

8 TRANSPORT

8.1 INTRODUCTION

The transport systems of the Central Hawke's Bay District move people and goods throughout the District. These systems - road, rail and, air - contribute to the social and economic functioning of the District linking home, work, educational, recreational, cultural and business activities.

The road system is managed by the Council and State Highway 2 and State Highway 50, by Transit New Zealand. The District is served with sealed and unsealed roads.

ISSUES, OBJECTIVES AND POLICIES

8.2 ISSUE - Transport Efficiency and Transport Safety

The efficient use of the District's roads and other transport infrastructure can be adversely affected by the inappropriate design of land use activities, their access, parking and servicing.

Explanation

There are a number of ways to maintain or improve transport efficiency. It is important to design and locate roads which encourage safe and predictable vehicle movement. This can be achieved by requiring off-street parking and requiring clear visibility from access points.

Distractions or impediments to drivers, particularly on the open road or in heavy traffic can endanger vehicles, cyclists and pedestrians. Conflicts can be avoided or mitigated by the control of activities alongside roads, such as advertising signs. Trees and utilities inappropriately located close to roads can shade road surfaces from sun in winter and prevent ice from melting and causing dangerous driving conditions.

8.2.1 Objective

Efficient use of the District's existing and future transport system through the maintenance and improvement of access, ease and safety of pedestrian movement.

8.2.2 Policies

1. *To require off-street parking and loading for most activities in order to limit congestion and loss of safety and efficiency of adjacent roads and to promote the maintenance of the amenity of those roads.*
2. *To control the design and construction of access onto the State Highway in order to assist in the safe use of these roads.*
3. *To ensure the construction of parking and access is of a standard that promotes both the safe and efficient use of vehicles.*
4. *To ensure adequate sight distances for vehicles from access crossings so as to mitigate the potential for accidents.*
5. *To provide for home occupations within residential areas to reduce travel time and costs between home and work.*

8.2.3 Implementation Methods

To achieve policies 1 - 5 through:

1. consolidating of existing and new urban developments through the clear definition of the extent of the existing towns; and,
2. including rules specifying performance standards for road construction, based on the zone, and standards for safe and efficient access, for parking and loading.

8.2.4 Explanation and Reasons

The provision of parking is primarily the responsibility of the property owner or occupier. The Plan requires that new development, redevelopment, or changes of activity within an existing building, provide parking and loading facilities in accordance with defined standards. Off-street parking improves both safety and amenity of a street. Vehicle access is to be such that vehicles using an accessway has good road and traffic visibility. Vehicle access on to the State Highways is controlled because these roads carry considerable volumes of high speed traffic. Home occupations can reduce the need for a motor vehicle to be used and therefore reduce costs and travel time for people of the District.

8.3 ENVIRONMENTAL RESULTS ANTICIPATED

- Safe, efficient and accessible transport systems.
- Construction of any new roads, accessways and parking areas to appropriate use and safety standards.

TRANSPORT RULES

Should you require a resource consent refer to Part 2: Information and Interpretation, and Part 14: Assessment Matters, for guidance.

8.4 ACTIVITIES

Any activity which does not comply with the requirements for parking, loading, access and sight distances in accordance with any one of more of the following Performance Standards shall be a **Discretionary Activity**, with the exercise of the Council's discretion being restricted to the matter(s) specified in that standard.

Nothing in these provisions shall limit the power of the Council to require or impose conditions or standards in respect of applications for resource consent.

8.5 PERFORMANCE STANDARDS

8.5.1 Parking and Loading

(a) Minimum Parking Space Requirements

- i All activities listed in Table 1 below shall provide at least the number of parking spaces on site required by the rates identified in that table. The required parking spaces shall be available for residents, staff and visitors at all times during the hours of operation of the activity.
- ii Where there are two or more different activities on the site, the total requirement for the site shall be the sum of the parking requirements for each activity.

(b) Car Parking for Staff

Minimum parking requirement stated in Table 1 for staff shall be exclusively reserved for, and made available to, staff.

