

TRAN – Transport

Introduction

The land transport systems move people, goods and services throughout the Tararua District and to and between neighboring Districts. The economic and social well-being of the Tararua District relies upon an efficient and effective land transport network. The way in which the transport network operates and is managed is intrinsically linked to the use of land adjacent to the network.

The need to move goods and people in a safe and efficient manner can lead to conflict with land development and the demand for access to land. It is necessary to ensure that an integrated approach is taken to ensure that the transport network, land use and development can co-exist and not unduly affect one another.

Unless otherwise specified in the District Plan, the Transport rules apply to all activities. Activities are subject to compliance with all relevant Transport rules. Where activities meet the specific standards and thresholds set out in this chapter, the transportation component of the activity will be permitted. Activities that do not meet the standards or which generate higher amounts of traffic than permitted by the provisions in this chapter will require resource consent.

There may be a number of objectives, policies and rules that apply to an activity, building, structure, or site. Resource consent may therefore be required under the rules in this chapter as well as other chapters.

Land transport networks come within a general definition of utilities.

Management of the Transport Network

Tararua District's transport network encompasses State-Highways, Local roads, rail, cycleways and footpaths. Good management and maintenance of roads is important to ensure they are capable of transporting goods, services and people efficiently and safely.

State Highways form part of the national network of highways with State Highway 2 being the primary highway corridor connecting Central Hawkes Bay to the north and the Wairarapa to the south and State-Highway 3 providing a connection to the Manawatu in the west. The New Zealand Transport Agency, Waka Kotahi (NZTA) is the road controlling authority for State Highways. For State Highways, the through-traffic function generally takes precedence over access and local traffic functions.

The Tararua District Council manages and maintains all other public roads in the district, including Paper Roads.

Council's road network hierarchy is based on the One Network Framework (ONF). The application of the ONF allows land use and transport planning to be integrated. The ONF aligns with strategic transport planning at all levels including Council's Long-Term Plans (LTPs), Regional Land Transport Plans (RLTPs) and the National Land Transport Plan (NLTP) and the Government Policy Statement (GPS) on Land Transport.

The ONF classifies the transport network into street categories which bring together movement and place elements of the road or street. The classification system, which bring cohesion across multiple road functions are known as civic spaces, local streets, activity streets, main streets, city hubs, transit corridors, urban connectors, stopping places, peri-urban road, rural road, rural connectors, and interregional connectors.

For the purpose of this plan, they are referred to as 'district roads'. 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 active transport modes, including walking and cycling, are complimentary to the Council's goal of achieving an integrated transport network. Active modes of transport can contribute to a development's cohesion with community facilities, reduce congestion and improve the community's health and well-being. 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 (end of trip facilities). The ONF provides methods of achieving outcomes towards these goals.

Railways form part of the District's transportation network with both the Palmerston North – Gisborne and the Wairarapa Lines traversing the District. These railways are an important asset to the movement of freight and supply chain functions across the country. KiwiRail is responsible for the management of and interactions with the Railway Corridor. Provisions for crossing the rail network and for protecting the network from the effects of inappropriate new development (reverse sensitivity) must be considered.

The majority of land use activities occurring within the District are expected to result in the generation or attraction of

traffic movements. It is important that these movements are undertaken efficiently, effectively, reliably, and safely. Across the District it can be observed that where parking and loading facilities are not provided on-site they will, in most cases, occur within the street corridor. This has the potential to generate 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.

Zoning

The zone that applies to all road and railway corridors are the same zone as the land nearest to each point in the road and railway corridor. However, the functionality of the road or rail corridor within the zone, is defined by the One Network Framework.

Where the zone is different either side of the road or railway corridor, then the boundary between the zones is the centreline of the road or railway corridor. Unless otherwise specified in the District Plan, the transport rules apply to all activities. Where activities meet the specific standards and thresholds set out in this chapter, the transportation component of the activity will be permitted.

Objectives

- TRAN-O1** The transport network is a well-connected, integrated and accessible network that:
 1. Meets and is responsive to current and future needs, and
 2. Maximises opportunities to link with land use and development; and
 3. Promotes the use of walking and cycling and reduces the dependency on private motor vehicles.
 4. Integrates with subdivision, land use, and development;

- TRAN-O2** The transport network is sustainable, safe, resilient, efficient and effective in moving people and goods within and beyond the District and enables a range of mobility options.

- TRAN-O3** Activities generate a type or level of traffic that is compatible with the function of the transportation corridor they obtain access to and from.

- TRAN-O4** Adverse effects that arise from transport connections, new activities or intensification of activities on the operation of the transport network are avoided, remedied or mitigated.

- TRAN-O5** Adverse effects from the development, construction and maintenance of the transport network are managed.

- TRAN-O6** Well designed, located, formed, and constructed vehicle access points, parking layouts, loading and manoeuvring areas are provided that contribute to the safe and efficient functioning of the activity and the transport system.

Policies

- TRAN-P1** Provide for the development and safe operation of the transport network, including the state highway network and rail network, while managing the adverse effects of the development and use of roads, including state highways, on adjacent activities.

