

## Planning methods - Matters to be addressed in district plans

ISSUE	DISCUSSION	RECOMMENDED PROVISIONS
<b>Urban form</b>	<ul style="list-style-type: none"> <li>The principles of urban form that affect whether a place supports walking trips should be incorporated into district plan policies. This includes pedestrian permeability, connections to destinations and density/compactness. See <a href="#">Urban form</a></li> </ul>	<ul style="list-style-type: none"> <li>Maximum block perimeters to maximise pedestrian permeability and directness.</li> <li>Avoid cul-de-sacs or minimise the number and length of cul-de-sacs if they are necessary due to topographical or other site constraints.</li> <li>Require cul-de-sacs to have a pedestrian route at the end.</li> </ul>
<b>Development type and density</b>	<ul style="list-style-type: none"> <li>Mixed use and / or higher density development should be favoured in zoning and policies, particularly close to public transport routes, interchanges and the urban core (potentially as transit oriented developments).</li> </ul>	<ul style="list-style-type: none"> <li>Zone areas for medium / high density housing in close proximity to complementary land uses and where a range of travel choices are available.</li> </ul>
<b>Connected pedestrian routes</b>	<ul style="list-style-type: none"> <li>Every new development should form part of a connected pedestrian network. Obvious trip destinations should be linked for example residential with shops, supermarkets, public spaces and community services. Policies and rules should give direction to avoid layouts that include circuitous routes and cul-de-sacs that have no alternative outlet for pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>Set maximum block perimeters to improve pedestrian permeability and directness. These can be achieved through provision of pedestrian/cycle accessways (see below).</li> <li>Commercial areas should provide direct and prioritised connections for walking between stores.</li> </ul>
<b>Internal site layout</b>	<ul style="list-style-type: none"> <li>Site layouts should encourage vehicles to exit sites in a forward direction. Safe, obvious, step-free pedestrian access should be provided between the road reserve and the front entrance of buildings and through large car parking areas. See <a href="#">Principles of planning and design for pedestrians</a></li> </ul>	<ul style="list-style-type: none"> <li>Parking areas should be designed to provide manoeuvring so vehicles can exit the site in a forward direction (there may be exceptions for low movement roads with low speeds).</li> <li>The accessible route between the public footpath and the building front door should be safe, obvious, and step-free. Appropriate pedestrian routes should be provided through large car parking areas.</li> <li>Dwellings should be oriented to face the street as much as practicable. For street facing dwellings, a legible front door is expected to be included on the front façade when possible.</li> </ul>

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<b>Footpath provision</b>	<ul style="list-style-type: none"> <li>District plans should specify the circumstances where footpaths are required, along with any design standards for footpaths. Refer to footpath design guidance for more information. See <a href="#">Paths</a></li> </ul>	<ul style="list-style-type: none"> <li>Include footpath provision and width in cross section requirements for new roads.</li> </ul>
<b>Pedestrian / cycle accessways</b>	<ul style="list-style-type: none"> <li>Providing accessways for pedestrians and cyclists between streets assists with permeability, making for direct journeys. These facilities should be encouraged and designed appropriately.</li> </ul>	<ul style="list-style-type: none"> <li>Encourage provision of pedestrian / cycle accessways between streets and at the end of cul-de-sacs.</li> <li>Include standards and guidance to ensure appropriate design (wide, straight, low/permeable fences to encourage passive surveillance). The following figures show good and poor examples of pedestrian accessways.</li> </ul>
<b>Vehicle access and driveways</b>	<ul style="list-style-type: none"> <li>Vehicle access to sites should be located as far from street intersections as possible to avoid confusion for pedestrians over the intended path of drivers. High volume accessways should be designed as intersections. The number of driveways crossing footpaths should be minimised and sharing of driveway access between properties encouraged. Vehicle access widths across footpaths should be minimised. The design of the footpath / driveway interface is described further here including visibility requirements between people using the footpath and drivers entering or exiting a vehicle access. See <a href="#">Driveways</a></li> </ul>	<ul style="list-style-type: none"> <li>Minimum distance for vehicle crossings to intersections.</li> <li>Allow multiple lots to share a driveway up to a maximum number. If more than this a road should be formed.</li> <li>Maximum vehicle crossing widths depending on land use (note: wider crossings for industrial land use to accommodate larger vehicles, minimise crossing widths for residential land use).</li> <li>Ensure visibility splay at all driveways are provided including individual residential driveways.</li> </ul>
<b>Car parking supply</b>	<ul style="list-style-type: none"> <li>The availability of car parking is a key driver of mode choice. The National Policy Statement on Urban Development (<a href="#">NPS-UD 2020</a>) requires that District Plans do not set minimum car parking requirements other than for accessible car parks. Aside from accessible car parks, minimising the availability of car parking (particularly long stay parking) is a push lever to using other modes including walking.</li> </ul>	<ul style="list-style-type: none"> <li>Maximum parking or no parking requirements. A parking strategy along with comprehensive parking management plans for specific areas may assist in managing the parking resource.</li> <li>Encourage consolidated Council controlled parking provision in town centres / activity centres as this encourages foot traffic and multi-purpose trips and allows parking to be</li> </ul>