(c) Assessment of Parking Areas

Where the parking requirements listed in Table 1 results in a fractional space, any fraction of one half or more shall be counted as one car parking space.

The area of any parking space or spaces provided and of vehicular access, drives and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of spaces required or permitted.

(d) Size of Parking Spaces

All required parking spaces and associated manoeuvring areas, other than for residential units, are to be designed in accordance with the New Zealand Building Code approved document D1: Access Routes.

(e) Accessible Car Spaces

Accessible parking spaces are to be designed in accordance with the New Zealand Building Code approved document D1: Access Routes.

(f) Queuing

All queuing spaces are to be designed in accordance with the New Zealand Building Code approved document D1: Access Routes.

Table 1 - Minimum Parking Space Requirements

G.F.A = GROSS FLOOR AREA OF ACTIVITY

Residential Unit	2 parks, 1 being the garage/carport
Commercial activities - All Zones	1 park for visitors per 50m ² Gross Floor Area; and 1 park for staff per 200m ² Gross Floor Area; and 1 park per 100m ² outdoor storage or outdoor display area
Factory Farming (including the boarding of animals)	1 visitor park per 500m ² Gross Floor Area or 2 parks whichever is greater; and 1 park per 2 staff
Feedlots	5 truck & trailer parks and 5 car parks
Industrial and Service Activities	1 park for visitors per 100m ² Gross Floor Area; and 1 park for staff per 200m ² Gross Floor Area; and 1 park per 100m ² outdoor storage space
Relocatable Housing Depot	1 park for visitors per 3 houses; and 1 park per 2 staff
Visitor accommodation	1 park per room or 1 park per 3 beds whichever the greater; and 1 park per 2 staff
Camping Ground	1 park per camp site; and 1 park per 2 staff
Service Station	1 park per 50 m ² Gross Floor Area of retail shop; and 1 park per 2 staff; and 4 spaces per workshop bay; and 2 queuing spaces per booth or facility; and 3 queuing spaces for a carwash
Restaurant/Takeaways/ Licensed Premises/ Recreational Activities	1 park per 25m ² Gross Floor Area; and 1 park per 2 staff
Education Facilities	1 park per 2 staff; and 1 park per 50 students aged 15-18 years; and 1 park per 10 students aged over 18 years; and 1 bus park required for schools with rolls below 100 students otherwise 2 bus parks
Day Care Facilities	1 park per 2 staff; and 1 park per 10 clients
Sports Fields	1 park per 700m ²
Sale Yards	80 car parks; and 20 truck & trail parks
Rest Home	1 park per 5 beds; and 1 park per 2 staff
Hospital	1 park per 2 beds; and 1 park per 2 staff
Health Care Facilities	2 visitor parks per professional; and 1 park per 2 staff
Emergency Service Activities	1 park per 2 on-duty staff
Community activities, other than those listed above	1 park per 25m ² Gross Floor Area; and 1 park per 2 staff
Drive thru facilities excluding service station	2 queuing spaces per booth or facility

(g) Reverse Manoeuvring

- i On-site manoeuvring shall be provided for all vehicles to ensure that no vehicle is required to reverse either onto or off a road except where:

- a) Any activity is required to provide, or contain, two or less parking or loading spaces; or
- b) An activity is in the Business 1 Zone and has access onto any road other than a State Highway.

Such on-site manoeuvring shall comply with the following requirements for a design vehicle anticipated to use a site:

- for a design car (refer Appendix E3),
 - for a design two axled truck (refer Appendix E4),
 - for all other vehicles (refer Australian Standard AS 2890.2-1989, Off-street parking, Part 2: Commercial vehicle facilities).
- ii All truck refuelling sites shall be designed to accommodate a maximum length B-Train in a manner which will avoid the need to reverse off the site.
 - iii Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any required parking spaces.
 - iv Vehicles shall not undertake more than one reverse manoeuvre when manoeuvring out of any required parking or loading space to depart the site.