- TRAN-P2** The transport network is maintained or improved in a way that:
- a. promotes integrated planning and supports strategic directions;
 - b. roads and vehicle crossings meet minimum design standards to allow for safe, effective, and efficient traffic movement and can safely accommodate the intended number of users and the intended functioning of the road or crossing;
 - c. ensures there is appropriate management of stormwater disposal;
 - d. is consistent with the Subdivision Chapter and promotes good urban design, including connectivity, decreasing travel distances, and linking to existing transport networks;
 - e. considers and responds to safety and accessibility, including Crime Prevention Through Environmental Design (CPTED) principles.
- TRAN-P3** 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 on pedestrian, cyclist and other road user safety, and effects on streetscape amenity.
- TRAN-P4** To ensure the transport network has capacity to accommodate the transportation needs of new development.
- TRAN-P5** The provision of transport infrastructure for any development or subdivision must be planned, funded and provided for in an integrated and comprehensive manner to ensure the safety and efficiency of the transport network is not inappropriately compromised.
- TRAN-P6** To manage the number, design, location and type of parking, access, and loading facilities to each property to support the functional and operational requirements of activities, while maintaining the safe, efficient, and effective operation of the transport network and the amenity of the streetscape.
- TRAN-P7** To set minimum standards for the design of new public roads, private roads and accessways to ensure that they are appropriate for the function they serve.
- TRAN-P8** Manage the location, design and layout of activities to ensure they integrate with existing and future transport corridors, where appropriate, this includes the provision of other network utility providers such as three waters, power, phone, gas, etc within the land transport corridor.
- TRAN-P9** Identify and manage a classification of roads and other transport corridors within the District based on the One Network Framework to ensure that the function of each corridor is recognised and protected when managing subdivision and land use.
- TRAN-P10** Require high traffic generating activities which propose to access and utilise the districts' roads to be assessed in an Integrated Transport Assessment prepared by a suitably qualified traffic / transportation specialist that demonstrates how any adverse effects on the road transport network will be avoided, remedied or mitigated, and assesses:
- a. the road's capacity and the likely effect of the proposed use on the road and its users;
 - b. the impact of safety on the road user (existing & proposed) as a result of the proposal,
 - c. determine the Infrastructure Risk Rating for the road being assessed,
 - d. effects on the amenity values and character of the road;
 - e. the effect on ongoing maintenance of the road and the need for road maintenance agreements;
 - f. whether opportunities for alternative access and/or routes exist;

- g. appropriate traffic management and travel demand management mechanisms;
- h. whether it is appropriate to stage the activity and/or undertake improvements to the transport network; and
- i. cumulative effects.

Rules

The rules that apply to transport are contained in the tables listed below. To undertake any activity, it must comply with all the rules listed in:

- TRAN-R1 to TRAN-R6 - Activities Rules; and
- TRAN-S1 to TRAN-S11 - Performance Standards; and
- Any relevant provision in Part 2 District-Wide Matters; and
- Any relevant provision in Part 3 Area Specific Matters.

Where an activity breaches more than one rule, the most restrictive status shall apply to the activity. Refer to Part 1 - How the Plan Works for an explanation of how to use this plan, including activity status abbreviations.

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 – Activity Rules

Unless otherwise specified in a rule, the rules in this table apply to all roads including new roads approved by way of resource consent		
TRAN-R1	Provision, construction, alteration, maintenance, and repair of accessways, vehicle crossings, parking, and loading areas	
All zones	<p>Activity Status: PER</p> <p>Where the following conditions are met:</p> <ul style="list-style-type: none"> i. TRAN-S1 to TRAN-S11; <p>And:</p> <ul style="list-style-type: none"> i. There is no new vehicle crossing onto a State Highway; and ii. All sites and activities have legal and physical access to and from a legal road. 	<p>Activity status where compliance is not achieved: RDIS</p> <p>Matters over which discretion is restricted:</p> <ul style="list-style-type: none"> a. Avoiding, remedying or mitigating of any effects deriving from non-compliance with the particular standard(s) that is not met. The construction, use, location, design, and number of vehicle crossings or intersections. b. The safety and suitability of the access for the activity. c. The ability to obtain alternative access. d. Effects on the safe, efficient, and effective operation of the transport network, including the rail network and State Highways. e. Access design, including width of access formation. f. Sightlines. g. Drainage design and effects on drainage. h. Council's Engineering Development

		Standard. i. Accessibility for pedestrians, cycle facilities, and public transport.
TRAN-R2	Electric vehicle charging stations	
All zones	<p>Activity Status: PER</p> <p>Where the following conditions are met:</p> <ul style="list-style-type: none"> i. The electric vehicle charging device is installed in an existing, permitted or consented vehicle parking space, vehicle depot or garage structure or is installed on the road reserve; and ii. The electric vehicle charging device does not exceed a height of 1.8 m as measured from ground level, and an area of 1.5 m². iii. Approval has been obtained from the Road Controlling Authority. 	<p>Activity status where compliance is not achieved: RDIS</p> <p>Matters over which discretion is restricted:</p> <ul style="list-style-type: none"> a. Adverse effects on the safe, efficient and effective operation of the transport system; and b. The extent and effect of non-compliance on the streetscape, pedestrian safety and the amenity of the area.
TRAN-R3	Stock underpass	
General rural & rural lifestyle zones	<p>Activity Status: PER</p> <p>Where the following conditions are met:</p> <ul style="list-style-type: none"> i. The stock underpass must be located within: <ul style="list-style-type: none"> a. Road reserve; and b. The general rural or rural lifestyle zones. ii. Approval has been obtained from the road controlling authority; and <p><i>Note: Where the site is on/in a scheduled feature, there may be additional rules relating to earthworks and vegetation clearance.</i></p>	<p>Activity status where compliance is not achieved: RDIS</p> <p>Matters over which discretion is restricted:</p> <ul style="list-style-type: none"> a. Adverse effects on the safe, efficient and effective operation of the transport system; and b. The extent and effect of non-compliance on the streetscape, pedestrian safety and the amenity of the area.
TRAN-R4	High trip generating activities	
All zones	<p>Activity Status: PER</p> <p>Where the following conditions are met:</p> <ul style="list-style-type: none"> i. The activity does not exceed the Integrated Transport Assessment (ITA) thresholds in TRAN-S11; and 	<p>Activity status where compliance is not achieved: RDIS</p> <p>Matters over which discretion is restricted:</p> <ul style="list-style-type: none"> a. Avoiding, remedying or mitigating of any effects deriving from non-compliance with the particular

