

TRAN – Transport

Introduction

The transport network of the Central Hawke’s Bay District is vital for moving people and goods throughout the District and contributing to the social and economic wellbeing of the community.

The network of roads in the District is managed by the Council and New Zealand Transport Agency (in relation to State Highway 2 and State Highway 50) and comprises sealed and unsealed roads. Maintenance of roads is important to ensure they are capable of transporting goods and produce. Public transport, footpaths, walkways and cycleways are also components of the transport network.

Almost all activities generate or attract traffic and it is important that vehicle movements are undertaken efficiently, effectively and safely. Where parking and loading facilities are not provided on-site they will usually occur on the street, which may have adverse effects on the safety and efficiency of roads. The provision of convenient and safe vehicle access, on-site parking and loading are therefore an essential part of achieving a safe and efficient roading network.

Part of the successful management of the transport network is identifying the principal function of roads that form the roading network. A road hierarchy (using the [One Network Framework Road Classification](#)) has been developed for Council’s road network (consisting of 1,265 km of formed roads), where the purpose of each road is defined in TRAN-APP5 to this part of the District Plan and is identified on the District Plan Maps. Land use and access provisions are related to the function of roads to ensure that the road network operates in a safe and efficient manner.

The consideration of alternative transport modes, including walking, cycling and public transport, are complimentary to the Council’s goal of achieving an integrated transport network. Alternative transport modes are environmentally sustainable, helping reduce climate change with a reduction in vehicle congestion and carbon emissions. The Council will encourage the provision of footpaths, cycleways and walkways as part of new subdivisions and developments, and the provision of facilities, such as bicycle stands and showers in work places, which encourage more people to consider alternative transport modes to commute to work.

The rail network is important for the transport of goods to and from the District and Region and is an integral part of the transport network. Appropriate measures for crossing the rail network and for protecting the network from the effects of inappropriate new development (reverse sensitivity) also need to be considered.

Commented [RM1]: S104.002 CHBDC - Transport Topic, Key Issue 2

Issues

TRAN-I1 Efficient and safe 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

The District's transportation networks are important to enable the movement of goods and people throughout the community. Inappropriate land use and development can compromise the safety and efficiency of transportation networks (including the rail network). In particular, poor design and location of vehicle access to and from the road network and near railway lines and level crossings can create adverse effects on the network's safety and efficiency.

Objectives

TRAN-O1 The transport network is sustainable, safe, resilient, efficient and effective in moving people and goods within and beyond the District.

Commented [RM2]: S11.008 HBRC - Transport Topic, Key Issue 1

TRAN-O2 Activities generate a type or level of traffic that is compatible with the roads they are located on appropriately accommodated within the local transport network.

Commented [RM3]: S129.029 Kainga Ora - Transport Topic, Key Issue 1

Policies

TRAN-P1 To require land owners and occupiers to provide off-street parking, access and loading facilities on sites which are appropriate to the demands of the activities carried out on their sites To manage the number, location and type of parking, access, and loading facilities to support the functional and operational requirements of activities, while maintaining the safe, efficient, and effective operation of the transport network, limit road congestion and maintain the safety, efficiency and the amenity of the streetscape.

Commented [RM4]: S129.030 Kainga Ora - Transport Topic, Key Issue 3

TRAN-P2 To set standards for the design of new public roads, private roads and accessways to ensure that they are appropriate for the function they serve.

TRAN-P3 To protect Arterial and Collector roads within the transport network from inappropriate development To manage subdivision and development to ensure the safety and efficiency of the transport network is not inappropriately compromised.

Commented [RM5]: S129.032 Kainga Ora - Transport Topic, Key Issue 1

TRAN-P4 To establish appropriate design standards for the construction of car parking spaces and loading areas that promote the safe and efficient use of vehicles so as to ensure that they are fit for purpose, where provided, and promote the safety of cyclists and pedestrians within those spaces.

Commented [RM6]: S129.033 Kainga Ora - Transport Topic, Key Issue 3

Commented [RM7]: S11.010 HBRC - Transport Topic, Key Issue 5

TRAN-P5 To control the width and location of vehicle access points from the transport network to each property to minimise the adverse effects of manoeuvring and queuing vehicles, the potential effects on pedestrian, cyclist and other road user safety, and effects on streetscape amenity.

