed by driving a company car, truck or van (18.3 percent) and walking or jogging (9.8 percent).
- For Waikato District as a whole, the most common means of travel to work was driving a private car, truck or van, followed by driving a company car, truck or van and passenger in a car, truck, van or company bus.

Note: All figures are for the census usually resident population count.

This data has been randomly rounded to protect confidentiality. Individual figures may not add up to totals, and values for the same data may vary in different text, tables, and graphs. For areas with small populations, the data may not look as expected because of this rounding.