

ASSESSMENT AGAINST LOCAL OR REGIONAL PLANNING DOCUMENTS

Patricia Harte is a consultant Planner with Davie Lovell-Smith, Planners, Engineers and Surveyors of Christchurch. Ms Harte prepared planning evidence on behalf of Doncaster Developments for the Waimakariri PDP hearing and this evidence included an assessment of the proposal against the relevant objectives and policies of local and regional planning documents. Her assessment is set out below:

PLANNING CONTEXT – PROPOSED WAIMAKARIRI DISTRICT PLAN

- 1 The following assessments consider the proposed rezoning of the submitter's site from Large Lot Residential in the Proposed Plan (Residential 4A Operative Plan) to Medium Density Residential (MDR). I firstly consider the suitability of Large Lot Residential zoning for the site, and secondly the suitability of Medium Density Residential zoning.

Large Lot Residential Zoning

- 2 The Large Lot zones in the Proposed Plan incorporate both the Residential 4A and 4B zones of the Operative Plan. The current Residential 4A zoning and proposed Large Lot residential zoning provide for rural-residential type development with a minimum average lot size of 5000m² and minimum lot size of 2000m². The Proposed Plan states that;

The purpose of the Large Lot Residential Zone is to provide residential living opportunities for predominantly detached residential units on lots larger than other Residential Zones. The Large Lot Residential Zone are located near but outside the established townships. Some opportunity is also provided for rural activities where the effects of these activities will not detract from the purpose, character and amenity values of the residential zone.

In my opinion this statement is at odds with the actual location of existing Large Lot zones as the majority of the Res 4A/4B /LLR zones within the rural area are quite distant from settlements. I note there are only two Residential 4A zones in the Operative Plan being the Doncaster land and at Waikuku Beach.

- 3 **Urban form and development, Policy 3** addresses the identification/location and extension of **Large Lot Residential zone** areas. The focus of the policy is new Large Lot residential development; however I consider that the criteria contained in the policy provide a useful basis for considering

the appropriateness of the Doncaster land being zoned Large Lot Residential. Clause 2 of the policy states:

New Large Lot Residential development, Is located so that it:

- a. occurs in a form attached to an existing large Lot Residential Zone or Small Settlement zone and promotes a coordinated pattern of development;*
- b. is not located within an identified Development Area of the District's main towns of Rangiora, Kaiapoi and Woodend identified in the Future Development Strategy;*
- c. is not on the direct edge of the District's main towns of Rangiora, Kaiapoi and Woodend, nor the direct edges of these towns identified new development areas as Woodend identified in the Future Development Strategy*

The Doncaster site does not satisfy any of these criteria as it **is not** attached to an existing large lot or settlement zone, it **is** located in an identified development area (North West Rangiora Development Area) and **is** on the "direct edge" of Rangiora. The site's large lot zoning therefore does not, in my opinion, have a sound planning/policy basis.

Medium density residential zoning

4 **Strategic Directions, Objective 2** in the Proposed Plan sets out the desired outcomes for urban development including Urban development and infrastructure that:

- a. is consolidated and integrated with the urban environment,
- b. Recognises the existing character, amenity values and is attractive and functional to residents, business and visitors,
- c. Utilises the Council's wastewater, potable water supply and stormwater infrastructure where available;
- d. Provides a range of housing opportunities, focusing on new residential activity within existing towns;
- e. Supports a hierarchy of urban centres, with the District's main centres in Rangiora, Kaiapoi, Oxford and Woodend being the focus around which residential development and intensification can occur;
- f. Provides people with access to a network of spaces with urban environments for open space and recreation.