TRAN-P6 To promote alternative means of safe, efficient and effective transport, including cycling and walking and public transport facilities to enable people of all ages to move within the District and reduce the effects of vehicle-based transport systems.

TRAN-P7 To ensure the loading transport network has capacity to accommodate the transportation needs of new development.

Commented [RM8]: S11.012 HBRC - Transport Topic, Key Issue 5

Commented [RM9]: S129.036 Kainga Ora - Transport Topic, Key Issue 1

Rule Overview Table

Use/activity	Rule Number
Provision of Vehicular Access, and Parking and Loading Space	TRAN-R1

Rules

It is important to note that in addition to the provisions in this chapter, zone chapters and a number of other Part 2: District-Wide Matters chapters also contain provisions that may be relevant for activities requiring vehicular access, and parking and loading space.

TRAN-R1 Provision of Vehicular Access, and Parking and Loading Space		
All Zones	1. Activity Status: PER Where the following conditions are met: a. Compliance with: i. TRAN-S1; ii. TRAN-S2; iii. TRAN-S3; iv. TRAN-S4; v. TRAN-S5; vi. TRAN-S6; vii. TRAN-S7; and viii. TRAN-S8.	2. Activity status where compliance not achieved: RDIS Matters over which discretion is restricted: a. TRAN-AM1 and TRAN-AM2.

Standards

TRAN-S1 Vehicle Parking

All Zones

1. Every owner or occupier who proposes to construct or substantially reconstruct, alter, or add to a building on any site, or change the activity carried out on any land or in any building, must provide suitable areas on the site for parking in accordance with the requirements listed in the table below.

Table 1 – Car Parking Spaces

TYPE OF ACTIVITY	MINIMUM NUMBER OF CAR PARKING SPACES
Residential Activities Units Minor Residential Units	2 parks per residential unit (can include parks within garages or carports), and where the site is located within the Residential Zone, can include a vehicle standing bay required under standard TRAN-S3(5). There are no minimum car parking space requirements for minor residential units.
Commercial Activities - all zones, other than those activities listed specifically in this table	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
Industrial Activities 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
Post-Harvest Facilities	1 space per 2 FTE staff employed on the site at any one point in time.
Relocatable Building Depot	1 park for visitors per 3 houses; and 1 park per 2 staff members
Visitor Accommodation	1 park per room or 1 park per 3 beds, whichever is the greater; and 1 park per 2 staff members
Camping Grounds	1 park per camp site; and 1 park per 2 staff members
Service Stations	1 park per 50 m ² gross floor area of retail shop; and 1 park per 2 staff members; and 4 spaces per workshop bay; and 2 queuing spaces per refuelling lane; and 3 queuing spaces for a carwash
Restaurants Licensed Premises	1 park per 25m ² gross floor area; and 1 park per 2 staff members

Commented [RM10]: S129.039 Kainga Ora - Transport Topic, Key Issue 3

Commented [RM11]: S105.006 James Bridge - Transport Topic, Key Issue 3

Commented [RM12]: S81.059 Hort NZ - Transport Topic, Key Issue 3

Educational Facilities	1 park per 2 staff members; 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 members; and 1 park per 10 clients
Home Businesses	1 park per FTE employee/staff member not resident on the site
Recreational Activities	1 park per 10 seats the facility is designed to accommodate. Where a building is not intended for seating, 5 parks per 100m ² gross floor area. Plus 0.1 parks per 100m ² of recreation space or playing fields.
Sales Yards	80 parks; and 20 truck & trailer parks
Rest Homes	1 park per 5 beds; and 1 park per 2 staff members
Retirement Villages	1 park per self-contained unit; and 0.5 parks per apartment; and Hospital - 1 park per 4 beds, plus 1 park per FTE staff member
Hospitals	1 park per 2 beds; and 1 park per 2 staff members
Health Care Facilities	2 visitor parks per professional; and 1 park per 2 staff members
Emergency Service Activities	1 park per 2 on-duty staff members
Community facilities, other than those listed above	1 park per 25m ² gross floor area; and 1 park per 2 staff members
Drive thru facilities excluding Service Stations	2 queuing spaces per booth or facility

