

SECTION 154 - TRANSPORTATION

Introduction

Vehicle use is associated with most activities throughout the District and so requires consideration in terms of its effects on the environment.

Issues

Issue 1 - Providing For Vehicle Parking, Loading and Access

Description

In the Mackenzie District where the traffic generated by most activities is not significant the issue relating to vehicles is the extent to which on-site parking and access and loading requirements are needed for developments given the expectations of efficiency and amenity for various areas, particularly the state highway network within the District. In the main business areas sufficient on street parking is available supported by some on-site parking at the rear of buildings. If on-site parking was required the practicality of developing many properties would be significantly reduced. The appearance of these areas would also change and possibly degrade with parking areas rather than buildings dominating.

In the residential areas the amenity of these areas is more easily affected by on street parking of cars particularly if this is on a regular basis.

While access and loading facilities are not always required, it is desirable that loading be carried out in a way that least interferes with pedestrian movement along footpaths and vehicle parking.

Relevant Objectives and Policies

- Transportation - Objective 1, Policy 1A

Issue 2 - Ensuring Cost Efficient Road Maintenance

Description

Within the District, especially areas at higher altitudes, there is the potential for traffic, particularly heavy traffic, to damage roads which have been subjected to adverse weather conditions such as frost and heavy rain. While maintenance of roads subject to normal weather can be budgeted for through the District Council's Annual Plan (some of which may attract a Transit New Zealand subsidy), these mechanisms are not available for single-event damage to the roads. In many cases it is possible through checking of the sealed surface and/or construction metals to ascertain whether a road could be damaged by heavy vehicles. With this knowledge road users can choose when to use the road. Given this it may be appropriate to discourage inconsiderate road usage and to prevent any unnecessary burden on ratepayers by requiring compensation for damage caused to

roads that are known to be vulnerable due to adverse weather conditions.

Relevant Objectives and Policies

- Transportation - Objective 2, Policy 2A

Issue 3 – Environmental Effects of Transportation

Description

The construction, maintenance and use of transport networks, in particular the roading network, can impact adversely on communities and the physical and natural environment. In particular natural character, ecological values, wildlife and amenity values may be affected by flooding, earthworks, gravel extraction, fuel spills, pollution of waterways from contaminated stormwater, and dumping. Fish passage may be impeded by poorly designed and maintained culverts. The adverse impacts of roads and their use throughout the district can be acceptably limited or avoided by ensuring natural, physical and amenity values are identified and protected in the District Plan.

Relevant Objectives and Policies

All works and environmental disturbance associated with roading, tracking, access etc. on land is subject to the following Rural zone objectives, policies and implementation methods:

- Objective 1 – Indigenous Ecosystems, Vegetation and Habitat
- Policy 1C – Natural Character and Ecosystem Functions
- Objective 2 – Natural Character of Waterbodies and their Margins
- Policy 2A – Controlling Adverse Effects
- Policy 2B – Riparian Margins
- Objective 3A – Distinctive and Outstanding Landscapes
- Policy 3B – Adverse Impacts of Buildings and Earthworks
- Objective 3C – Landscape Values
- Policy 3N – Impacts of Subdivision Use and Development
- Objective 4 – High Country Land
- Policy 4A – Vegetation Cover
- Policy 4B – Ecosystem Functioning, Natural Character and Open Space Values
- Policy 4C – Soils and Water

Implementation Methods

- Controls on structures, earthworks and vegetation clearance in sites of natural significance, on steeper slopes, adjacent to or across wetlands and other water bodies and in high altitude areas.
- Controls of the volume and type of hazardous substances stored or used
- Provision of design and siting guidelines

OBJECTIVES AND POLICIES

Objective 1 - Parking, Loading And Access

Vehicle parking, loading and access which does not detract from the efficiency, safety and amenity of the various activity areas, particularly the state highway network within the District.

Reasons

- It is appropriate to recognise the different needs for efficiency, safety, and amenity throughout the District in determining the appropriate approach to vehicle parking, loading and access requirements.

Policy 1A

To protect the efficiency, safety and amenity of various activity areas, the state highway network and the road hierarchy in the District by ensuring adequate on-site parking, loading and access provisions exist.

Explanation and Reasons

- As for Objective 1
- The roading network is a valuable resource which should not be compromised by adjacent land uses and accesses which result in traffic hazards and reduced efficiency of the roads.