	<p>ii. All of the performance standards in TRAN-S1 to TRAN-S11 are complied with.</p> <p><i>Note: An Integrated Transport Assessment, prepared by a suitably qualified transport professional, must be submitted with any resource consent application under this rule.</i></p> <p><i>Note: The New Zealand Transport Agency guidelines “Research Report 422: Integrated Transport Assessment Guidelines, November 2010” should be used to inform any Integrated Transport Assessment.</i></p>	<p>standard(s) that is not met.; and</p> <p>b. The effects of the activity on the safety, efficiency and effectiveness of the transport system, including consideration of cumulative effects with other existing and consented activities in the vicinity; and</p> <p>c. The extent to which the number, pattern and/or timing of vehicle movements is likely to adversely affect the amenity values and character of the immediate and surrounding area; and</p> <p>d. Whether the additional trip generation adversely impacts road condition and increases maintenance and or renewal requirements; and</p> <p>e. The extent to which the proposal has provided for connectivity and considered the integration of different modes and transport choices; and</p> <p>f. Any alternative locations and methods, such as travel planning, that were considered to avoid, remedy and mitigate any adverse effects, while recognising practical constraints and any benefits generated by the activity; and</p> <p>g. Consideration of outcomes and recommendations in the Integrated Transport Assessment provided with the application; and</p> <p>h. The extent to which suitable vehicle access, vehicle queuing, parking and manoeuvring are provided on site; and</p> <p>i. The extent to which the proposal relies on the provision of other infrastructure; and</p> <p>j. For any development involving access onto a State Highway, the results of consultation with Waka Kotahi New Zealand Transport Agency.</p>
TRAN-R2	Vehicle access on to State Highway	
All zones	<p>Activity Status: RDIS</p> <p>Where the following conditions are met:</p> <p>i. TRAN-S1 to TRAN-S11; and</p> <p>ii. The activity requires a new vehicle access point on to any State Highway; or</p>	<p>Activity status where compliance is not achieved: DIS</p> <p><i>Note: All new vehicle access points that intersect a State Highway require the approval of Waka Kotahi New Zealand Transport Agency under the Government Roading Powers Act 1989. Waka Kotahi New Zealand Transport Agency may require a different vehicle access construction standard from TRAN-S2.</i></p>

	<p>iii. There is an existing vehicle access point and the on-site activity changes in nature or intensity</p> <p>And:</p> <p>i. The activity complies with the access way standards and guidelines set out by Waka Kotahi New Zealand Transport Agency; and</p> <p>ii. The vehicle access point complies with the dimensions required for fire appliances for developments in SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies where a driveway length exceeds 75m or a fire appliance is not able to reach the source of a firefighting water supply from a public road.</p> <p>Matters over which discretion is restricted:</p> <p>a. in TRAN-AM1 and TRAN-AM2.</p> <p>b. Adverse effects on the safe, efficient and effective operation of the transport system; and</p> <p>c. Whether there is alternative access from another transport corridor; and</p> <p>d. The outcome of consultation with Waka Kotahi New Zealand Transport Agency; and</p> <p>e. The ability to provide an adequate and reliable firefighting water supply.</p>	
TRAN-R6	Any activity not otherwise listed in this table	
All zones	<p>Activity Status: DIS</p> <p>Where the following conditions are met:</p> <p>i. All of the relevant performance standards in TRAN-S1 to TRAN-S11 are complied with.</p>	

Standards

TRAN-S1 Number of Vehicle Crossings																		
<p>General Residential Zone</p> <p>Rural Lifestyle Zone</p> <p>General Rural Zone</p> <p>Settlement Zone</p>	<p>1. One vehicle access point per site is permitted onto a district road</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3">Table TRAN-1 Maximum number of vehicle crossings per site road frontage</th> </tr> <tr> <th rowspan="2">Frontage length (m)</th> <th colspan="2">Road frontage type</th> </tr> <tr> <th>State Highway, Transit Corridor</th> <th>All other roads</th> </tr> </thead> <tbody> <tr> <td>0 - 16</td> <td>1</td> <td>1</td> </tr> <tr> <td>> 16 - 200</td> <td>1</td> <td>2</td> </tr> <tr> <td>> 200</td> <td>2</td> <td>3</td> </tr> </tbody> </table> <p>Note: Where an activity requires a new vehicle access point to a State Highway see rule TRAN-R2.</p>	Table TRAN-1 Maximum number of vehicle crossings per site road frontage			Frontage length (m)	Road frontage type		State Highway, Transit Corridor	All other roads	0 - 16	1	1	> 16 - 200	1	2	> 200	2	3
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<p>Mixed-use Zone</p> <p>General Industrial Zone</p>	<p>1. Two vehicle access points per site are permitted onto a district road.</p> <p>Note: Where an activity requires a new vehicle access point to a State Highway see rule TRAN-R2.</p>																	
TRAN-S2 Vehicle Access																		
<p>All Zones</p>	<ol style="list-style-type: none"> 1. 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. 2. All vehicle crossings shall be formed in accordance with Council’s Engineering Standards, or other relevant Controlling Authorities (ie. NZTA, Kiwirail) standards. 3. The minimum legal widths for private access are contained in Table 8 — Urban and Rural Environments, below. <p>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.</p> <p>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 8.</p> 4. 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 Waka Kotahi NZ Transport Agency, and every person proposing to construct or</i></p>																	