2. Where more than one activity occurs on a site, the total parking requirements for that site must be equal to the sum of individual parking requirements for each activity.
3. In assessing the number of parking spaces to be provided with respect to the gross floor area of any building, vehicle access and parking spaces contained within the building must not be included in the area. Where the number of spaces is based on the person capacity or other factor not directly related to gross floor area, such spaces must be assessed following receipt of a written statement

	<p>from the owner, lessee or proprietor of the premises specifying the number of persons that the activity or proposed activity will accommodate.</p> <ol style="list-style-type: none"> 4. When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half must be disregarded, and fractions of one half or more must require an additional parking space. 5. The provision of parking on a site may be made as part of any required yard space of the zone, except that the parking space must be exclusive of land required for service lane or road and not form any part of open space provided to meet any minimum open space, landscaping and/or specific performance standards of the zone where the site is located. 6. Any on-site parking made available to comply with these standards must remain undiminished by the subsequent erection of any structure, storage of goods or any other use.
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TRAN-S2 Parking Spaces for People with Disabilities

All Zones	<ol style="list-style-type: none"> 1. When constructing car parks, developers, owners or occupiers must make provision for disabled car parks in compliance with TRAN-APP1 and they must also be clearly marked or signposted as such.
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TRAN-S3 Design and Construction of Parking Areas

All Zones	<ol style="list-style-type: none"> 1. Vehicle Dimensions: <ol style="list-style-type: none"> a. All parking spaces and access and manoeuvring areas, including ramps, must be of a size and layout to accommodate a passenger vehicle as defined in the <i>Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13</i> (Austroads, 2013) – refer to TRAN-APP2 for the dimensions of this vehicle. 2. General Design and Construction Details: <ol style="list-style-type: none"> a. All public and required parking areas, and any outdoor display areas (such as car, caravan or boat sales yards) must comply with the following general requirements: <ol style="list-style-type: none"> i. Parking areas must be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties. ii. Parking areas, together with access and turning space, must be designed to ensure that vehicles negotiate the parking area at a safe speed and are not required to reverse either on to or off a street, provided that this requirement will not apply in any General Residential Zone, Large Lot Residential Zone or Settlement Zone where a single accessway serves
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	<p>not more than two residential buildings. Vehicles using the parking area must only enter or leave the site by the accessway.</p> <ul style="list-style-type: none"> iii. Where a public or non-residential parking area is within or adjoins a General Residential Zone, Large Lot Residential Zone or Settlement Zone, a 1.8-metre-high, fully enclosed screen must be erected, or a landscape strip of a minimum width of 5 metres along the boundary must be provided. These requirements may be reduced or waived with the consent of the adjoining neighbour. iv. A queuing space must be provided within public car parks to prevent vehicles queuing on the street. v. Provision must be made for the illumination of access drives and pedestrian areas within public car parks. Such illumination is to be directed away from adjoining General Residential Zone, Large Lot Residential Zone or Settlement Zone sites.
Large Lot Residential Zone (Coastal)	<ul style="list-style-type: none"> 3. Parking Spaces for Residential Activities: <ul style="list-style-type: none"> a. Parking spaces must have a minimum internal dimension of 3.0 metres (width) by 5.0 metres (length).
General Residential Zone	<ul style="list-style-type: none"> 4. Parking Spaces for Residential Activities: <ul style="list-style-type: none"> a. Parking spaces must have a minimum internal dimension of 3.0 metres (width) by 5.0 metres (length). 5. Vehicle Standing Bay: <ul style="list-style-type: none"> a. A 5-metre-long vehicle standing bay must be located within the vehicle access to all garages and carports.
Commercial Zone General Industrial Zone	<ul style="list-style-type: none"> 6. Parking areas must be formed and sealed and marked out, and where there is a separate requirement for staff parking, such parks must be clearly identified.
TRAN-S4 Vehicle Loading	
All Activities (except Residential Activities)	<ul style="list-style-type: none"> 1. Provision of Loading Spaces <ul style="list-style-type: none"> a. Every owner or occupier who proposes to construct or substantially reconstruct, alter or add to a building on any site, or change the activity carried out on the site, must provide one Loading Space and an associated manoeuvring area. The Loading Space must be designed and located on the site to provide for the efficient loading or fueling of vehicles associated with the use of any building or activity carried out on the site, except where a service lane is

designated or provided. Separate Loading Spaces must be provided for each occupier of the site. The Loading Space will be additional to the parking required in Table 1 – Car Parking Spaces.