Appendix 5

- 5 My assessment of the requested MDR rezoning against these criteria is set out below and draws on the Urban Design assessment of Vikramjit Singh. All of these criteria are met.
- a. The Doncaster site immediately adjoins the Rangiora township and its residential zoning, accepting that visually the Transpower Lines require a degree of separation.
 - b. The proposed rezoning and revised outline development plan recognise the character of the area incorporating the area under the Transpower lines as reserve and as a stormwater area available to the public.
 - c. The development will connect to Council's existing reticulated services, thereby avoiding the need to construct new facilities as discussed in the evidence of Regan Smith of Aurecon
 - d. The submission requests General Residential or Medium Density Residential zoning. However, in keeping with the remainder of Rangiora under Variation 1, and to enable a variety of section sizes the submitter is now only seeking Medium Density Residential zoning. This will provide for a wider range of housing opportunities. This zoning is supported by the submission of Kāinga Ora who consider that MDR zoning should not be limited to areas within 800m of the Town Centre zone.
 - e. The proposed Medium Density zoning will provide for full residential use of this site which provides the final piece of the puzzle on the north west corner of Rangiora. Doncaster is keen to provide for a range of housing types including more intensive housing.
 - f. The new ODP prepared for the site provides for very good connectivity within the site as well as access to the local purpose reserve under the transmission lines and through to the adjoining Arlington area and links through to Lehman Road and therefore River Road to the north and northeast.
- 6 **Urban Form and development, Policy 2** (UFD-P2) addresses the identification and location of new Residential Development Areas. It is therefore not directly relevant as Doncaster is not seeking a new development area as its site is already within the North West Rangiora Development Area. However I consider it is useful to assess the proposed residential zoning of Doncaster site rezoning against the criteria in this policy. These criteria are in clause 2 of UFD-P2 which I set out below with associated comments:

UFD-P2 Identification/location of new Residential Development Areas

2. For new Residential Development Areas, other than those identified by (1) above, avoid residential development unless located so that they:

a. occur in a form that concentrates, or are attached to, an existing urban environment and promotes a coordinated pattern of development; Comment: The Doncaster site is attached to the Arlington area of Rangiora township and the outline development plan provides for a coordinated pattern of development in this north western corner of Rangiora providing vehicle and cycle/pedestrian links

b. Occur in a manner that makes use of existing and planned transport and three waters infrastructure, or where such infrastructure is not available, upgrades, funds and builds infrastructure as required;

Comment: The development associated with the rezoning will require and facilitate the construction of Parrott Road which is a primary link road that has been planned by the Council for some time. It is understood this may provide a useful link in the proposed heavy traffic bypass in this area.

c. have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;

Comment: The area under the transmission lines will provide a very accessible and extensive reserve space for residents as well as providing for stormwater detention and treatment. In addition Arlington Park is within easy walking distance of the Doncaster site

d. concentrate higher density residential housing in locations focusing on activity nodes such as key activity centres, schools, public transport routes and open space

e. take into account the need to provide for intensification of residential development while maintaining appropriate levels of amenity values on surrounding sites and streetscapes;

Comment: These requirements are now less relevant with the global rezoning of Rangiora's residential areas as Medium Density Residential as this zoning provides for medium, and possibly some higher density development throughout the town. Doncaster intends to incorporate a variety of housing within this development recognising a demand for this and because the site is close to a shopping area and open spaces.

f. are informed through the development of an ODP;

Comment: A new ODP has been prepared for the site which provides for very good connectivity within the site as well as access to the local purpose reserve under the transmission lines and through to the adjoining Arlington area and links through to Lehman Road and therefore River Road to the north and northeast.

g. supports reductions in greenhouse gas emissions; and

Comment: The ODP provides for passive and active transport and provides ready access to the Park and Ride facility for people wishing to commute to Christchurch.

h. are resilient to natural hazards and the likely current and future effects of climate change as identified in SD-O6

Comment: The non-urban flood overlay on the Proposed District Plan planning maps indicates a flood channel running along the northern boundary of the site, presumably overflow from the Ashley River. The potential flood levels will be taken into account in developing the site by raising ground levels while ensuring any runoff onto adjoining properties is controlled to avoid any increase in flooding.

- 7 The above assessments of the Doncaster site based on the requirements of **Urban form and development, Policy 3** (for Large Lot Residential) and **Strategic Objective 2** and **Urban Form and development, Policy 2** (for residential zones and development areas) show that the Doncaster site satisfies both higher level and more detailed location and servicing requirements as well as all relevant planning criteria. On this basis I consider that the requested residential zoning of the Doncaster site is most appropriate option for achieving these objectives and policies.

HOUSING DEMAND AND CAPACITY

- 8 Review of the Waimakariri District Plan under the RMA provides a logical and appropriate opportunity for consideration of growth needs for all sectors of the community and District. This is confirmed by Urban Form and Development **Objective UFD-O1** which specifies **“Sufficient feasible development capacity for residential activity to meet specified housing bottom lines and a changing demographic profile of the district”** and then includes a table of the number of Residential Units that meet the Short to Medium term, Long Term and 30 Year Time frame housing bottom lines. I note that the council officer reporting on the Urban Form and Development chapter recommends that the words “At least..” be added to the beginning of **Objective OFD-01**.

