
Appendix 4A
Land use planning approaches and checklist

App4A.1 Land use planning approaches

Approaches

When advocating for patterns of development that reduce adverse impacts on state highways and the wider transport network, Transit will promote the following approaches where appropriate:

- urban growth boundaries
- location of land use change that avoids severance of communities by state highways
- concentration of residential, commercial and employment activities in urban centres that offer travel choice through public transport, cycling and walking
- mixed-use land use
- connected local transport networks that encourage travel choice
- management of parking supply

Supplementary information on many of the above issues is available in Transit's Travel Demand Management Policy and Guidelines.

Urban growth boundaries

Defining urban growth boundaries assists in ensuring that urban style development is restricted to urban areas and that only development appropriate to a rural area takes place outside these boundaries. Urban development with high traffic generation potential such as shopping malls, located in *peri-urban* or *rural* locations, is likely to have significant traffic impacts.

Urban growth boundaries can also assist urban consolidation and the development of compact urban areas where public transport, cycling and walking are more likely to be viable modes of transport.

Avoiding community severance by state highways

Areas of new development, particularly residential, that are located on the opposite of an existing or proposed state highway to retail, employment and other facilities and services are likely to create community severance unless mitigation is provided.

Concentration in centres that offer travel choice

When land uses that generate significant travel demand, such as employment, hospitals, education and retail outlets are concentrated in compact, high density and accessible urban centres, there is more use of public transport, walking and cycling than in areas where these facilities and activities are dispersed within or outside the urban area. Wherever possible urban centres should be located around major public transport interchanges such as rail or bus stations.

Mixed land use

Mixed land use that allows residential, education, retail and employment facilities to be provided in the same area make it more likely that peoples' needs can be met locally, so reducing travel demand.

Connected local transport networks

An interconnected road network provides pedestrians and cyclists with more direct and safer links to public transport stops and nodes than one based on extensive cul-de-sacs. It is also more legible (i.e. more easily understood), permeable (i.e. allows for a choice of routes) and flexible, allowing for maximum choice of land use and future movement options. An interconnected road network is easier to provide with frequent bus services.

Management of parking supply

Prominent, abundant and cheap parking, other than parking associated with park and ride facilities, encourages single occupancy car use and may discourage use of public transport, cycling and walking.

In larger urban areas, where there are alternatives to the car, control of parking supply should be considered as a tool for managing the demand for travel by private motor vehicle. This may involve managing the provision of public parking, the provision made for parking at retail, commercial and office premises and under certain circumstances the provision for off-road parking at residential properties.

To be effective parking strategies generally also require consideration of the cost of parking.

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Land use and transport planning checklist

Transit considers on a case by case basis whether and if so how, to have effective input into local authority planning processes to try to achieve the IPP and the above outcomes. The following checklist is provided to assist Transit staff in undertaking this process:

Checklist¹

Land use/transport integration

1. Are the objectives, policies and methods (including rules) sufficient to encourage sustainable land use and transport infrastructure development while also allowing the transport network to function as effectively as possible?
2. Is there appropriate consistency between the planning document and the Regional Land Transport Strategy and other relevant documents? If not what efforts need to be made to get better alignment?
3. Are there adequate objectives, policies and methods (including rules) to protect the existing and any proposed state highways and the wider transport network from adverse short, long term, direct, indirect and cumulative effects of development provided for by the planning document?
4. Has appropriate recognition been given to the importance of nationally and regionally important transport infrastructure? Does the document recognise functional road hierarchies?
5. Is there adequate recognition of the need to protect the future development of transport routes?

¹ Adapted from Land Transport New Zealand, Participation in land use and transport planning process, 2006

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Urban design

6. Have the key urban design principles in the New Zealand Urban Design Protocol been applied?

Reverse sensitivity

7. Have potential reverse sensitivity issues (noise, air pollution, congestion, etc) been adequately addressed so that the future operation of the transport system can be sustained? Are there appropriate set backs and/or buffer zones between areas of land where new development is proposed to occur and existing and proposed state highways?

Cost sharing

8. Are there appropriate cost sharing policies and methods in place to ensure that developers pay for mitigation of the adverse transport effects of their developments?

Multi modal transport

9. Would the planning document assist in reducing dependency on single occupant vehicles and provide for other transport options e.g., access to public transport, walking and cycling?
10. Does the planning document make provision for the integration of transport networks and modes? Has provision for public transport networks needed now or in the future (e.g. rail extensions) been considered?

Access

11. Is there suitable provision for local roads to provide access to areas of land where new development is proposed?
12. Are the policies and methods managing access in the planning document consistent with maintaining high levels of safety and the function of the road in the road hierarchy?