(h) Loading Areas

All service, industrial and commercial activities (including retail activities) in the Business Zone 2 shall provide one loading space and associated manoeuvring area, in accordance with the following:

Every loading space shall be of a useable shape and shall have a minimum height of 3.8m and a minimum width of 3.5m or such greater width as is required for adequate manoeuvring. The depth shall be as follows:

- i For transport depots or other similar activities, not less than 9m.
- ii For retail premises, offices, warehouses, bulk stores, industrial and service activities and other similar uses, not less than 8m.

except that

- iii Offices and other non-goods handling activities, where the gross floor area is less than 1500m² the space can be reduced to 6m in depth, 3m wide and 2.6m high.

(i) Surface of Parking and Loading Areas

- i The surface of all parking, loading and trade vehicle storage areas shall be formed and finished with an all weather, dust free surface and shall be drained to the satisfaction of the Council.

Rule i (i) does not apply where a site contains one residential unit and which requires no more than two parking spaces.

8.5.2 VEHICLE ACCESS

(a) Vehicle Access to be Provided

In all zones:

- i Every lot with direct vehicle access to a road or to a vehicle access lot, shall be provided with a complying vehicle crossing.

- ii Every vehicle access lot shall be provided with a complying vehicle crossing.
- iii Every activity requiring access to a road shall have access to that/those road(s) only by way of a complying vehicle crossing.
- iv A complying vehicle crossing shall meet the following requirements:
 - a Where a lot has direct vehicle access to a road: a formed and drivable surface shall be provided between the carriageway of the road and the road boundary of the lot.
 - b Where a vehicle access lot meets the road: a formed surface and drivable surface shall be provided between the carriageway of the road and the road boundary of the vehicle access lot .
 - c Where the lot has direct vehicle access to a vehicle access lot: a formed and drivable surface shall be provided between the carriageway of the vehicle access lot and the boundary of the lot.
 - d An access space shall be established on the lot. This shall comprise an area of land within the lot 3.5m wide by 5.0m long, formed and set aside and useable by a motor car and accessible from the vehicle crossing.

(This access space may be used for any aisles or parking or loading spaces provided within the site).

Please refer to Appendix E of the Plan which illustrates these vehicle access terms.

Note: Notwithstanding the Rules in this Plan, every person proposing to construct or modify an accessway onto a State Highway must obtain permission from Transit New Zealand. Acceptable location and design details can be obtained from the Transit New Zealand Regional Office (currently at Napier).

(b) Formation and Sealing of Vehicle Crossings

- i All vehicle crossings shall be formed with an all weather surface and shall be drained to the satisfaction of the Council.
- ii Where the road carriageway adjacent to the vehicle crossing is sealed, then the vehicle crossing shall be sealed.
 - *Rule 8.5.2 (b) (i) and (ii) does not apply where the vehicle crossing gives access to paddocks which do not contain any buildings, and which are used exclusively for extensive grazing or cropping.*
 - *Rule 8.5.2 (b) (i) applies to dairy herds using any vehicle crossing on a regular basis for milking*
- iii Minimum height clearance for vehicle crossings and common vehicle manoeuvring areas on-site, shall be 3.5 metres for residential units and 4.5 metres for all other activities.
- iv Vehicle crossing gradients be designed in accordance with the New Zealand Building Code approved document D1: Access Routes.

(c) Migration of Gravel onto Sealed Roads

- i All formed and drivable surfaces on any lot with direct access to a sealed road, and any vehicle crossing, shall be designed and constructed and maintained in such a way that gravel and/or stones and/or silt shall not migrate on to any formed public footpath or on to the sealed carriageway.”

Advice Note: Please contact the Council for advice on the design and construction details before commencing any work on your driveway. Any works

on the vehicle crossing, between your property and the road carriageway must be done in consultation with the Council.