	<i>modify an access which crosses a rail line must obtain permission from KiwiRail.</i>														
TRAN-S3 Stormwater Management															
All Zones	<ol style="list-style-type: none"> 1. Accessways shall include stormwater control in accordance with Council’s Engineering Standards. 2. All roads and private Right of Ways shall include stormwater designs in accordance with Council’s Engineering Standards. 														
TRAN-S4 Safe Sightline Distances															
All Zones	<ol style="list-style-type: none"> 1. Vehicle accesses and intersections must be located to ensure that Safe Sightline Distances comply with Table - TRAN 2 and Figure – TRAN 1. 2. 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. <p><i>Notes:</i></p> <ol style="list-style-type: none"> 1. <i>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.</i> 2. <i>For vehicle accesses and intersections fronting a State Highway, Waka Kotahi NZ Transport Agency’s minimum sight distances are set out below and are deemed an acceptable means of compliance with this standard.</i> <p>Table – TRAN 2 – Sightline Distances</p> <table border="1"> <thead> <tr> <th><i>Posted Speed Limit (km/h)</i></th> <th><i>Minimum Sight Distance (m)</i></th> </tr> </thead> <tbody> <tr> <td>50</td> <td>113</td> </tr> <tr> <td>60</td> <td>140</td> </tr> <tr> <td>70</td> <td>170</td> </tr> <tr> <td>80</td> <td>203</td> </tr> <tr> <td>90</td> <td>240</td> </tr> <tr> <td>100</td> <td>282</td> </tr> </tbody> </table> <p>Figure – TRAN 1 – Sight distance measurement</p>	<i>Posted Speed Limit (km/h)</i>	<i>Minimum Sight Distance (m)</i>	50	113	60	140	70	170	80	203	90	240	100	282
<i>Posted Speed Limit (km/h)</i>	<i>Minimum Sight Distance (m)</i>														
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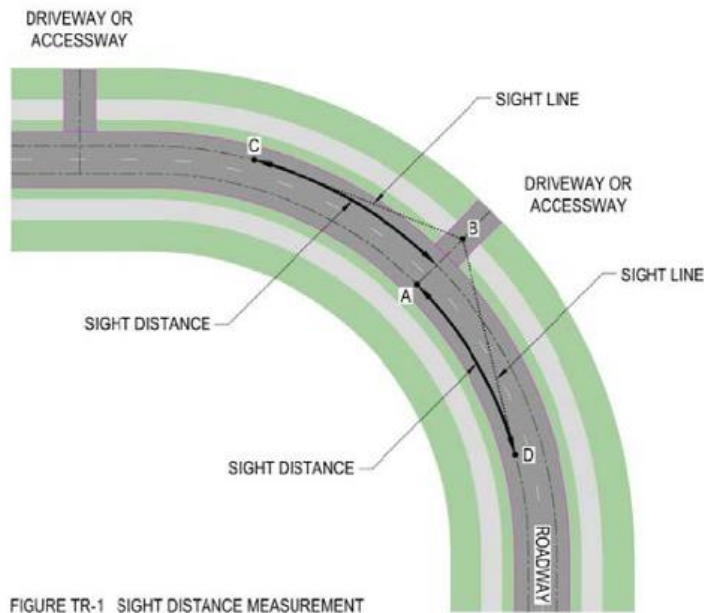


FIGURE TR-1 SIGHT DISTANCE MEASUREMENT

Notes:

1. Sight lines shall be from driver's eye height to driver's eye height (1.1m) above ground level within the sight triangle.
2. Sight distances AC and AD shall be measured along the centre line of the carriageway.
3. Point A: Intersection of lane centreline and driveway centreline.
4. Point B: Position of centreline of driveway where sight distance is measured (note - this is measured from the edge lane line and where there is no edge lane line, from the edge of seal) and is 3.5m from residential houses and 5m for all other activities.
5. Point C and D: Position on centreline of lane where sight distance is measured.

TRAN-S5 Distance between Vehicle Accesses and Separation from Road Intersections

All Zones

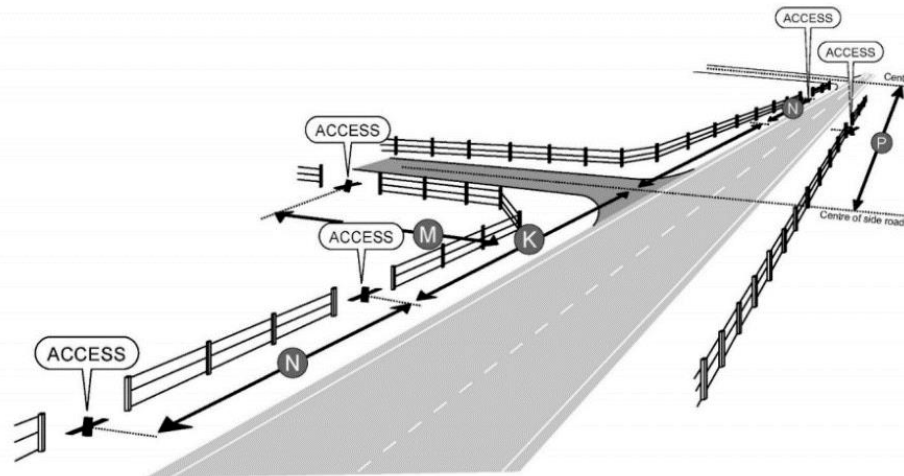
1. The minimum separation distances must comply with Table - TRAN 3 and Figure - TRAN 2:

Table – TRAN 3 – Separation Distances

Speed Environment	Separation Distances			
	P Minimum distance between intersections	K Minimum distance between a vehicle access point and an intersection	M Minimum distance between a vehicle access point and an intersection	N Minimum distance between vehicle access points on the same or opposite frontages
100 km/h	800m	200m	60m	200m
80 km/h	550m	100m	45m	100m
70 km/h	400m	100m	45m	40m
60 km/h	200m	30m	20m	20m
50 km/h or	125m	30m	20m	Less than

less			4m or more than 15m
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Figure – TRAN 2 – Separation Distances



TRAN-S6 Railway level crossings

All Zones

1. New vehicle access points must be located a minimum of 30 m from a railway level crossing, as measured from the closest rail track to the edge of the seal on the vehicle access point; and
2. For railway level crossings controlled by stop signs or give way signs, any structures, vegetation or other visual obstructions must not be located within the approach sightlines or restart sightline areas as shown in the shaded areas of Figure - TRAN 3 and Figure - TRAN 4.

Note: KiwiRail will be considered an affected person in accordance with section 95B of the RMA where its written approval is not provided.