Implementation Methods

- Rules - Parking, Access and Loading

Anticipated Environmental Effects

- Safe and efficient roading system
- A low rate of on-street parking in residential areas
- A medium to high rate of on-street parking in the Business 1 and 2 areas.

<h2>Objective 2 - Road Maintenance Costs</h2>
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<p><i>Equitable sharing of road maintenance costs.</i></p>
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Reasons

- Road Maintenance costs should be shared on the basis of benefits accrued.

Policy 2A

To ensure that compensation is paid for repair of damaged roads, other than damage which results from normal wear and tear.

Explanation and Reasons

- As for Objective 2
- Where it is known that a road is vulnerable to damage due to recent or current adverse weather conditions it is fair that the repair of any damage caused to such roads should be paid for by the person who caused the damage.

Implementation Methods

- Transportation Rule 2.s
- Council officers ensuring, where practicable, that road users of vulnerable roads be informed of road conditions.

Anticipated Environmental Results

- Reduced road damage due to heavy vehicles usage of roads vulnerable to damage due to adverse climatic or weather conditions.

RULES - TRANSPORTATION

STATUS OF ACTIVITIES

- 1 Any activity which does not provide for parking, access and loading in accordance with the following Standards shall be a **DISCRETIONARY ACTIVITY** in respect of the matter(s) of non-compliance.

The following provisions shall apply where:

- a an activity is to be established on a site, or
- b there is a change of activity, or
- c a building(s) is constructed, substantially reconstructed, altered or added to.

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.

2 Standards

2.a Minimum Parking Space Requirements

The following (Table 1) shall be the minimum number of parking spaces to be provided at all times on the same site for any activity in any zone other than the Village Centre Zone in Fairlie. The required parking spaces shall be available for residents, staff and visitors at all times during the hours of operation of the activity.

If any activity is not listed below, the activity closest in nature to the new activity should be used. Where there are two or more similar activities, the activity with the higher parking rate shall apply. 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.

2.b Assessment of Parking Areas

Where an assessment of the required parking standards results in a fractional space any fraction under one half shall be disregarded and any fraction of one half or more shall be counted as one 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.

2.c Size of Parking Spaces

All required parking spaces other than for residential units, and associated manoeuvre areas are to be designed to accommodate a 90 percentile design motor car (refer Appendix C) and shall be laid out in accordance with Appendix D.

2.d Car Spaces for People with Disabilities

Car parking areas shall include spaces for people with disabilities provided at the rate of:

- 1 for 10 to 50 spaces
- 2 for up to 100 total spaces

plus 1 more for every additional 50 spaces.

Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly signed.

Table 1 - Minimum Parking Space Requirements

Activity	PARKING SPACES REQUIRED
Residential unit	2 spaces per residential unit
Visitor accommodation (other than motels)	1 space per 5 visitors accommodated plus 1 space per 2 staff
Motels	1 space per unit (plus 2 spaces per Manager's Residence)
Commercial activities	3 spaces per 100m ² GFA plus 2 spaces per 100m ² outdoor display area
Industrial activity	2 spaces per 100m ² workshop area plus 1 space per 100m ² storage space
Meeting places and Entertainment facilities	1 space per 10m ² public area/10 seats, whichever is greater
Drive-through facility	5 queuing spaces per booth or facility
Sports fields	15 spaces per hectare
Hospitals	1 space per 5 beds plus 1 space per 2 staff
Health Care Services	2 spaces per professional plus 1 space per 2 staff
Offices	2 spaces per 100m ² GFA
Restaurants and taverns	10 spaces per 100m ² public area
Educational facilities	1 space per 1 staff plus 1 space per 10 students over 15 years of age
Elderly Persons Housing	1 space per residential unit
Recreational facilities	1 space per 4 persons designed to be accommodated

Note: GFA = Gross Floor Area

2.e Cash-in-Lieu

A cash payment may be made in lieu of part or all of the parking requirement in areas where the Council is anticipating creation of public parking that would serve the area of the development. The basis of the cash payment in lieu of parking is to be:

2.e Cash in lieu continued ...

- i The area of land per required parking space is to be 25 square metres.
- ii The rate at which cash in lieu is charged is calculated at the current market value of the land.