(d) Location of vehicle crossings with frontage in relation to intersections

- i The following standard applies to sites that have frontage to State Highway 2 and 50 in the Rural Zone:
 - a Where the road frontage of the site lies entirely within 212m of an intersection, the vehicle crossing to the site shall be located on the access frontage within 12 metres of the side boundary of the site which is farthest from the intersection.
 - b Where the road frontage of the site is greater than 212m in length, the vehicle crossing to the site shall be located on the access frontage at least 200 metres from the intersection.
- ii The following standards apply to all other sites in the Rural Zone:
 - a Where the road frontage of the site lies entirely within 80 metres of an intersection, the vehicle crossing to the site shall be located on the access frontage within 12 metres of the side boundary of the site which is farthest from the intersection.
 - b Where the road frontage of the site is greater than 80 metres in length, the vehicle crossing to the site shall be located on the allowed access frontage at least 68.0 metres from the intersection.
- iii The following standards apply to all sites in all Zones except the Rural Zone:
 - a Where the entire road frontage of the site lies within 62 metres of an intersection, the vehicle crossing to the site shall be located on the access frontage within 12 metres of the side boundary of the site which is farthest from the intersection.
 - b Where the road frontage of the site is greater than 62 metres in length, the vehicle crossing to the site shall be located on the allowed access frontage at least 50 metres from an intersection.

(e) Widths of Vehicle Crossings

The following crossing width (Table 2) shall apply:

Table 2 - Crossing Widths

Land Use	Width of Crossing (m)	
	Minimum	Maximum
Residential	3.5	6.0
Other	6.0	9.0

The width of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped curb.

(f) Sight Distances from Vehicle Crossings and Road Intersections

Unobstructed sight distances, in accordance with the minimum sight distances specified in Table 3, shall be available from all vehicle crossings and road intersections.

Table 3 - Minimum Sight Distances from Vehicle Crossings and Road Intersections

Legal Speed Limit for Road (km/hr)	Minimum Sight Distance (m)	Minimum Site Distances for State Highways
50	45	85
70	85	140
100	170	250

All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix E.

(g) Vehicle Oriented Commercial Activities

Notwithstanding Rules 8.5.2 (d), (e), and (f) above, all:

- service stations;
- truck stops;
- retail activities (or groups of retail activities using common vehicle crossings) containing a total gross floor area of more than 400m²;

shall comply with the following additional rules:

- i Unobstructed sight distances, in accordance with the minimum sight distances specified in Table 4, shall be available from all vehicle crossings:

Table 4 - Minimum Sight Distances for Vehicle Oriented Commercial Activities

Legal Speed Limit for Road (km/hr)	Minimum Sight Distance (m)
50	50
70	140
100	280

All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix E.

- ii The road boundary of the site shall be clearly defined to control traffic flows and to define entrance and exit points.
- iii Any service station pumps shall be located a minimum of 4.5m from the road boundary and 9m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling.
- iv Fuel tankers shall not reverse to reach the fuel discharge position and shall drive forwards off the discharge position to leave the site.

Fuel tankers discharging shall not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service.
- v Vehicle tracking paths widths shall be designed according to the type of vehicles using the facility.

(f) Road/Rail Level Crossings

All road/rail crossings shall comply with the standards specified in the Land Transport Safety Authority's discussion document "Road Signs and Marking for Railway Level

Crossings" (Appendix C - Sight Distance Requirements at Passive Railway Level Crossings) or subsequent amendments.

8.6 NON-NOTIFIED RESOURCE CONSENTS

Where vehicle access is **not onto a state highway**, resource consents in relation to the following **Performance Standards** under Rule 8.5 shall not be notified and the written approval of affected persons need not be obtained (*Please also refer to sections 2.1.4 of the Plan*):

8.5.1,d	size of parking spaces
8.5.1,g	reverse manoeuvring
8.5.1,e	accessible car spaces
8.5.1,h	loading areas
8.5.1,f	queuing
8.5.1,i	surface of parking and loading areas
8.5.2	all vehicle access rules

Where vehicle access is **onto a state highway**, resource consents in relation to the following **Performance Standards** under Rule 8.5 shall not be notified and the written approval of affected persons need not be obtained (*Please also refer to sections 2.1.4 of the Plan*):

8.5.1,d	size of parking spaces
8.5.1,h	loading areas
8.5.1,e	accessible car spaces
8.5.1,i	surface of parking and loading areas