- b. Every Loading Space, together with access, must be designed so that it is not necessary to reverse vehicles either onto or off the street. The Loading Space must not be stacked or located within vehicle manoeuvring areas.
 - c. The provision of a Loading Space in respect of any site may be made as part of the side and/or rear yard space, but not as part of the front yard space of that site.
 - b. The method of loading must ensure that the footpath or access to adjacent properties remains clear at all times and traffic safety is maintained.
2. Design of Loading Spaces
- a. The design of Loading Spaces and the layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and the functional design of the building. The layout must be of sufficient size to accommodate the following design vehicles:
 - vi. Activities requiring loading facilities or servicing from heavy vehicles: A “Single Unit Bus / Truck” as defined in the *Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13* (Austroads, 2013) – refer to TRAN-APP3 for the dimensions of this vehicle.
 - vii. Where articulated vehicles or trucks and trailers are anticipated: a “Prime Mover and Semi-Trailer” as defined in the *Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13* (Austroads, 2013) – refer to TRAN-APP2 for the dimensions of this vehicle.
 - b. The following minimum dimensions are provided as a means of compliance:
 - i. Warehouses, transport depots, bulk stores and similar must have a minimum length of 20 metres and a minimum width of 3 metres.
 - ii. Retail activities, offices, manufacturing premises and similar must have a minimum length of 8.5 metres and a minimum width of 3 metres.
 - iii. Non-residential activities, such as Day Care Facilities and similar must have a minimum length of 5.5 metres and a minimum width of 3 metres.

TRAN-S5 Vehicle Access

<p>All Zones</p>	<ol style="list-style-type: none"> Every owner or occupier must provide a legal, safe and effective vehicular access to any activity undertaken on a site, and required parking or loading areas, from an existing, formed legal road, to enable vehicles to enter the site. There must be a maximum of one vehicle crossing per <u>site/property</u> within the General Residential Zone, Large Lot Residential Zone and Settlement Zone, except where the site is an emergency services facility. Where the <u>site/property</u> is bordered by two or more roads, the vehicle access to the property must be from the lower category road or road with the lowest traffic volumes when road hierarchy status is equal. The minimum legal widths for private access are contained in Table 2 – Urban & Rural Environments – Residential Units & Home Businesses, Table 3 – Rural Environments – Commercial, Industrial & Other Activities, and Table 4 – Urban Environments – Commercial & Industrial Activities below. Private access to properties must allow the safe passage from the edge of the road to the legal boundary of the lot for a single site or household unit. For two or more sites or residential units or for any Right of Way, formation of the access to the activity undertaken on the site is required in compliance with Table 2. A property access which crosses the rail network does not constitute legal access. Sites adjoining a railway line or designation must provide an alternative access to a legal road which does not require a crossing of the railway line or designation. <p><i>Note: Notwithstanding the rules in this Plan, every person proposing to construct or modify an accessway onto a State Highway must obtain permission from the New Zealand Transport Agency, and every person proposing to construct or modify an access which crosses a rail line must obtain permission from KiwiRail.</i></p>
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Commented [RM13]: S129.042 Kainga Ora - Transport Topic, Key Issue 1

TRAN-S6 Distance between of Vehicle Accesses and Separation from Road Intersections

<p>General Residential Zone</p>	<ol style="list-style-type: none"> The distance that any new vehicle access to any property may be sited from any road intersection must be a minimum of 15m or the extent of the property boundary <u>where this is not achievable, whichever is the least.</u>
<p>Commercial Zone</p>	<ol style="list-style-type: none"> Where there will be two adjacent accesses on adjoining sites, any new vehicle crossings must be offset from the common legal property boundary (side boundary) by 1.5 metres.