Appendix 5

- 9 I understand that as part of the review of the District Plan capacity assessments of the likely demand and supply of land for housing have been undertaken and that this has formed the basis for retaining existing Development Areas and including a new development area. The capacity assessments have recently been interrogated with the hearing of Plan Change 31 proposing multi-use development at Ohoka. However, as detailed in the evidence of Tim Heath, this capacity assessment has a number of calculations and assumptions that potentially overestimate supply.
- 10 Mr Heath considers that given Waimakariri's growth trajectory the High Growth projection used by Stats NZ strongly indicates that more capacity is needed to meet the medium and long term household projections. This scenario estimates the number of households in Rangiora to increase from 8,340 in 2023 to 11,620 in 2048. This implies a demand for 3,280 dwellings reflecting a 39% increase over the next 25 years. The demand is expected to be reinforced by the relative competitiveness of the Waimakariri housing market due to its lower than average property values as compared to Christchurch City and Selwyn District.
- 11 With regard to supply, Mr Heath assesses the latest estimated housing capacity. In his opinion the various scenarios, including development of the Future Development Areas (FUDAs), involve a number of uncertainties. These include the density of development (12-15 households per ha) and the feasibility of development within some of these FUDAs. Overall, he considers the capacity assessments presented in the HBA2023 (Christchurch Housing Development Capacity Assessment) are overstated.
- 12 In relation to the Doncaster site, he considers that "given its close proximity to Rangiora's urban residential environment, amenities and established infrastructure, it would seamlessly integrate into the existing urban environment. Enabling the proposed rezoning would provide location and typology choice and improve competitiveness in the market and therefore contribute to the establishment of a well-functioning urban environment" as required by Policy 1 of the NPS-UD. Importantly, he then states that the "rezoning will not come at the expense of other zoned capacity, given the anticipated shortfall of residential capacity within the district over the medium term. To the contrary, the rezoning would provide more supply certainty in Rangiora over the short to medium terms."
- 13 Section 32(1) requires consideration be given to whether a proposal is the most appropriate way to achieve an objective, including assessing the efficiency and effectiveness of the provisions. In this regard it is my opinion that retaining the Large Lot Residential zoning for the site is not the most

effective or efficient option as it provides a for a limited number of sites for housing at a density of only 1 house per 5000m². In addition, it fails to meet all relevant locational criteria in the Proposed Plan. In contrast, the MDR zoning enables a significantly greater density with no minimum lot size and up to 3 residential units per site. This zoning is clearly the more efficient and effective way of providing for new residential sites.

CANTERBURY REGIONAL POLICY STATEMENT (CRPS)

14 The proposed rezoning of the Doncaster site meets the key requirements for new development set out in **Objective 5.2.1 Location, design and function of development** as detailed below:

- It will achieve a consolidated, well designed and sustainable growth in and around an existing urban area
- It will enable people to provide for their social, economic and cultural well-being
- It provides housing choice
- It is located close to main routes and public transport
- The outline development plan ensures compatibility with the adjoining Transpower lines
- It avoids conflicts between incompatible activities

15 **Policy 5.3.1 Regional growth** implements Objective 5.2.1 and states:

To provide, as the primary focus for meeting the wider region's growth needs, sustainable development patterns that:

1. ensure that any urban growth; and limited rural residential development occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;
2. encourage with urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;
3. promote energy efficiency in urban forms, transport patterns site location and subdivision layout;
4. maintain and enhance the sense of identity and character of the region's urban areas; and
5. encourage high quality urban design, including the maintenance and enhancement of amenity values.

Appendix 5

- 16 The Doncaster site and proposed residential development provided for in the latest Outline Development Plan address/satisfy all these matters as:
- Its location is attached to an existing urban area and so achieves a coordinated pattern of development.
 - The MDR zoning and ODP will provide for housing choice and recreation opportunities.
 - The site connects well with key transport routes both for private vehicles, cycling and public transport.
 - The design of the development will be linked to the adjoining Arlington development as a result of shared ownership.
 - The developers are experienced and pride themselves in achieving high quality urban design
- 17 The most contentious policy is policy 6.3.2 clauses 1 and 4 which state:
- 6.3.1 Development within the Greater Christchurch area**
- In relation to recovery and rebuilding for Greater Christchurch:
1. give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;
 3. enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;
 4. ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, **unless they are otherwise expressly provided for in the CRPS;**
- 18 The Doncaster development appears to be contrary to clauses 1 and 4 as the site adjoins but is just outside the Map A urban limit. The Doncaster submission sets out a number of reasons why these provisions should not prevent the District Council deciding to rezone the Doncaster land for resident development including:
- That the conflict is a minor technicality, well below regional significance.
 - That the decision in Our Space indicated that the boundaries were indicative only and that the merits of any proposal could be considered without being precluded by Map A