Figure – TRAN 3 – Approach sightlines

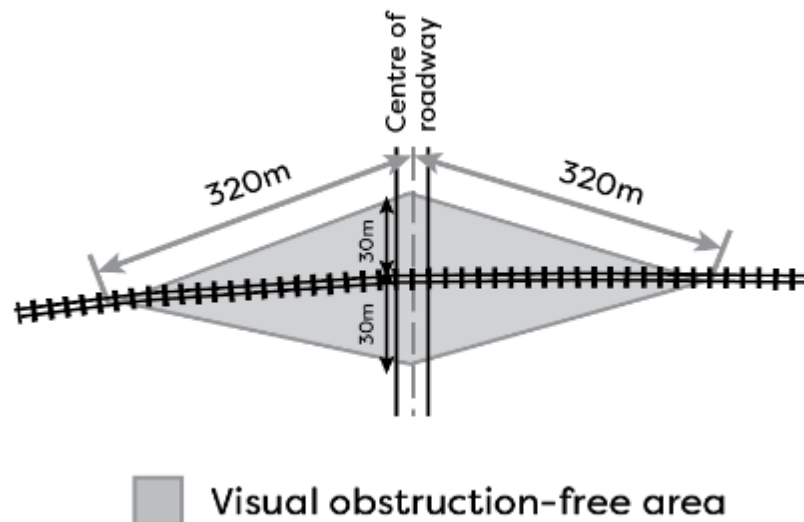
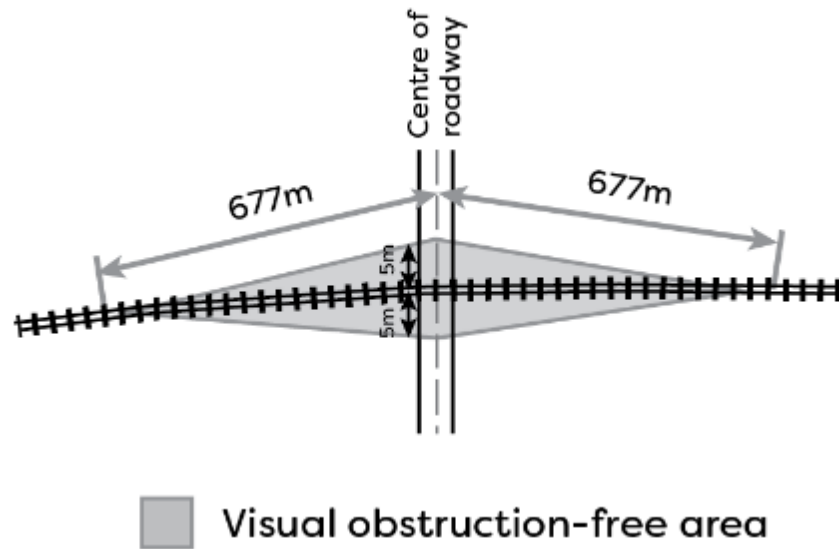


Figure – TRAN 4 – Restart sightlines



TRAN-S7 Vehicle Parking

All Zones

1. Any development including:
 - construction or substantial reconstruction, alteration, or addition to a building on any site, or
 - change the activity carried out on any land or in any building,

must provide suitable areas for on-site parking in accordance with the requirements listed in the table below.

Note: Where parking is provided, the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001) sets out requirements for accessible routes from the parking spaces to the associated activity or road.

Table - TRAN 4 – Car Parking Standards

Type of Activity	Minimum Standards
Commercial Activities where the gross floor area exceeds 2,500m² - 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.
Visitor Accommodation	1 park per accommodation unit, room or campsite, plus 1 per 2 employees
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
Drive thru facilities excluding Service Stations	2 queuing spaces per booth or facility

2. 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.
TRAN-S8 Parking Spaces for People with Disabilities	
All Zones	1. When constructing car parks, provision for disabled car parks must be made to ensure compliance with TRAN-APP1. These car parks must also be clearly marked or signposted.
TRAN-S9 Design and Construction of Parking Areas	
All Zones	<p>1. Vehicle Dimensions:</p> <p>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.</p> <p>2. General Design and Construction Details:</p> <p>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:</p> <p>i. Parking areas must be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.</p> <p>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 not more than two residential buildings. Vehicles using the parking area must only enter or leave the site by the accessway.</p> <p>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.</p> <p>iv. A queuing space must be provided within public car parks to prevent vehicles queuing on the street.</p> <p>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.</p>
Carpark All Zones – except Rural and Industrial	<p>1. 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.</p> <p>2. Design and Dimensions Refer TRAN-APP1</p>
TRAN-S10 Vehicle Loading	
All Activities (except	1. Provision of Loading Spaces

<p>Residential Activities)</p>	<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 – TRAN-2 — 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. d. The method of loading must ensure that the footpath or access to adjacent properties remains clear at all times and traffic safety is maintained. <p>2. Design of Loading Spaces</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. Activities requiring loading facilities or servicing from heavy vehicles: A “Single Unit Bus / Truck” as defined in the <i>Austroads Design Vehicles and Turning Path Templates Guide AP-G34-13</i> (Austroads, 2013) — refer to TRAN-APP3 for the dimensions of this vehicle. ii. Where articulated vehicles or trucks and trailers are anticipated: a “Prime Mover and Semi-Trailer” 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. b. The following minimum dimensions are provided as a means of compliance: <ul style="list-style-type: none"> 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.
<p>TRAN-S11 High trip generating activities (HTGA)</p>	
<p>All zones</p>	<p>1. High trip generating activities thresholds</p>

Table – TRAN 5 – HGTA Thresholds

Type of Zone	Average Daily Traffic Generation Threshold	Peak Hourly Traffic Generation Threshold	Heavy Vehicle Movement Threshold
General Residential Zone, Settlement Zone, Open Space and Recreation Zones	200 vpd	25 vph	10 hvpd
All other zones	400 vpd	50 vph	50 hvpd

The following figure provides guidance on expected traffic generation for different activities to help determine whether and ITA is likely to be required.

Table – TRAN 6 – Average daily traffic generation screening

Activity	200 vpd	400 vpd
Residential Development	25 residential units	50 residential unit
Retirement Living	80 units	160 units
Preschool	50 children	100 children
Schools (excluding preschools)	Full ITA	
Healthcare (excluding hospitals)	Basic ITA	
Hospitals	Full ITA	
Office	750m ² GFA	1,500m ² GFA
Industrial (excluding transport depot)	2,500m ² GFA	5,000m ² GFA
Transport Depot	Full ITA	

	Trade Supplier	750m ² GFA	750m ² GFA
	General Retail	200m ² GFA	400m ² GFA
	Large Format Retail	500m ² GFA	1,000m ² GFA
	Supermarket	Basic ITA	
	Café/Bar	50m ² GFA	100m ² GFA
	Service Station	Basic ITA	
Table – TRAN 7 – ITA Type requirement			
	Highest activity status of application	Type of ITA Required	
	Permitted	Basic	
	Controlled	Basic	
	Restricted discretionary	Full	
	Discretionary	Full	
	Non-complying	Full	

Table – TRAN-8 – Minimum Legal Widths of Private Accesses – Urban and Rural Environments

Activity	Number of Residential units	Number of allotments	Minimum legal width (m)	Minimum formed carriageway width (m)	Maximum formed carriageway width (m)
Residential	1-3		4.6	3.5	6.0
	4-8		5.0	3.5*	6.0
	9-15		6.5	5.5	6.0
Commercial and Industrial		1-5	8.0	3.0 one-way 6.0 two-way	9.0
		6-9	10.0	7.0	10.0
		10+	20	10.0	12.0
Rural	1-3	1-5	10.0	4.0	8.0
	4+	6+	10.0	5.5	8.0

* Passing bays are required when the length of the accessway exceeds 25m.

