

Rule	Response
if it can be demonstrated that the total parking demand of a proposed development is less than that required by the parking standard and that the design of the development is so specific that it cannot be used for any other purpose	<i>parking onto the external road network. Furthermore, security controls would prevent the use of this parking resource for any other purpose</i>
R20.3.7.6 Car Park Landscape Design Any car parking area shall include the following landscape features; (a) any part of a car parking area (excluding access points) fronting to a road shall feature one specimen tree capable to growing to 5m within 10 years along every 10m of car parking frontage (b) trees planted to meet the requirements above shall be so planted as to separate car parking activities from pedestrian activities on the street (c) any tree planted on a frontage shall be planted in an area with a minimum width of 2m and with a total area per tree of not less than 4m ²	<i>Proposals are the subject of a separate landscaping design which has addressed these requirements</i>
R20.3.7.7 Formation of Parking Spaces External parking spaces are to be constructed to meet the following standards; (a) vehicle circulation routes with a car-parking area must have; • circulation routes of 3.5m width (1-way) and 6.5m (2-way), increased by 800m where there are pedestrian movements unless a separate footpath is provided • turning circles to comply with Fig 20.1 (b) any queuing space shall be sufficient to permit a free-flow of traffic from the road into the car parking area (c) all spaces to comply with the dimensions and construction requirements of Fig 20.2 (d) a formed, permanent, dust-free	<i>Parking spaces will meet all of the geometric requirements of the Plan. All spaces will be permanently marked on a sealed, drained and level surface.</i>

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<p>surface with drainage and marking of spaces</p> <p>(e) additional clearances for any blind aisles</p> <p>(f) an additional 300mm for any spaces adjoining a wall or column</p> <p>(g) gradient no more than 1:40 (disabled), 1:20 (parallel) or 1:16 (900)</p>	
<p>R20.3.8.1 Loading Space Standards</p> <p>(a) any business or industry activity must provide a loading space constructed to a defined standard</p> <p>(b) no loading arrangement shall be permitted where vehicles project onto the road reserve while loading or are required to reverse onto or off an arterial road or principal road.</p>	<p>(a) <i>the nature of the proposed activity means that loading bays will be provided which exceed the defined standards</i></p> <p>(b) <i>all loading activity will take place off the road reserve.</i></p>
<p>R20.3.9.1 Access Standards</p> <p>(d)(iii) (for sites located in an Industrial Zone)</p> <p>(a) where the site has frontage to one road, one two-way crossing, of not more than 8m in width shall be provided</p> <p>(b) where a site has frontage to more than one road, one crossing of not more than 8m in width may be provided to each road. The minimum is one two-way crossing of not more than 8m in width to one road</p> <p>(c) where a site has a frontage length of >30m to a road, it may have two crossings or not more than 8m wide each to that road. As a minimum, one two-way crossing of not more than 8m in width shall be provided to the road</p> <p>(d) no vehicle crossing shall be located <20m from an intersection</p> <p>(e) the minimum distance between access crossings and an intersection with a Principal Road should be 50m.</p>	<p><i>The site has frontages to Railway Road (75m), Roberts Line (448m) and Richardsons Line (197m).</i></p> <p><i>Three accesses on Roberts Line are proposed for the normal operation of the site;</i></p> <ul style="list-style-type: none"> • <i>a 10m wide truck entry</i> • <i>a 10m wide truck exit</i> • <i>an 8m wide 2-way staff/visitor entry/exit.</i> <p><i>None of the vehicle crossings will be located less than 20m from an intersection, or less than 50m from the Railway Road intersection.</i></p>

5.4 Compliance Issues – Phase 1 Development

The Phase 1 development would involve the same provision of visitor parking spaces (54, of which 4 would be reserved for disabled users), but only 224 staff spaces (of which 5 would be reserved for disabled users), a total of 278 spaces.

Based upon the Phase 1 floor area, a total of 591 parking spaces would be required under the existing District Plan rules and 258 under the proposed rules.

Whilst the Phase 1 proposal would be compliant with respect to the total number of parking spaces, the number of disability spaces within the staff parking area would fall marginally below the requirement of 6 spaces.

It is expected that the maximum number of staff on-site at any one time for the Phase 1 warehouse would be 220, and hence the parking proposed will adequately meet the resulting demand.