- The fact that the land is zoned for Rural residential use and adjoins Rangiora town is contrary to policies in the CRPS and District Plan, but now appears to prevent its logical use for residential development.
- The CRPS provisions are historical and out of date and arguably contrary to the NPS-UD as a planning tool
- There are no local or regional concerns that justify the continued existence and restrictive effects of the urban limit line in its present location, separating the site from the remainder of the housing area of North-west Rangiora

I agree with all these reasons and am therefore of the opinion that the Map A boundary in north-west Rangiora should not impede the logical rezoning of the Doncaster land from Large Lot Residential to Medium Density Residential.

19 In previous Doncaster submissions to Greater Christchurch policy documents providing for growth the requested rezoning of the Doncaster land has been refused, either with no reason or on the basis that is not in accordance with Map A in the Canterbury Regional Policy Statement, which is overdue for review. I note that Environment Canterbury has not directly opposed Doncaster's or other requested rezonings to the Proposed Waimakariri District Plan, with concerns limited to natural hazard issues. However they have requested that references to new Development Areas in policies including UFD-P2 Identification/location of new Residential Development Areas be replaced with reference to Map A. The reporting officer recommended rejection of this submission and commented that Policy UFD-P2 "enables Council to meet the requirements of Policy 2 of the NPS-UD" which requires local authorities at all times provide at least sufficient development capacity to meet expected demand for housing over the short, medium and long term" with the clear implication that compliance with the NPS-UD is the Council's priority.

20 **Policy 6.2.1.(3)** directs avoidance of residential development outside of Map A "*unless it is expressly provided for in the RPS.*" This then requires consideration of the other provisions such as those I have addressed above, namely **Objective 5.2.1 Location, design and function of development** and **Policy 5.3.1 Regional growth**. Both these provisions provide criteria for growth areas without limiting them to Map A. Also relevant is Policy 6.2.2 Urban Form and Development which specifies that:

The urban form and settlement pattern of Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for growth, with an

Appendix 5

urban form that achieves consolidations and intensification in urban areas and avoids unplanned expansions of urban areas by:

5. encouraging sustainable and self-sufficient growth in the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton....

In my opinion this policy clearly recognises the need to enable growth of these towns to provide for future growth the population of greater Christchurch, and in particular the provision of housing for this growth in the short, medium and long term. This should not be compromised by limiting development to the Map A areas. This approach is supported by the decision of Greater Christchurch Partnership on the Our Space - 2018-2048 document in the statement:

*We agree with officers that additional land is best considered as part of subsequent RMA planning processes, including reviews of the CRPS and **district plans**, and relevant LGA processes, including structure planning. ... we have recommended amendments to ensure Our Space does not preclude the consideration of further land that may be appropriate for future housing and business*

Appendix 5

Ray Edwards is a traffic engineering consultant practising from Christchurch. Mr Edwards prepared Traffic evidence on behalf of Doncaster Developments for the Waimakariri PDP hearing and this evidence included an assessment of the proposal against the relevant objectives and policies of local and regional planning documents. His assessment is set out below:

Proposed District Plan Objectives and Policies

1. I provide a list of relevant transport related Objectives and Policies as Appendix C to this evidence. In response to these I note that:
 - a) The proposed road layout follows the District Plan road hierarchy by providing the network links as specified in the District Plan ODP's. These roads will be designed to relevant District Plan and/or NZS4404 design requirements.
 - b) The site is located close to the Rangiora north park n ride facility which provides a direct public transport connection to Christchurch. The proposed site-specific ODP provides for cyclists and pedestrians through individual road link design as well as specifically identified connections to the neighbouring subdivisions to the east of the site;
 - c) While the proposed subdivision will place additional traffic load onto the existing road network that surrounds the site, this network has ample spare geometric capacity to cater for this traffic and the proposal will not result in traffic volumes on road network links considered inappropriate for the planned road classification of these links;

Overall, it is my opinion that the proposal is consistent with relevant transport related objectives and policies of the proposed District Plan.