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.

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Figure – TRAN 5 — Typical Road Reserve Cross Section

The Road Reserve is defined as the area between the legal boundaries, typically fence line to fence line. **Road** means, subject to Sections 43(1), 51(1), 54(1) & 55(1b) of the Government Roading Powers Act 1989, any road as defined in Section 315(1) of the Local Government Act 1974, and roading has a corresponding meaning.



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Methods

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

TRAN-M1 Tararua District Council's Engineering Standards

The Tararua District Council Engineering Standards include 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.

Where the Tararua District Council's Engineering Standards or other Codes of Practice and other Design Guidelines do not apply. The Tararua District Council reserves the right to adopt other LA's standards appropriate to the proposed activity.

TRAN-M2 Other Codes of Practice and other Design Guidelines

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. Land Development and Subdivision Infrastructure (New Zealand Standard NZS 4404:2010).
3. Austroads Guide to Engineering Practice
4. NZTA Pedestrian network guidance

TRAN-M3 Bylaws

Tararua District Council Bylaws.

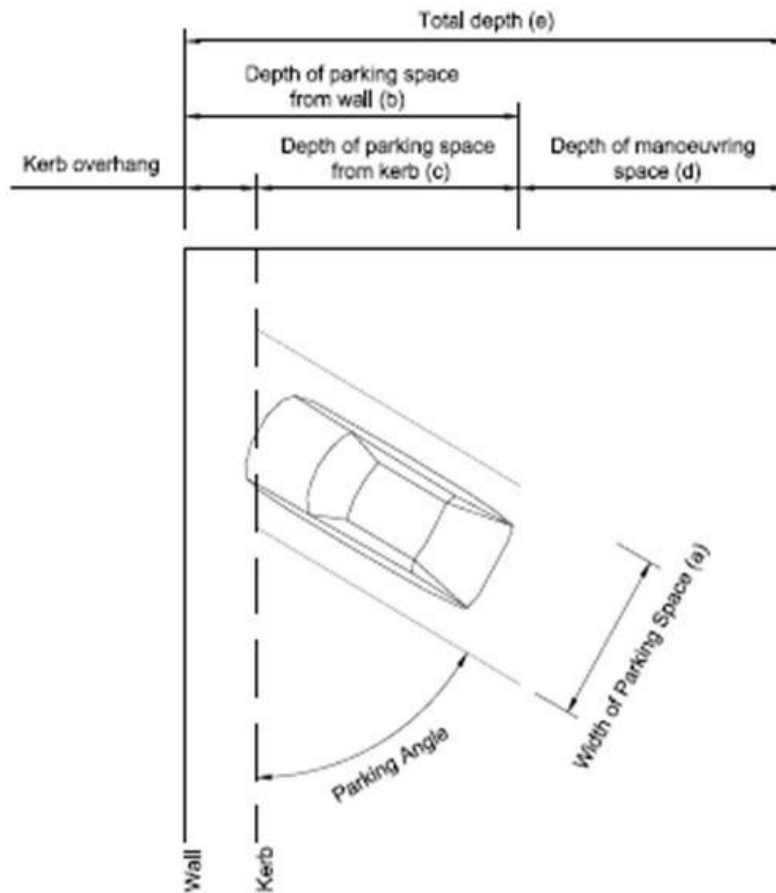
TRAN-M4 Regional Policy Statement

The Horizons 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. Tararua District Council Long Term Plan, including the Tararua District Council Infrastructure Strategy.
2. Horizons Regional Transport Plan.
3. Horizons Regional Land Transport Plan.
4. Horizons Regional Land Transport Review

TRAN-APP1 – Car Parking Dimensions



Degree of angle of parking	Parking type	Stall width (a)	Stall depth		Aisle width (d)	Total depth (e)	
			From wall (b)	From kerb (c)		1 row	2 rows
0°	Parallel	2.4m	See note 1	See note 1	3.5m	5.9m	8.3m
30°	Nose in	Min 2.4m	4.2m	4.0m	3.5m	7.7m	11.9m
45°	Nose in	Min 2.4m	4.9m	4.5m	3.5m	8.4m	13.3m
60°	Nose in	2.4m	5.4m	4.9m	4.5m	9.9m	15.3m
		2.5m			4.1m	9.5m	14.9m
		2.6m			3.5m	8.9m	14.3m
		2.7m			3.5m	8.9m	14.3m
75°	Nose in	2.4m	5.4m	4.9m	6.6m	12.0m	17.4m
		2.5m			6.3m	11.7m	17.1m
		2.6m			5.2m	10.6m	16.0m
		2.7m			4.6m	10.0m	15.4m
90°	Nose in	2.4m	5.1m	4.6m	8.7m	13.8m	18.9m
		2.5m			7.7m	12.8m	17.9m
		2.6m			7.0m	12.1m	17.2m
		2.7m			6.8m	11.9m	17.0m

Note:

1. Parallel parking spaces (parking angle 0°) must be 6 metres long, except where one end of the space is not obstructed, in which case the length may be reduced to