5.5 Regional Land Transport Strategy

The Regional Land Transport Strategy⁶ (RLTS) provides general policy with regard to transportation matters across the wider Manawatu - Wanganui region.

This document sets out broader objectives at the regional level. Six key objectives arise from the longer term vision for transportation in the region:

- the safest possible transport system;
- a roading network that will meet present and future needs;
- freight moved by the most efficient means;
- public transport services that cater for those with limited private transport options;
- a land transport system that minimises adverse effects on the environment; and
- an administration system which allows the land transport needs of the region to be met.

The proposed distribution warehouse facility and associated vehicle movements would not be contrary to any of these objectives.

5.6 Compliance – Conclusions

The only area of non-compliance with the District Plan rules relates to parking provision, the provision of disabled parking spaces in the staff parking area, and the creation of an emergency access onto Richardsons Line.

With regard to parking, the non-compliance arises from District Plan standards that are inappropriate for warehouse facilities of this type. This has been acknowledged by the Council with a proposed plan change which would lower the requirement and ensure compliance.

⁶ Regional Land Transport Strategy. *Horizons Manawatu, June 2000.*

As indicated above, the number of staff disability spaces required by the District Plan exceeds the reasonable demand for such spaces by the warehouse workforce.

In all cases, these non-compliances are of a minor nature and there will be no detrimental effects associated with them.

With regard to Richardsons Line, the proposed emergency vehicle access would be rarely used and hence the impacts of its provision would be negligible.

This assessment has demonstrated that the proposal is compliant with the intent of the District Plan rules, and with all of the objectives and policies of both the District Plan and the Regional Land Transport Strategy.

6 Conclusions

The Foodstuffs (Wellington) Co-operative Society Ltd (Foodstuffs) proposes to construct a distribution warehouse facility on land adjacent to Roberts Line, on the north-eastern edge of Palmerston North.

The facility will improve the efficiency of the distribution function for Foodstuffs, resulting in an overall reduction in truck distances travelled throughout the lower North Island.

However, within the more immediate vicinity of the site, the facility will give rise to a significant number of vehicle movements associated with trucks, staff and visitors. The internal design of the facility has been developed to ensure that all such movements can be accommodated both safely and efficiently. Appropriate improvements to the external road network in the vicinity of the site have also been identified which will ensure that these vehicle movements will take place with minimal impacts upon existing users of the road network in this area.

This document reports a review of the transportation impacts of the distribution warehouse proposal. This considers in detail the movement of all vehicles associated with the activity, and also addresses the likely demands for pedestrian, cycle and bus movements. The proposal has also been assessed against the relevant requirements of the Palmerston North District Plan.

This assessment concludes that:

- whilst the activity will give rise to a significant number of staff and delivery vehicle movements, these will mostly take place outside of the traditional peak periods;
- this, together with the good accessibility offered by the site, and a package of external roading improvements agreed with the Palmerston North City and Manawatu District Councils, means that impacts upon the functioning of the road network in the immediate vicinity of the site will be minor;
- the location of the site will allow many truck movements to avoid the Palmerston North urban area;
- the site is relatively remote from the state highway network and net effects upon this network will be negligible;
- the internal and external configuration of the site will ensure that all vehicle and pedestrian movements can be made safely;
- the proposals are compliant with the objectives, policies and intentions of the District Plan and areas of non-compliance are of a minor nature with no adverse effects;
- the activity will be self-sufficient with regard to parking with the provision of 377 staff/visitor parking spaces; non-compliance with the existing District Plan rules arises because these rules are not appropriate for large warehouses of this type. This has been recognised by the Council with a proposed plan change which would ensure compliance; and
- the overall impacts of the proposal upon the safe, efficient and sustainable operation of the road network in this area will be no more than minor.

The proposed Foodstuffs distribution warehouse is an appropriate use of this site. This offers a high level of vehicular accessibility, close proximity to the Palmerston North urban area and a site which would be fully self-sufficient in parking.