Vikramjit Singh is an Urban Designer/Architect at Rough Milne Mitchell Architects. Mr Singh prepared Urban Design evidence on behalf of Doncaster Developments for the Waimakariri PDP hearing and this evidence included an assessment of the proposal against the relevant objectives and policies of local and regional planning documents. His assessment is set out below:

ASSESSMENT OF ODP AND THE PROPOSAL AGAINST RELEVANT PLANNING PROVISIONS

1. The following are the key objectives and policies of the pWDP that direct urban development and that are relevant for the proposed rezoning. These also address the higher-level directives of **NPD-UD- Policy 1** and **CRPS- 6.3.3**.
 - a. **Part 2 - District Wide Matters- Strategic Directions: SD-O1** *Natural environment: requires people have access to a network of natural areas for open space and recreation.*
 - b. **Part 2 - District Wide Matters- Strategic Directions: SD-O2: Waimakariri District (following from NPS-UD-policy 1)** *contains well-functioning urban environments by:*
 - i. *meeting the needs of housing*
 - ii. *good accessibility to housing, jobs, community service, natural open spaces*
 - iii. *and is well connected by way of public or active transport.*
 - c. **Part 2- District Wide Matters- Subdivision: SUB-P6-Criteria for Outline Development Plan (following from CRPS 6.3.3):** *Development in new residential development area to occur by inclusion of ODP in the district plan and is in accordance with the provision set out in an outline development plan:*
 - i. *prepared as a single plan for the proposed area.*
 - ii. *includes road network connections with surrounding areas.*
 - iii. *land for parks and recreation; with landscape enhancement*
 - iv. *provide integration of transport modes, including pedestrian walkways, cycleways, and connections with adjoining areas*
 - v. *mitigation of any adverse impacts for any existing infrastructure*
 - d. **Part 3 – Area Specific Matters - GRZ-P1:** Residential character and amenity values: Provide for activities and structures that support and maintain the character and amenity values anticipated for the zone which:
 - i. *sites generally dominated by landscaped areas, with open spacious streetscapes.*

RESPONSE

2. In response to the above listed policies and objectives, I have identified four questions related to urban design which aim to evaluate the fundamental prerequisites for a well-functioning urban environment in the context of the proposed Site.
 - a. Does the location of the Site and its connectivity to public and active transport support the formation of proposed rezoning?
 - b. Does rezoning effectively connect existing residential communities and provide access to facilities and services within a walkable distance?
 - c. Is the rezoning plan designed to include accessible natural green spaces that can be used for recreational activities by the residents and accessible to the surrounding urban communities?
 - d. Does the rezoning provision of mitigation of any effect to and from the Site in terms of its setting or any existing infrastructure?
3. In my opinion the following aspects well cover these main points:
4. Site Location and Connections. As described above at the strategical level the general proximity of the Site to the Rangiora Town Centre, provides direct public transport access to Christchurch City will potentially provide good accessibility to job opportunities, facilities, and services. Although the Site does not have any direct access to public transport, there is a bus service available 800m from Sandown Boulevard, and park and ride facility at 3 mins drive from the Site at River Road. A contiguous pedestrian and cycle connection will support the road network and will provide functional and recreational use for the Site, its neighbouring areas.
5. Urban Form and Integration with Existing Residential Areas: The Site is not within the Urban Limits of Rangiora and lies at its border with existing urban residential areas. This in my opinion will help the urban form to transit from RLZ towards MDRZ zone in the future and provides a unified GRZ edge to the Lehmans Road extent.
6. Although the proposed rezoning will provide for an increase in density as compared to the LLRZ provisions, it will provide additional housing for Rangiora and will integrate well to existing residential areas in terms of layout, built form, height, recession planes, building setback and minimum outdoor living spaces.
7. Connections and Safety. The proposed ODP is shaped along the existing connections available to the Site, the proposed link in the pWDP with Northwest ODP of neighbouring areas, and the open spaces along the south of the Site. The movement structure which provides road, pedestrian, and cycleway

Appendix 5

connections with permeability from the Site toward Lehmans Road and Arlington which is currently incomplete.