General Industrial Zone	<p>3. Any vehicle access to any property must not be sited within 30 metres of an intersection of a State Highway.</p> <p><i>Note: Vehicle access in relation to Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, or Activity Street Arterial Road or Collector Road intersections will be subject to a Road Safety Audit as deemed necessary by the Road Controlling Authority.</i></p>
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Commented [RM14]: S104.008 CHBDC - Transport Topic, Key Issue 2

Commented [RM15]: S129.043 Kainga Ora - Transport Topic, Key Issue 1

Rural Lifestyle Zone General Rural Zone Rural Production Zone Settlement Zone Large Lot Residential Zone (Coastal)	<p>4. Any new vehicle access to any property shall be sited at least 100 metres from an intersection of a State Highway.</p>
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TRAN-S7 Distance of Vehicle Access from Railway Level Crossings

All Zones	<p>1. Any new vehicle access points to roads that cross a railway level crossing shall be located a minimum of to any property must not be sited within 30 metres of a from the rail level crossing.</p>
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Commented [RM16]: S129.044 Kainga Ora - Transport Topic, Key Issue 1

TRAN-S8 Safe Sightline Distances

All Zones	<ol style="list-style-type: none"> Vehicle accesses and intersections must be located to ensure that Safe Sightline Distances are maintained. All level crossings must remain unobstructed in accordance with the sight triangles provided in TRAN-APP4 (Level Crossing Sight Triangles), with the exception of existing buildings associated with existing level crossings which do not have to meet the sight triangles.
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	<p>Notes:</p> <ol style="list-style-type: none"> For vehicle accesses fronting a road that is not a State Highway, compliance with the Austroads Standards will be deemed an acceptable means of compliance with this standard. For vehicle accesses and intersections fronting a State Highway, the NZ Transport Agency's minimum sight distances are set out
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below and are deemed an acceptable means of compliance with this standard.

<i>Posted Speed Limit (km/h)</i>	<i>Minimum SightSite Distance (m)</i>
50	113
60	140
70	170
80	203
90	240
100	282

Commented [RM17]: clause 16 RMA minor correction

Table 2 – Minimum Legal Widths of Private Access – Urban and Rural Environments – Residential Units & Home Businesses

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT						LINK CONTENT				
		Locality served	Target operating speed (km/h)	Minimum legal access width (m) (see Note 2)	Maximum width of Vehicle Crossing	Maximum height clearance along access	Maximum grade	Pedestrians	Passing parking, loading & shoulder	Cyclists	Minimum formed movement lane (excluding shoulder)	
General Residential Zone	Private access/lane (see Note 1)	1-2 Residential Units	10	3m	4.8m	4m	20%	Shared (in movement lane)	Allow for passing every 50m	Shared (in movement lane)	2.75m	
Commercial Zone		3 Residential Units (see Note 3)	10	3.6m	4.8m							
General Industrial Zone		4-6 Residential Units	10	4.5m	4.8m							
		7 + Residential Units	10	6m	6m							
Large Lot Residential Zone (Coastal)	Private access/lane (see Note 1)	1-2 Residential Units	20	4m	None	4m	12% unsealed (see Note 4)	Shared (on shoulder and berm)	Allow for passing every 100m, total shoulder 0.5m, sealed	Shared (in movement lane)	3m	
General Rural Zone		3-6 Residential Units	20	6m							20% sealed	3m
Rural Production Zone		7-20 Residential Units	20	9m							20% sealed	2 x 2.75m

Commented [RM18]: S57.028 FENZ - Transport Topic, Key Issue 4

Rural Lifestyle Zone Settlement Zone											
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- Note (1):** Any private road or lane serving greater than 6 Residential Units or sites may be required to be offered as public road to be vested in Council.
- Note (2):** Applies to the legal width of the legal road, the Right of Way, or the Access Lot or access leg where this provides the primary point of access to the lot/site.
- Note (3):** For a development where a fire appliance is not able to reach either a dwelling or the source of the firefighting water supply from a public road in accordance with the NZ Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509: 2008, this code of practice should be consulted for compliance with the accessway dimensions required for the fire appliances. Applies to the legal road, the Right of Way or the Access Lot or access leg where this provides the primary access to the lot/site.
- Note (4):** In some cases, higher grades of up to 15% can be allowed for short sections (about 50m).