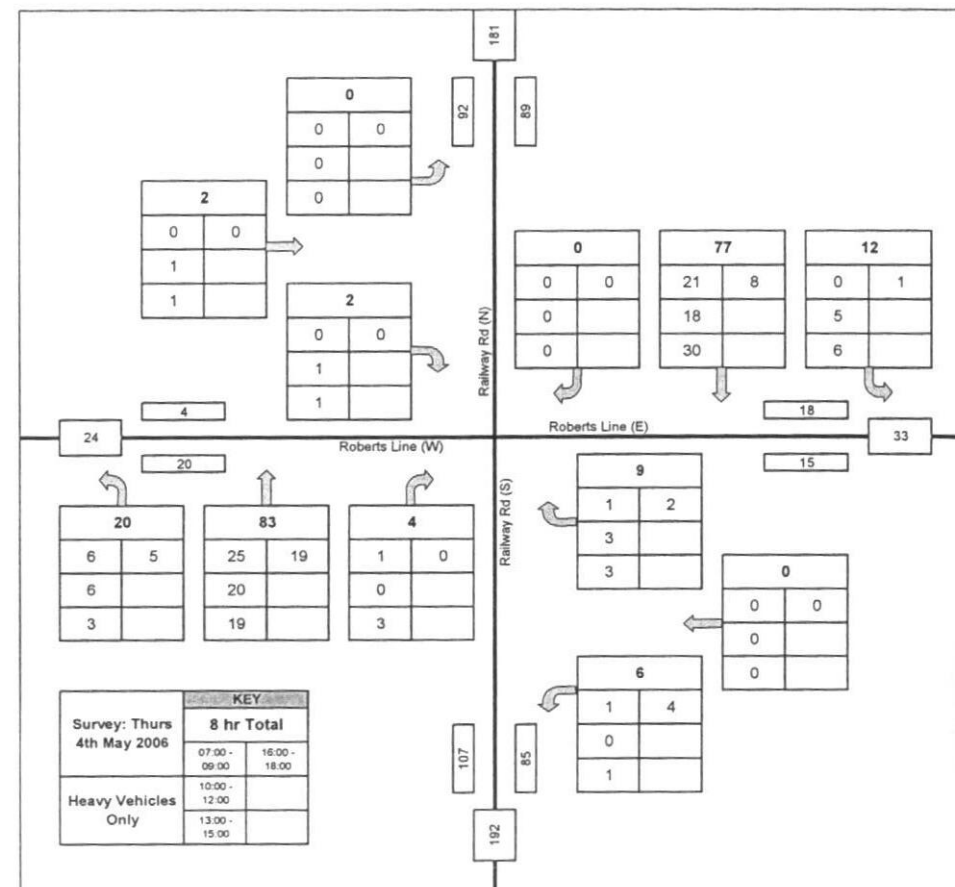
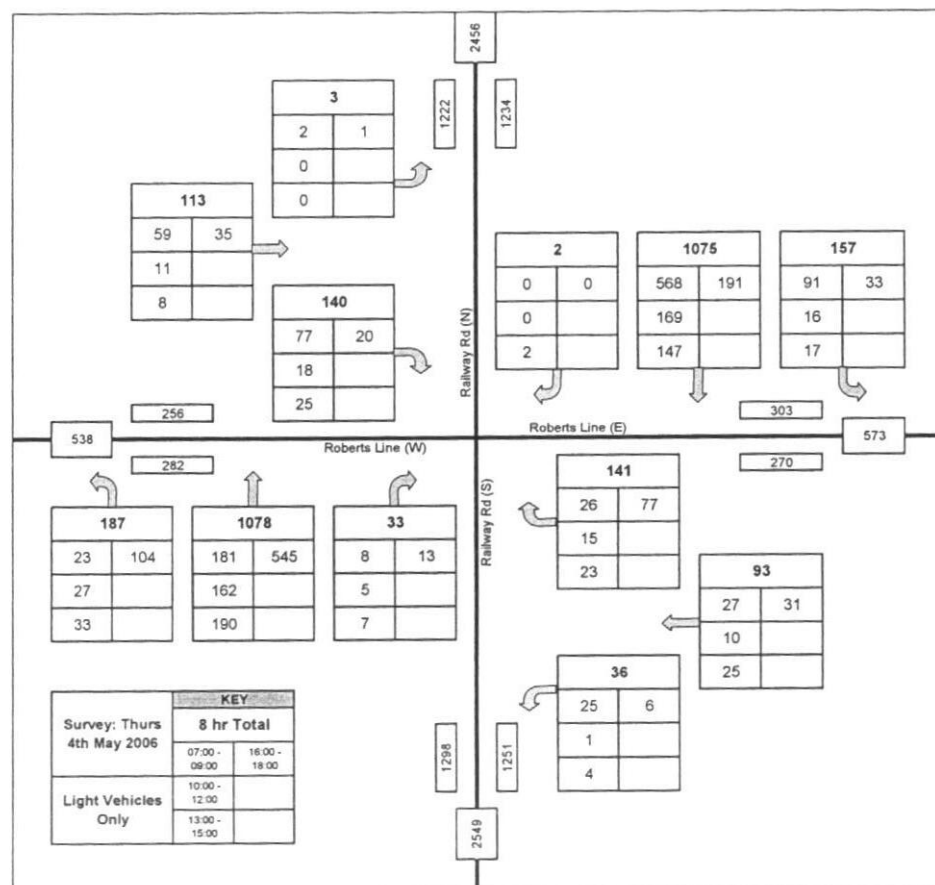
On the basis of the traffic-related issues which this assessment has addressed, there do not appear to be any reasonable grounds for declining consent for this development proposal.