2.f Reverse Manoeuvring

On-site manoeuvring for a 90 percentile car shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:

- i Any development has access to an arterial road (refer Rule 3)
- ii Any development requiring 4 or more car spaces having access onto a collector road.
- iii Any development which is required to provide 10 or more parking spaces.

On-site manoeuvring for a 90 percentile truck shall be provided to ensure that no truck is required to reverse onto or off a site where any development requires loading areas or trade vehicle storage having access onto an arterial or a collector road.

2.g Residential Parking Spaces

Any residential parking spaces required by this Plan shall have the minimum internal dimensions of 2.5m width and 5.0m depth.

The minimum width of the entrance to a single garage shall be no less than 2.4 metres wide. The manoeuvre area from the property to the garage entrance shall be designed to accommodate a 90 percentile motor car as set out in Appendix C.

2.h Queuing

Queuing space shall be provided for all vehicles entering a parking or loading area where conflict with vehicles already on site is likely to arise. The required queuing space length shall be in accordance with Table 2 following.

Table 2 - Queuing Space Lengths

Number of Parking Spaces	Minimum Queuing Space Length
0 - 20	5.5
21 - 50	10.5
51 - 100	15.0
101 - 150	19.5
151 - or over	24.0

2.i Loading Areas

Every loading space shall be of a useable shape and shall be of the following dimensions:

- i For transport depots or other similar activities, not less than 9m in depth.
- ii For retail premises, offices, warehouses, bulk stores, industries, service industries and other similar uses, not less than 8m.
- iii Offices and other non-goods handling activities, where the gross floor area is less

than 500m², and where on street parking is available for occasional servicing by larger vehicles, 6m long, 3m wide and 2.6m high.

- iv Notwithstanding anything to the contrary in the foregoing clauses, where articulated trucks are used or intended to be used in connection with any site, sufficient loading space not less than 11m in depth shall be provided.
- v No loading space shall be less than 3.8m in height.
- vi No loading space shall be less than 3.5m in width, or such greater width as is required for adequate manoeuvring.

2.j Surface and Drainage of Parking and Loading Areas

The surface of all parking, loading and trade vehicle storage areas (except parking areas for residential units requiring less than three spaces) shall be formed and paved or otherwise maintained, so as not to create a dust or noise nuisance, nor to deteriorate in adverse weather conditions.

The first 5.5m of such areas (as measured from the road boundary) shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.

Stormwater originating from the property shall be disposed of within the property by sump and piped to the street channel or stormwater drain.

2.k Landscaping

Landscaping shall not adversely affect the visibility of motorists leaving a site or create an unsafe environment for persons using the car park or the adjacent footpath

All car parking areas containing 5 or more spaces shall have a landscape strip 1.5m deep along the road frontage.

2.l Standards of Vehicle Crossing

Vehicle access to any site shall be by way of a vehicle crossing constructed pursuant to Council standards, from the roadway to the road or service lane boundary of the site, and shall be at the owners expense. Vehicle crossings shall be constructed to the following standards:

- i For 10 or less residential units or activities which generate fewer than 100 normal car traffic movements per day: standard vehicle culverts and crossings to carry car traffic i.e. 225mm
- ii Drive-in accesses and other activities: heavy duty vehicle culverts and crossings shall be constructed and maintained so that they remain in a good state of repair and are fit for their purpose of carrying all types of normal road traffic.

2.m Length of Vehicle Crossings

The following crossing lengths shall apply:

Table 3 - Crossing Lengths

Land Use	Length of Crossing (m)	
	Minimum	Maximum
Residential	3.0	6.0
Other	4.0	9.0

2.m *Length of Vehicle Crossings continued ...*

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

2.n **Distance of Vehicle Crossings from Intersections**

No part of any vehicle crossing shall be located closer to the intersection of any roads than the distances permitted in the following Table.

Table 4 - Minimum Distance of Vehicle Crossings from Intersections

Frontage Road	Intersecting Road Type (Distance in Metres)					
	Urban			Rural		
	Arterial	Collector	Local	Arterial	Collector	Local
Arterial	30	25	20	200	200	200
Collector	20	20	15	60	55	55
Local	15	15	10	60	55	55

Distances shall be measured parallel to the centre line of the roadway of the frontage road from the nearest edge of the carriageway of the intersecting road. Where the roadway is divided the edge of the dividing strip nearest to the vehicle crossing shall for the purposes of this control be deemed the centre line.

Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances a single vehicle crossing may be constructed provided it is located adjoining an internal boundary of the site in the position which most nearly complies with the provisions of this Code.

[For the avoidance of doubt, the Urban standards above shall apply to Rural-residential zones.](#)

Refer Rule 4 for roading hierarchy.

2.o **Access onto State Highways – All Zones**

i Permitted Activities

Accesses onto State Highways which comply with the following standards:

- a) No vehicle access shall generate more than 100 vehicles per day.
- b) The minimum distances between successive accesses on both sides of the State Highway shall be:
 - (i) 40 metres where the posted speed is 70 kilometres per hour
 - (ii) 100 metres where the posted speed is 80 kilometres per hour
 - (iii) 200 metres where the posted speed is 100 kilometres per hour
- c) Where an allotment in a Rural Zone has frontage to a side road, all access shall be from the lesser road in the roading hierarchy.

- d) Accesses shall be designed and constructed in accordance with Diagram C (crossing treatment for accesses on state highways with traffic generation less than 30 vehicle movements per day) or Diagram D (Localised road widening and crossing treatment for accesses on state highways with traffic generation between 30 and 100 vehicle movements per day) in Appendix D.
- e) For the purpose of this rule the measurement of the distance between successive accesses shall be taken from the centre points of both accesses measured along the centreline of the frontage road.
- f) Where the boundaries of a site which existed as a separate Certificate of Title before 1 February 1997 do not allow the provision of any vehicle crossing whatsoever in conformity with this provision, a single vehicle crossing may be constructed provided it is located in a position which most nearly complies with this provision.

ii Controlled Activities

Accesses onto state highways which met standards 2.o.i.a, b and c but do not comply with the design standards in 2.o(i)(d).

iii Discretionary Activities

Access onto state highways which do not comply with standards 2.o.i.a, b or c.

2.p Visibility from Accesses

All private accesses shall be located to ensure continuous visibility up to the minimum sight distances in the following table are achieved.

Table 5 - Minimum Sight Distance From Access

Speed Limit (km/h)	Sight Distance (m) Private Access
50	85
60	115
70	140
80	170
100	250

Note: Minimum sight distance is measured in accordance with Diagram B in Appendix D.

2.q Private Vehicle Access

- i All private vehicular access to fee simple title allotments, cross leases, unit titles or leased premises shall be in accordance with the standards set out in the table below.

Table 6 - Private Vehicular Access

Zone	Potential No of Lots	Length	Legal Width (m)	Carriage-way Width (m)	Turning Area	Passing Bay	Footpaths
Residential	0-2	All lengths	3.5	3.0	Optional	Optional	Optional
Residential	3-6	0-50	4	3.5	Required	Required	Optional
Residential	3-6	Over 50	4.5	4.0	Required	Required	Required
Rural and Rural-Residential	0-6	All Lengths	5.0	4.0	Required	Optional	Optional
All Other Zones	0-6	All Lengths	6.0	4.0	Required	Optional	Optional

- ii Minimum height clearance for private vehicular access shall be 3.5m.
- iii Access to more than 6 allotments or residential units shall be way of a road and not by a private way or access lot.

2.r Standard of Vehicle Access

Rural and Rural Residential Zones

Accessways in the Rural [and Rural-Residential zones](#) shall:

- be designed to minimise edge break;
- be designed to ensure that vehicles using the access do not reduce the safe and efficient functioning of the adjacent road;
- be formed, sealed and maintained to an all weather standard with the first 5.5 metres of the access (as measured from the formed road surface) being formed to ensure that material such as mud, stone chips, or gravel is not carried onto the road. For the purpose of this rule 'all weather standard' means sealing of accesses on sealed roads and compacted level metal surfacing on unsealed roads.
- be designed to ensure that the efficient drainage of surface flows in the road reserve is not impeded. This will be achieved by the provision of culverts where necessary, being adequately sized, of sufficient length to limit blockages, and with properly formed inlets and outlets.