Table 3 – Minimum Legal Widths of Private Access – Rural Environments – Commercial, Industrial & Other Activities

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT					LINK CONTEXT (see Note 2)			
Area	Hierarchy	Locality served	Target operating speed (km/h)	Minimum legal access width (m)	Minimum height clearance along access	Maximum grade (see Note 4)	Pedestrians	Passing parking, loading & shoulder (see Note 3)	Cyclists	Minimum formed movement lane (excluding shoulder)
Large Lot Residential Zone (Coastal) General Rural Zone Rural Production Zone	Private access/lane (see Note 1)	Side or rear service access (1-20 sites) where it is not the primary access	10	6m		12% unsealed	Shared (in movement lane)	Loading bays	Shared (in movement lane)	2.75m
		1-3 sites	10	6m	4m	20% sealed	Shared (in movement lane)	Parking	Shared (in movement lane)	3.0m

Commented [RM19]: S57.029 FENZ - Transport Topic, Key Issue 4

Rural Lifestyle Zone Settlement Zone	4-6 sites	10	6.5m	20% sealed	1.5m one side or 1.5m each side	Parking	Shared (in movement lane)	2 x 2.5m
	7-20 sites	10	9m	16%	1.5m one side or 1.5m each side	Parking	Shared (in movement lane)	2 x 2.5m
	21-200 sites	30	20m	10%	3m each side	Parking and loading bays	Shared (in movement lane)	2 x 2.75m

Note (1): Any private road or lane serving greater than 6 sites may be required to be offered as public road to be vested in Council.

Note (2): 'Link Context' in rural areas will only apply where residential activities are located within 800m of the subject site.

Note (3): Passing bays may be required where the length of the access road exceeds 100m.

Note (4): In some cases, higher grades of up to 15% can be allowed for short sections (about 50m).

Table 4 – Minimum Legal Widths of Private Access – Urban Environments – Commercial & Industrial Activities

PLACE CONTEXT	TYPICAL CLASSIFICATION	DESIGN ENVIRONMENT					LINK CONTEXT			
		Locality served	Target operating speed (km/h)	Minimum legal access width (m)	Minimum height clearance along access	Maximum grade	Pedestrians	Passing parking, loading & shoulder	Cyclists	Minimum formed movement lane (excluding shoulder)
Area	Hierarchy									
General Residential Zone	Private lane	1-2 sites	10	6m		12.5%	Shared (in movement lane)	No (Note 2)	Shared (in movement lane)	3.0m
Commercial Zone	Side or rear service access where it is not the primary access	1-20 sites	10	6m	4m	12.5%	Shared (in movement lane)	No (Note 2)	Shared (in movement lane)	3.0m

Commented [RM20]: S57.030 FENZ - Transport Topic, Key Issue 4

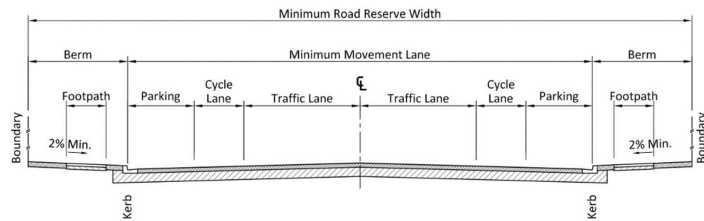
General Industrial Zone	Private road/lane (see Note 1)	3-6 sites	10	15m		10%	1.5m one side	No (Note 2)	Shared (in movement lane)	2 x 3.0m
	Private road/lane (see Note 1)	7-20 sites	20	20m		10%	1.5m each side	Parking and loading bays	Cycle lane and footpath	2 x 3.0m

Note (1): Any private road or lane serving greater than 6 sites may be required to be offered as public road to be vested in Council.

Note (2): The maximum length of the lane where no parking, passing, or loading bays are required is 50m.

The road cross-section in Figure 4 below shows graphically the terms used in Table 2, Table 3 and Table 4 above.

Figure 4 – Road Cross Section



Assessment Matters

For Discretionary Activities, Council's assessment is not restricted to these matters, but it may consider them (among other factors).