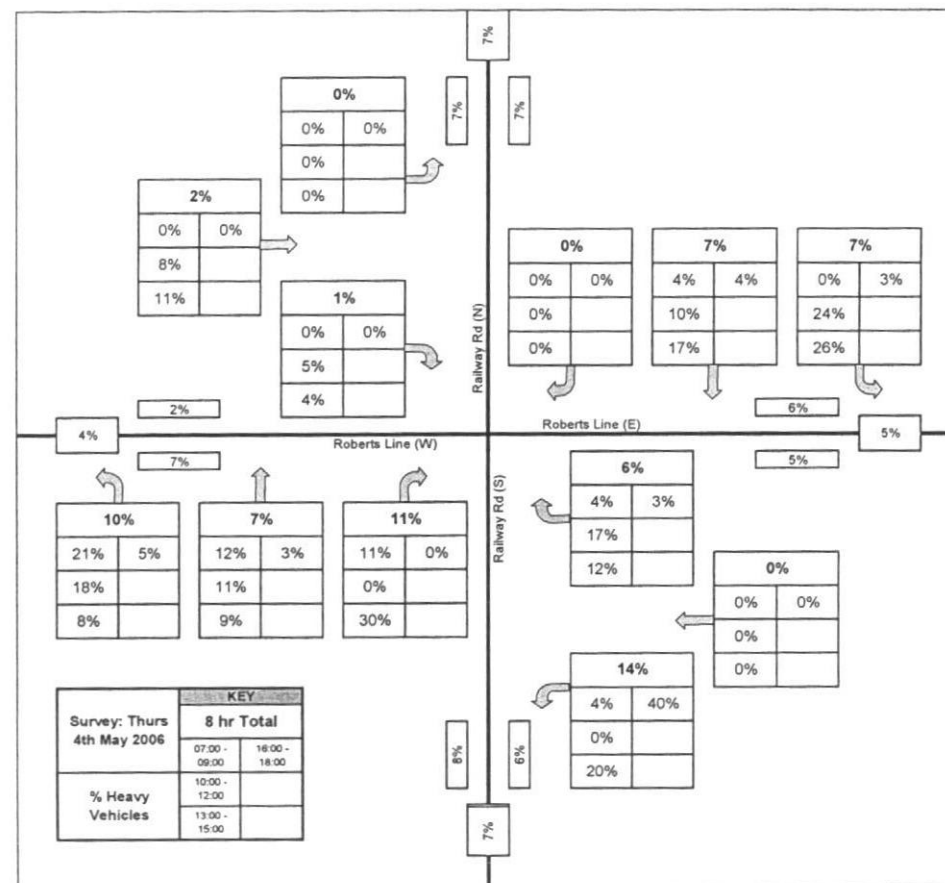
APPENDIX A: RECORDED TRAFFIC COUNTS

Railway Road / Roberts Line Intersection

Surveyed Thursday 4th May 2006.