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		<p>managed through time restrictions and pricing.</p>
<b>Public transport</b>	<ul style="list-style-type: none"> <li>District plans should encourage more intensive development around public transport nodes and interchanges and encourage pedestrian friendly access routes. For new developments, ensure route layouts permit public transport to efficiently serve the area.</li> </ul>	<ul style="list-style-type: none"> <li>Zoning provisions to encourage intensive development around public transport nodes.</li> <li>Ensure road cross sections can accommodate bus routes and avoid long cul de sacs.</li> </ul>
<b>Gated communities</b>	<ul style="list-style-type: none"> <li>Gated residential communities can be a barrier to pedestrian routes and should be discouraged. Where one is proposed, pedestrian access through it should be provided. If this is not feasible then at least existing formal or informal pedestrian routes should be maintained.</li> </ul>	<ul style="list-style-type: none"> <li>Give direction to avoid gated community development.</li> </ul>
<b>Personal security for people walking</b>	<ul style="list-style-type: none"> <li>Embed Crime Prevention Through Environmental Design principles into the Plan.</li> <li>Provide passive surveillance of footpaths and other spaces where people are likely to walk.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure footpaths are located alongside streets rather than away from them.</li> <li>Maximum fence heights, hedge / planting heights along road boundary to provide passive surveillance or require no fencing in some locations.</li> <li>Require sufficient glazing on facades facing the public realm to enable passive surveillance opportunities (Refer to <a href="#">Auckland Design Manual</a> for further guidance).</li> <li>Require lighting of car parking areas, public spaces and multi-unit developments that will be used during the hours of darkness.</li> <li>Minimum widths for pedestrian/cyclist alleyways and low fence heights or see-through fencing from adjacent properties to allow passive surveillance.</li> <li>Require cul-de-sacs and pedestrian/cyclist alleyways to have a clear line of sight to intersecting road.</li> </ul>

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<b>Integrated Transport Assessments</b>	<ul style="list-style-type: none"> <li>An Integrated Transport Assessment (ITA) is a comprehensive review of the potential transport impacts of a proposed development covering all transport modes including walking.</li> </ul>	<ul style="list-style-type: none"> <li>Require an ITA to be prepared for larger scale developments. This should align with any objectives and policies within the District Plan that promote pedestrian safety and amenity. An ITA should consider the safety and accessibility of pedestrians accessing and moving around the development. Note the <a href="#">Integrated Transport Assessment</a> guidance within the NZTA Planning Policy Manual and the <a href="#">ITA Research Report 422</a> (2010) is outdated and is likely to be updated to reflect the need to undertake multi-modal assessments.</li> </ul>
<b>Travel plans</b>	<ul style="list-style-type: none"> <li>Travel plans should be developed for all new developments that are major traffic generators where travel modes other than the car are available and where on-site car parking is minimised. These should promote alternative travel modes and reduce reliance on single occupancy private car use.</li> </ul>	<ul style="list-style-type: none"> <li>Require travel plans for certain developments or include as a condition of consent in specific circumstances.</li> </ul>
<b>End of trip facilities</b>	<ul style="list-style-type: none"> <li>Showers and lockers can support and encourage people to walk/run to work.</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">Require showers (and possibly lockers)</a> to be provided in large workplaces to support walking trips (and cycling trips).</li> </ul>