TRAN-AM1 General Assessment Matters for Access, Parking and Loading

1. Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing location of buildings, access to the road, topography, and utility location.
2. Whether there is an adequate alternative supply of parking or loading spaces in the vicinity that could provide a partial or complete waiver of the parking requirements. In general, on-street parking is not considered an alternative.
3. Whether a kerb-side loading space can be provided which is of sufficient capacity to accommodate the activity, where applicable. The minimum dimensions for kerb-side loading spaces are 3.5 metres wide, 3.5 metres high and 7 metres deep, measured from the street boundary.
4. Whether there is another site in the immediate vicinity that has available parking or loading spaces that are not required at the same time as the proposed activity and that may be jointly used by the proposed activity. In such a situation the Council may require the associated parking or loading spaces to be secured by way of a written legal agreement from the parties concerned acknowledging their responsibility to provide and maintain the amount of parking proposed, and adequate signage to inform customers of its availability.
5. Whether the level of vehicular activity likely to be generated by the activity on the site will be unusually low compared to other businesses as a result of business practice. Whether the proposed activity has certain characteristics which are likely to result in a lesser degree of traffic generation and parking demand than would generally be anticipated.
6. Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required parking or loading space.
7. The degree to which the safety and efficiency of the land transport network may be adversely affected by any transport non-compliances.
8. Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.
9. The degree to which any reduction in the design characteristics will result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient, or unsafe to be used by vehicles or pedestrians.
10. Whether the site is to be used for elderly persons' housing.
11. Whether a residential site is inaccessible to vehicular traffic.
12. Whether a reduced number of parking spaces would allow for improved amenity to be created through landscaping and/or by the incorporation of low-impact urban design stormwater solutions.

13. [Whether not providing the required on-site parking or loading spaces would lead to an increase in the use of public and active modes of transport, in the circumstances.](#)
14. [Whether bicycle parking is provided for on site.](#)
15. [Whether vehicle accesses are designed and sited in such a way so as to minimise potential conflict points.](#)
16. [The extent of consistency with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509: 2008 where the minimum legal access width and height clearance cannot be achieved.](#)

Commented [RM21]: S129.046 Kainga Ora - Transport Topic, Key Issue 3

Commented [RM22]: S57.031 FENZ - Transport Topic, Key Issue 4

TRAN-AM2 Non-Compliance with Distance of Vehicle Accesses from Road Intersections

1. Whether the dimensions of the site or the location of buildings or other physical features of land or buildings preclude reasonable compliance with the minimum standards for distance from the road intersection.
2. The current and expected traffic volume on the street or road which the property fronts, and whether the proposed location of the vehicle access and the expected traffic generated from the activities on the property will have a significant adverse effect on the safety or efficient operation of the road intersection over and above what is permitted.

Note: A Design Safety Audit and Intersection Performance Assessment undertaken by a suitably qualified Transport Engineer may be required to ascertain the effects of the proposal on the safety and efficiency of the intersection.

Methods

Methods, other than the above rules, for implementing the policies:

TRAN-M1 Hastings District Council’s Engineering Code of Practice

The Hastings District Council Engineering Code of Practice includes standards for the design and construction of roading and service infrastructure, which may be used as a means of compliance with the objectives, policies, rules, and standards of the District Plan.

TRAN-M2 Other Codes of Practice

1. The New Zealand Fire Service Fire-Fighting Water Supplies Code of Practice SNZ PAS 4509 applies to all new subdivision and development in respect of compliance with the accessway dimensions required for the fire appliances. It applies to the legal width of the legal road, the Right of Way or the Access Lot or access leg, where this provides the primary point of access to the lot/site.
2. [Code of Practice for Urban Land Subdivision Land Development and Subdivision Infrastructure](#) (New Zealand Standard NZS 4404:2010).

Commented [RM23]: S89.001 CHBDC - Transport Topic, Key Issue 1

TRAN-M3 Bylaws

Central Hawke's Bay District Council Bylaws, Part 25 – Traffic.

TRAN-M4 Regional Policy Statement

The Hawke's Bay Regional Policy Statement has an objective of achieving integrated management of natural and physical resources in the region and the transport network is one of those physical resources.