Foodstuffs Distribution Centre, Palmerston North: Assessment of Traffic Impacts





APPENDIX B: CRASH RECORDS

Road	Dist	Dir	Side Rd	ID	Date	Description	Causes	Fat	Sev	Min
RAILWAY ROAD		I	RICHARDSONS LINE	2452887	25/05/2004	load or trailer from TRUCK1 NBD on RAILWAY ROAD hit CAR2 TRUCK1 hit Obj thrown/dropped	TRUCK1 load not well secured or moved	0	0	0
RAILWAY ROAD	100	N	ROBERTS LINE NORTH	2452746	30/06/2004	CAR1 SBD on RAILWAY ROAD lost control; went off road to left, CAR1 hit Cliff Bank, Ditch	CAR1 lost control on unsealed road, steering failed suddenly	0	0	0
RAILWAY ROAD	100	N	ROBERTS LINE NORTH	2551951	29/04/2005	CAR1 NBD on RAILWAY ROAD lost control; went off road to right	CAR1 lost control due to road conditions ENV: road surface under construction or maintenance	0	0	0
RAILWAY ROAD		I	ROBERTS LINE NORTH	2012392	18/09/2000	CAR1 SBD on RAILWAY ROAD hit CAR2 crossing at right angle from right	CAR2 failed to give way at give way sign, misjudged speed etc of vehicle coming from another dirn with right of way	0	0	1
RAILWAY ROAD		I	ROBERTS LINE NORTH	2111572	27/03/2001	CAR1 EBD on ROBERTS LINE NORTH hit CAR2 crossing at right angle from right	CAR1 failed to give way at give way sign	0	0	1
RAILWAY ROAD		I	ROBERTS LINE NORTH	2354305	23/09/2003	CAR1 NBD on ROBERTS LINE NORTH hit CAR2 crossing at right angle from right	CAR1 failed to give way at give way sign, didnt see/look when required to give way to traffic from another direction	0	0	0
RAILWAY ROAD		I	ROBERTS LINE NORTH	2412637	3/08/2004	CAR1 WBD on ROBERTS LINE NORTH hit CAR2 crossing at right angle from right	CAR1 too fast to give way at intersection, lost control under heavy braking, failed to give way at stop sign	0	1	1
ROBERTS LINE NORTH		I	ROBERTS LINE	2011362	17/03/2000	CAR1 WBD on ROBERTS LINE hit CAR2 crossing at right angle from right	CAR1 failed to give way at give way sign	0	0	3

APPENDIX C: AGREED TRAFFIC MANAGEMENT PLAN

Context

Foodstuffs proposes to construct and operate a major distribution centre on land adjacent to Roberts Line and Railway Road in Palmerston North.

A key factor in the selection of this site was accessibility to the strategic road network, allowing truck movements to be made efficiently without a necessity to route through congested parts of the urban area.

However, the operation of the distribution warehouse will precede the completion of a strategic ring route around the city. Furthermore, the location of the site immediately adjacent to Manawatu District requires the co-operation of this Council to the provision of access routes, which has not been forthcoming to date.

The purpose of this Traffic Management Plan (TMP) is therefore to confirm the availability of appropriate routes for truck movements for the period prior to the completion of the strategic ring route, which are mutually acceptable to Palmerston North CC and Foodstuffs.

Truck Movements

It is expected that around 350 truck movements/day will be associated with the proposed distribution warehouse facility, with at least 80% of these between 7am and 10pm.

These movements comprise Foodstuffs' own (or contracted) vehicle fleet which distribute goods to supermarkets throughout the lower North Island, and suppliers' vehicles which bring goods into the distribution centre.

The operation of the distribution centre would represent a significant change in the supply chain logistics for the Foodstuffs operation in the lower North Island. Whilst this will result in some increase to such vehicles movements in the Palmerston North area, there will be no change in the overall number of truck movements across the wider road network.

More locally, some truck movements will replace those which are currently associated with the Foodstuffs facility on Kaimanawa Street, or which are routing to/from the existing facility at Silverstream. Whilst most of the trucks will be the larger B-trains, some will be smaller 8-11m vehicles. The number of 'new' movements in the Palmerston North area is therefore considerably less than the total number of movements expected to visit the proposed facility.

An indicative distribution of these truck movements between destinations and their recommended routes prior to and after completion of the strategic ring route is shown in **Table 1**. It should be noted that these numbers are shown for indicative purposes only and are subject to change according to logistical requirements and market conditions.