For the purpose of this rule safe and efficient functioning of the adjacent road requires that where there is likely to be an average of at least 30 heavy vehicle movements in or out of the access (i.e. 15 visits) per month over three consecutive months during a 12 month period, the access shall be designed and maintained so that a truck and semi-trailer or such larger vehicle which regularly uses the access, will not leave the formed carriageway or the formed access when entering or leaving the property.

The diagrams contained in Appendix C specify the swept paths of a truck and semi-trailer and other heavy vehicles. A sample access design (Diagram E) which meet the above standard, is shown in Appendix D.

2.r *Standard of Vehicle Access continued ...*

Residential and Business Zones

Accessways in Residential and Business Zones shall:

- be to an all weather standard for the full berm width of the adjoining road;
- where they serve more than one allotment be formed and sealed for the full length.

2.s **Compensation for Damage to Roads**

Where the use of a vehicle causes damage to a public road which is vulnerable to damage due to recent or current adverse climatic or weather conditions, the owner and/or driver of that vehicle shall pay to the Council an amount equivalent to the cost of restoring the road to the standard which existed prior to such damage.

3 ROAD HIERARCHY

A planned roading hierarchy provides a means of minimising the conflicts which may arise between providing for traffic requirements, and the effects on the surrounding environment, by giving each road a classification. More certainty can be provided for road users through the use of different design and access criteria for each road classification. This in turn ensures that road safety and efficiency is maintained or improved.

Arterial Roads:

Arterial roads serve primarily a through-road function and are usually of national strategic importance to the road network. Within the Mackenzie District the arterial roads are the following State Highways:

- State Highway 8
- State Highway 79 - Geraldine to Fairlie
- State Highway 80 - To Aoraki/Mount Cook

Collector Roads:

These roads also have a through road function but are usually of regional or district importance. The Mackenzie District is not listed as containing any collector roads.

Local Roads:

Local Roads serve primarily a property access function and constitute all roads in the Mackenzie District other than arterial roads. Note: the term 'Local Roads' is inclusive of both Local Roads and Principal Roads as defined in the Roding Asset Management Plan of the Mackenzie District Council.

4 NON-NOTIFIED RESOURCE CONSENTS

Resource consents in relation to the following matters shall be non-notified.

Discretionary Activities:

- size of parking spaces (2c)
- disabled car spaces (2d)
- cash-in-lieu (2e)
- reverse manoeuvring (2f)
- residential parking spaces (2g)
- queuing (2h)
- loading areas (2i)
- surface of parking and loading areas (2j)
- landscaping (2k)

ASSESSMENT MATTERS - RESOURCE CONSENTS

- 5 In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters.

Parking and Loading Provision

- a 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.
- b Whether there is an adequate alternative supply of parking or loading spaces in the vicinity. In general on-street parking is not considered an alternative.
- c Whether there is another site in the immediate vicinity that has available parking or loading spaces which are not required at the same time as the proposed activity. In such a situation the Council will require the associated parking or loading spaces to be secured in some manner.
- d Whether a demonstrably less than normal incidence of parking or loading will be generated by the proposal, such as due to specific business practice, type of customer, bus transportation.
- e Whether the Council is anticipating providing public car-parking that would serve the vicinity of the activity, and whether a cash payment towards such public car-parking can be made in lieu of part or all of the parking requirement.
- f 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.
- g The extent to which the safety and efficiency of the surrounding roading network would be adversely affected by parked and manoeuvring vehicles on the roads.
- h 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.

Parking and Loading Area and Entranceway Design

- i Any adverse effects on the safety and security of people and vehicles using the facility.
- ii The extent to which the safety of pedestrians, both on and off the site will be affected.
- iii Any adverse effects on the amenity and character of surrounding properties and public areas.
- iv The extent to which there will be any adverse effect on the safety and efficiency of the frontage road.

- v The extent to which any reduction in the design characteristics will result in the parking and loading area and/or associated entrance and manoeuvring areas being impractical, inconvenient or unsafe to be used by vehicles or pedestrians.

Access

- i Whether adequate sightlines are available from alternative access points.
- ii The extent to which the safety and efficiency of the adjoining road would be compromised by an access point located closer to an intersection than is permitted by the Plan.
- iii The extent to which conflicts between vehicles will be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.
- iv Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road.
- v Whether the speed and volume of vehicles on the road will increase the adverse effects of the access on the safety of road users.
- vi Whether the geometry of the road will mitigate the adverse effects of the access.