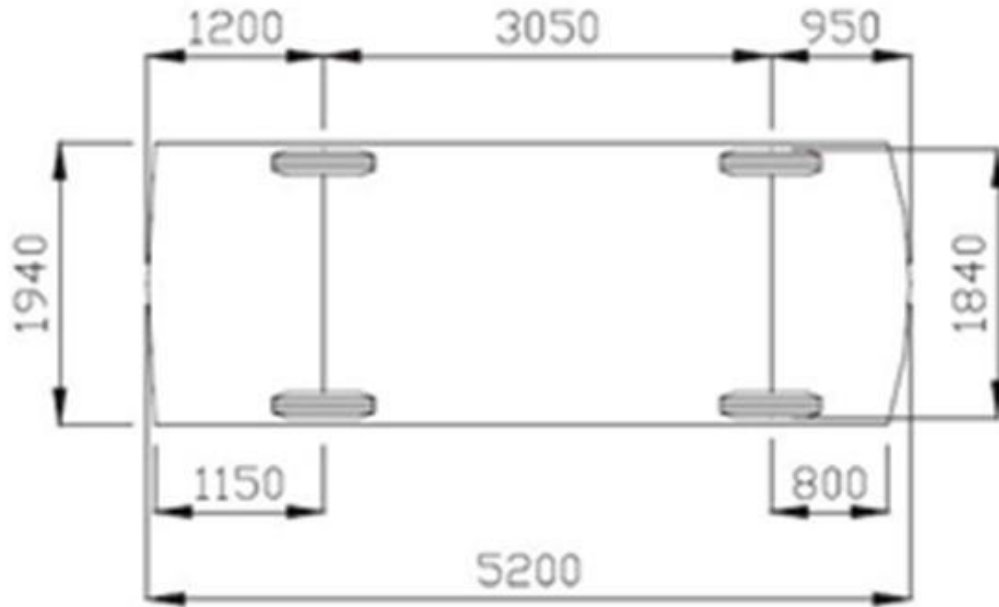
5metres.

2. Minimum aisle and access way widths must be 3 metres for one-way flow, and 5.5 metres for two-way flow. Recommended aisle and access way widths are 3.5 metres for one-way flow, and 6 metres for two-way flow.
3. Maximum kerb height = 150mm.
4. Stall depth computed to 90th percentile vehicle dimensions. A 200mm separation from walls has been added.
5. Dimensions adapted from New Zealand Standard AS/NZS 2890 Part 1: Off Street Car Parking.

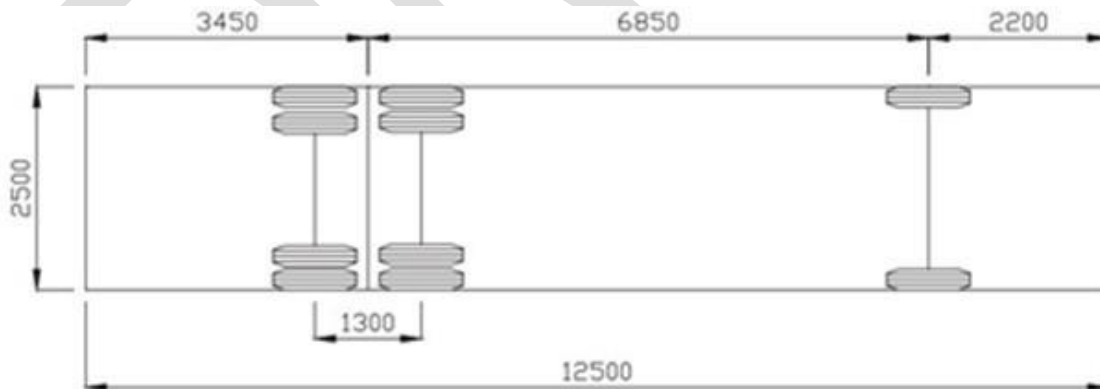
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TRAN-APP2 – Vehicle Dimensions

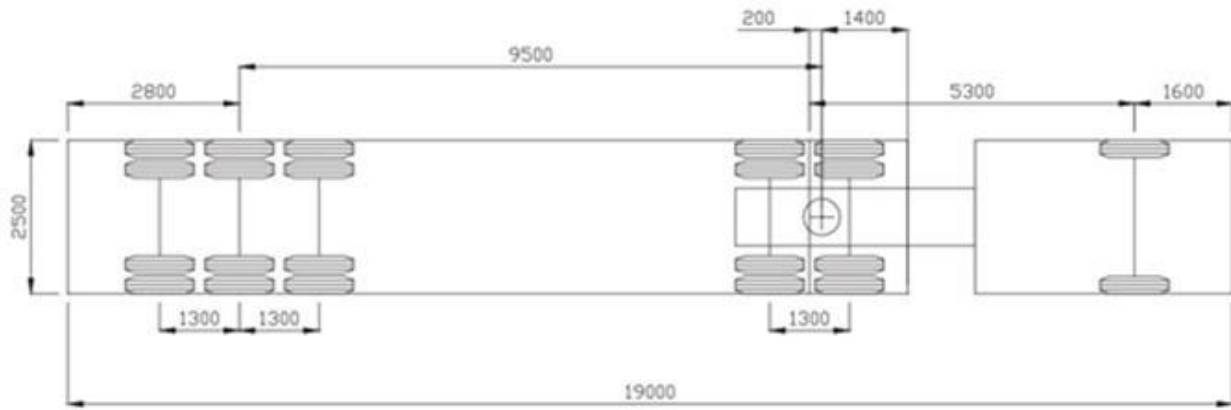
Passenger vehicle (5.2m):



Single unit truck/bus (12.5m):




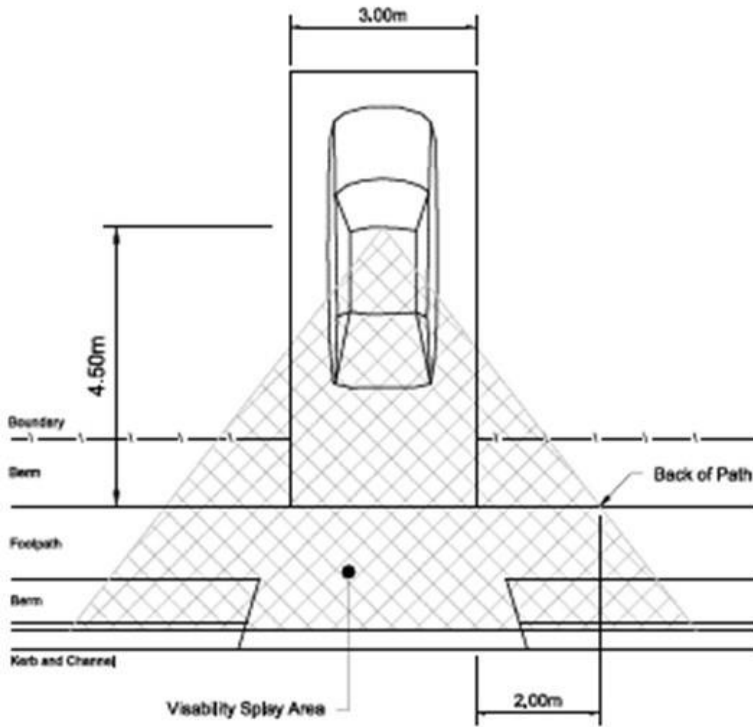
Prime mover and semi-trailer (19m):