Status of this TMP

It is intended that this TMP should form part of the consent application, and have the status of a Memorandum of Understanding between Palmerston North CC and Foodstuffs, in which:

- PNCC will seek to maximise the efficiency of the short-term routes within its area through the application of appropriate traffic management and will advise Foodstuffs of any significant planned works which may affect the availability of these routes;
- PNCC will continue to seek the co-operation of Manawatu DC on these matters;
- Foodstuffs will instruct its drivers and those of suppliers' vehicles to use the intended routes;
- Foodstuffs will advise of any significant changes to its operational requirements in terms of the number of truck movements expected to use each route;
- PNCC will strive to ensure the earliest implementation of the strategic ring route proposals.

Origin / Destination	Route (outwards from site)		Indicative Vehicles/Day		
	Short-Term (prior to completion of strategic ring route)	Longer Term (following completion of strategic ring route)	In	Out	2Way
North (State Highway 3 to Wanganui, Taranaki, & State Highway 1 to Taihape and beyond)	Roberts Line, Richardsons Line, Railway Road (north), Bunnythorpe, Waugh's Road to Feilding, South Street, Awahuri Road to State Highway 3	Roberts Line, Kairanga-Bunnythorpe Road, to State Highway 3	84	32	116
East (via Manawatu Gorge: Hawke's Bay, Wairarapa)	Roberts Line, Richardsons Line, Railway Road (north), Bunnythorpe, Bunnythorpe-Ashhurst Road, Ashhurst, State Highway 3	Roberts Line, Richardsons Line, Railway Road (north), Stoney Creek Road to State Highway 3	10	22	32
South (Horowhenua, Wellington)	Roberts Line, Railway Road (south), Tremaine Avenue, No. 1 Line, State Highway 56	Roberts Line, Kairanga-Bunnythorpe Road, Karere Road to State Highway 56	15	56	71
Palmerston North City	Roberts Line, Railway Road (south), Tremaine Avenue, Rangitikei Street (State Highway 3)	Roberts Line, Railway Road (south), Tremaine Avenue, Rangitikei Street (State Highway 3)	66	65	131
		TOTAL	175	175	350

Table 1: Indicative Distribution of Truck Movements

APPENDIX D: SIDRA ASSESSMENT RESULTS, RAILWAY ROAD / ROBERTS LINE INTERSECTION

(For 2015, Period = 2 – 2.30pm and reflects warehouse shift departure and truck movements)

Period	Scenario	From	Railway Road S				Roberts Line SE				Railway Road N				Roberts Line NW				Intersection
		Movement	Left	Ahead	Right	Approach	Left	Ahead	Right	Approach	Left	Ahead	Right	Approach	Left	Ahead	Right	Approach	
2006	Base	Avg Delay (secs)	13.2	0.2	0.2	2.4	14.0	13.3	13.3	13.4	12.4	0.4	0.4	0.9	14.0	13.6	13.6	13.6	4.0
		LOS	LOS B	LOS A	LOS A	LOS A	LOS B	LOS B	LOS B	LOS B	LOS B	LOS A	LOS A	LOS A	LOS B	LOS B	LOS B	LOS B	N/A
		95th % Q (m)	5	5	5	5	3	3	3	3	4	4	4	4	1	1	1	1	5
2015	Base	Avg Delay (secs)	13.4	0.2	0.2	2.4	15.1	14.4	14.4	14.4	12.4	0.3	0.3	0.9	15.1	14.7	14.7	14.7	4.2
		LOS	LOS B	LOS A	LOS A	LOS A	LOS C	LOS B	LOS B	LOS B	LOS B	LOS A	LOS A	LOS A	LOS C	LOS B	LOS B	LOS B	N/A
		95th % Q (m)	7	7	7	7	4	4	4	4	5	5	5	5	2	2	2	2	7
2015	Dypt	Avg Delay (secs)	14.8	0.2	0.2	3.3	15.1	14.4	14.4	14.5	12.4	0.3	0.3	0.9	19.8	19.7	19.7	19.7	10.2
		LOS	LOS B	LOS A	LOS A	LOS A	LOS C	LOS B	LOS B	LOS B	LOS B	LOS A	LOS A	LOS A	LOS C	LOS C	LOS C	LOS C	N/A
		95th % Q (m)	9	9	9	9	4	4	4	4	5	5	5	5	36	36	36	36	36