TRAN-M5 Other Plans

1. Central Hawke's Bay District Council Long Term Plan, including the Central Hawke's Bay District Council Infrastructure Strategy.
2. Hawke's Bay Regional Transport Plan.
3. Hawke's Bay Regional Land Transport Plan.
4. Hawke's Bay Regional Land Transport Review

Principal Reasons

The principal reasons for adopting the policies and methods:

A sustainable transport network for the District is one where proper consideration is given to the relationship between land use and transport effects, including the long-term consequences. The District's [Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, or Activity Street](#) arterial and collector routes are vital to the long-term growth of the District and therefore must be protected against development that would adversely affect their efficiency and effectiveness.

Commented [RM24]: S104.009 CHBDC - Transport Topic, Key Issue 2

Almost all activities generate vehicle trips and, therefore, parking in close proximity to the site of the activities is required to provide accessibility for people and goods. Generally, different activities generate different parking and loading demands. If provision is not made by developers or owners for off-street parking and loading, then the only alternative available is to park and load on the street. On-street parking and loading can adversely affect the efficiency and safety of roads, particularly [Inter-regional Connector, Rural Connector, Peri-urban Road, Urban Connector, Main Street, or Activity Street Arterial or Collector](#) Roads where vehicle speeds and volumes are typically higher than for other roads in the One Network [Framework Road Classification](#). Excessive parking of vehicles on residential streets can also detract from the amenity of those streets and adjoining residential areas.

Commented [RM25]: S104.009 CHBDC - Transport Topic, Key Issue 2

Vehicles reversing onto or off sites can compromise the safety of the road, particularly where traffic flows are high, where the land use has a potential to generate a lot of traffic and pedestrians, or where heavy vehicles use the area. The requirement to provide an on-site turning and manoeuvring area on non-residential sites can assist to maintain and improve safety standards and minimise delays to traffic caused by manoeuvring vehicles.

Controlling the position of access points to properties is required to minimise adverse effects on traffic and pedestrians from the queuing and manoeuvring of vehicles entering or existing the properties. Access points are required to be positioned at a minimum distance from road intersections to avoid unnecessary distractions for drivers in areas where a visually confusing environment complicates decision making and could be hazardous. The width of access is also important to allow ease of vehicle access and there are also minimum sight distance standards to ensure that there is sufficient visibility to allow vehicles to safely leave the site.

The District Plan sets standards for the design of new roads and accessways. These include the legal width of the road and accessways, including maximum grade and targeted operating speeds. The Council has a duty to ensure that infrastructure is fit for purpose and will not put the travelling public's safety at risk.

Design standards for parking spaces are included in the District Plan to ensure that motorists are able to easily and safely manoeuvre in and out of parking spaces and there are queuing spaces provided to avoid cars queuing on roads while waiting to enter car parks. Standards are also included that require the surfacing of parking areas to avoid dust nuisance and to prevent gravel, mud or other such materials being spread onto adjoining roads. There is an additional standard for public car parking areas which require access driveways and pedestrian areas within these areas to be illuminated to ensure the safety and security of people using them at night. Commercial and industrial activities also need to provide an off-street area for loading and unloading of vehicles. This protects the function and safety of the road from manoeuvring vehicles, double parked vehicles, or vehicles loading or unloading across pedestrian areas. Loading areas are required to be designed to take into consideration the type of vehicles being catered for.

The Council will encourage the provision of footpaths, cycleways and walkways as part of new subdivisions and developments, and the provision of facilities such as bicycle stands and showers in workplaces that encourage more people to consider alternative transport modes to commute to work.

Anticipated Environmental Results

The environmental results anticipated from the policies and methods:

- TRAN-AER1** **Safe, efficient and accessible transport network.**
- TRAN-AER2** **An environment where the relationship between land uses and their effect on the road network is well managed.**
- TRAN-AER3** **Construction of new roads, accessways, car parking and loading areas that are effective, safe and efficient and meet the needs of activities.**
- TRAN-AER4** **Maintenance and recognition of strategic transport routes.**

TRAN-AER5 Land uses that generate large volumes of traffic are appropriately located on road routes that have the capacity to deal with the traffic.

TRAN-AER6 Provision of footpaths, cycleways and walkways as part of new subdivisions and developments.