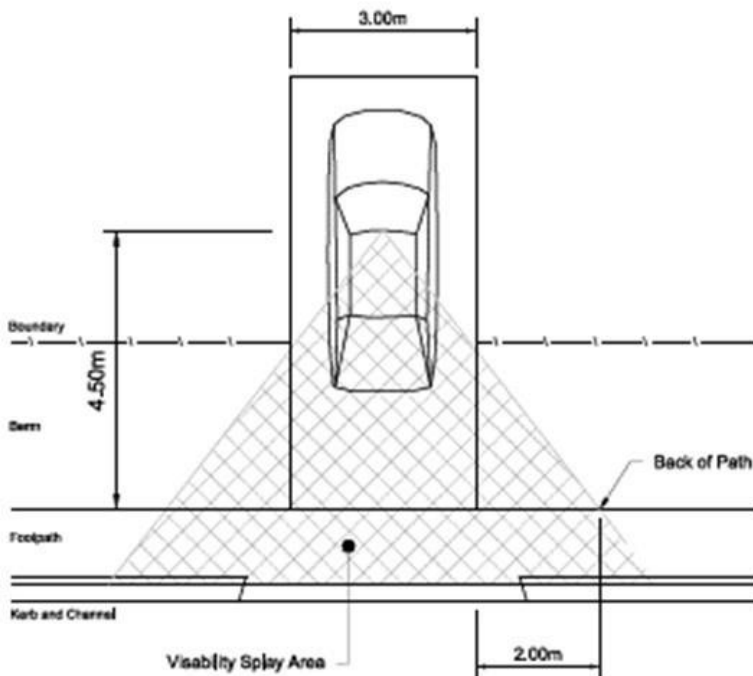
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TRAN-APP3 – Pedestrian Visibility Splay

 Note: No vegetation or structure shall be within the hatched zone at a height greater than 600mm above ground level or the level of the footpath whichever is the lowest



FOOTPATH OFF KERB



FOOTPATH ON KERB

TRAN-APP4 – Level Crossing Sight Triangles

Developments near Existing Level Crossings

It is important to maintain clear visibility around level crossings to reduce the risk of collisions. All the conditions set out in this standard apply during both the construction and operation stages of any development.

Approach sight triangles at level crossings with Give Way Signs

On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building, structure or planting shall be located within the shaded areas shown in Figure 5. These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.

Restart Sight Triangles at Level Crossings

On sites adjacent to all rail level crossings, no building, structure, or planting shall be located within the shaded areas shown in Figure 6. These are defined by a sight triangle taken 5 metres from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 5).

Notes:

1. Figures 5 and 6 show a single set of rail tracks only. For each additional set of tracks add 25m to the along-track distance in Figure 5, and 50m to the along-track distance in Figure 6.
2. All figures are based on the sighting distance formula used in Waka Kotahi NZ Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings. The formulae in this document are performance based, however, the rule contains fixed parameters to enable easy application of the standard. Approach and restart distances are derived from a:
 - a. train speed of 110km/h
 - b. vehicle approach speed of 20km/h
 - c. fall of 8% on the approach to the level crossing and a rise of 8% at the level crossing
 - d. 25m design truck length
 - e. 90° angle between road and rail.

Table – TRAN-8 — Required Restart Sight Distances for Figure 3

Required approach visibility along tracks A (metres)		
Signs only	Alarms Only	Alarms and Barriers
677 metres	677 metres	60 metres

Advice Note:

The restart sight line triangles ensure that a road vehicle driver stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

Of particular concern are developments that include shelter belts, tree planting, or a series of building extensions. These conditions apply irrespective of whether any visual obstructions already exist.

TRAN-APP5 – Integrated Transport Assessment Requirements

Integrated Transport Assessment Requirements				
	Description	Details Required	Basic ITA	Full ITA
1	Background	Description of proposal, purpose of ITA	√	√
2	Existing environment	Description of: site location site context surrounding land use	√	√
3	Existing transport infrastructure	Description of: site access and service arrangements surrounding road network/road hierarchy public transport network and facilities cycle network and facilities pedestrian network and facilities	√	√
4	Existing travel patterns	Description of: traffic volumes (annual, seasonal, daily, hourly as appropriate) intersection performance (turning volumes, queue lengths, delays, level of service) crash analysis (Minimum of five years)	√	√
5	Committed environment changes	Approved developments in the surrounding area Transport infrastructure improvement	√	√

6	Proposal Details	Description of: proposed activity site layout (access, circulation and parking) any proposed transport infrastructure staging (if applicable) servicing/loading arrangements end of trip facilities for active modes	√	√
Integrated Transport Assessment Requirements				
	Description	Details Required	Basic ITA	Full ITA
7	Travel Demand Management	Travel Demand Management measures for any interventions and actions to influence travel behaviour, with the aim of minimising travel demand or redistributing demand from traditional car usage to more sustainable transport modes	√	√
8	Expected Travel Demands	Assessment of: traffic generation (daily, peak hours) heavy vehicle movements traffic distribution on the transport network Mode split	√	√
9	Transportation Effects	Assessment of effects on: safety for all travel modes traffic volumes effects on frontage road wider transport network (Full ITA1)	√	√
10	Mitigation Measures	Description of any proposed mitigation measures	√	√
11	District Plan	Assessment of compliance with District Plan Transport Rules	√	√

12	Strat Framework	Assessment against relevant local, regional and national transport plans and strategies		√
13	Conclusions and recommendations	Summary of assessment with conclusions Recommended conditions of consent, if any	√	√

Notes:

It is recommended that the extent of any wide area assessment and the assessment methodology is agreed with Council in advance of lodging a resource consent application.

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