8. The ODP proposes integration of pedestrian and cycle movement along its road network providing connection with the existing active local network. This integration with the surrounding locale will foster a sense of belonging and safety for the new residents. In keeping with CPTED principles the layout will ensure buildings that overlook streets and public spaces, both for safety and better community.
9. Landscape Green Spaces, Edge treatment and Reverse Sensitivity: The Site has good access to an open space area with the possibility to develop and integrate the existing Transmission Line corridor spaces for creation of a large, consolidated amenity space in association with SMA.
10. Suitable edge treatment for integration along the RLZ boundaries will be provided, which will soften the transition from RLZ to GLZ and will also mitigate any reverse sensitivity issues for the proposed Site.
11. In the context of the proposed Site, these elements are vital for establishing a well-functioning urban environment and will be consistent with the intentions of the policies and objectives.

APPENDIX C: Proposed District Plan Transport Objectives and Policies

TRAN-O1 *A safe, resilient, efficient, integrated, and sustainable transport system*

An integrated transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure, regionally significant infrastructure, and strategic transport networks, that:

- 1. is safe, resilient, efficient and sustainable for all transport modes;*
- 2. is responsive to future needs and changing technology;*
- 3. enables economic development, including for freight;*
- 4. supports healthy and liveable communities;*
- 5. reduces dependency on private motor vehicles, including through public transport and active transport; and*
- 6. enables the economic, social, cultural and environmental well-being of people and communities*

TRAN-O4 *Effects of activities on the transport system*

Adverse effects on the District's transport system from activities, including reverse sensitivity, are avoided, remedied or mitigated

TRAN-P2 *Environmentally sustainable outcomes*

Seek more environmentally sustainable outcomes associated with transport, including by promoting:

- 1. the use of public transport, active transport and sustainable forms of transport;*
- 2. the use of green infrastructure;*
- 3. the increased utilisation of renewable resources;*
- 4. the use of low impact approaches (such as in site, route or structure selection or construction methodology);*
- 5. using low carbon materials in construction;*
- 6. changing the way activities that generate high greenhouse gas emissions are delivered;*
- 7. offsetting greenhouse gas emissions through activities such as planting carbon sequestering trees or the establishment and restoration of wetlands; and*

8. *energy efficiency and conservation practices*

TRAN-P3 *District Plan Road Hierarchy*

Maintain a road hierarchy in the District Plan and protect the functioning of the roads within it to enable the District's roads to function efficiently with minimal conflict between activities, traffic, and people through controls on activities according to the District Plan road hierarchy classification of roads adjoining those activities

TRAN-53 *High traffic generating activities*

Manage the adverse effects of high traffic generating activities on the transport system according to the extent that they:

1. *generate additional vehicle movements beyond what the existing road design can safely or efficiently accommodate or what the classification of the road within the District Plan road hierarchy intends to accommodate;*
2. *are accessible by a range of transport modes and encourage public and active transport use;*
3. *do not compromise the safe, efficient or effective use of the transport system, including ease of access by service and emergency service vehicles;*
4. *provide patterns of development that optimise the use of the transport system;*
5. *maximise positive transport effects;*
6. *avoid, remedy or mitigate adverse transport effects;*
7. *mitigate other adverse effects, such as effects on communities, and on the amenity values of the surrounding environment, including through travel demand management measures;*
8. *provide for the transport needs of people whose mobility is restricted; and*
9. *integrate and coordinate with the transport system, including proposed land transport infrastructure and service improvements.*

TRAN-P9 *Cycle transport*

Encourage cycle transport through measures such as the provision of wider sealed road shoulders, marked on-road cycle lanes, separated cycle lane, shared use path and off-road formed cycle paths; the provision of cycle parking that is safe, convenient, visible, and secure; and the provision of cycling end-of-journey facilities for staff such as showers and lockers.

TRAN-P15 *Effects of activities on the transport system*

Ensure, to the extent considered reasonably practicable, that other activities do not compromise the safe and efficient operation, maintenance, repair, upgrading or development of the transport system, including through:

- 1. managing access to the road corridor, and activities and development adjacent to road/rail level crossings, particularly where it is necessary to achieve protection of the safe and efficient functioning of the transport system, including those parts of the transport system that form part of critical infrastructure, strategic infrastructure and regionally significant infrastructure;*
- 2. avoiding, remedying or mitigating adverse reverse sensitivity effects on the transport system; and*
- 3. providing for ease of access for service and emergency service vehicle*