



21 TRANSPORTATION AND ACCESS

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21

TRANSPORTATION AND ACCESS

21.1

INTRODUCTION

21.1.1

Description of Transport Activities

Road transport is the main form of transport in Rodney District. There are a total of 1,783 kilometres of road in the District, including state highways.

The roading network has been classified into a hierarchy, which is set out in Appendix 21C. The strategic routes in the District include State Highway 1 in the east and State Highway 16 in the west. The section of State Highway 1 from North Shore City to Puhoi is being relocated onto a new alignment, part of which will be motorway. A new link will be provided from the motorway to Orewa. Connections are also provided at Silverdale and Awanohi Road and provision has been made for a future connection in the Bankside Road area. The other strategic route is the Coatesville Riverhead Highway which provides an east west connection in the south of the District.

The other key routes in the District are the regional and district arterial routes. These generally provide east west connections and access to the Whangaparaoa Peninsula. A collector and local road network provides access to the strategic, arterial and collector roads.

With a large rural area a significant amount (approximately 900 kilometres in 1997) of the roading network is unsealed. Parts of the unsealed network are carrying greater traffic volumes than are appropriate for them.

Travel in Rodney District relies heavily on private vehicles. In 1996 90% of households in Rodney District owned one or more motor vehicles, and 60% of those who went to work drove a car. The percentage is even higher, over 65%, for the Whangaparaoa Peninsula, Silverdale, Dairy Flat, Snells Beach, Muriwai, and Riverhead.

Only 1.6% of those in the District used a public bus to get to work with the highest users of public buses coming from Orewa (3%). The District figure is low compared with other areas in the Auckland Region.

In Rodney District almost 33% of those who went to work worked outside the District. The proportion is considerably higher for some areas, eg. Whangaparaoa Peninsula (40%) and from the Riverhead, Dairy Flat, Kumeu and Muriwai areas 50% worked outside the District, mainly in Auckland City and North Shore City.

A number of passenger transport services are provided in Rodney District by several companies. These are within the District and to North Shore City, Waitakere City and Auckland. However, as indicated above, over all patronage is low. Land use in the District is currently generally not supportive of passenger transport

The main airfield in the District is the North Shore Airfield at Dairy Flat and its principal use is for recreational flying by club members. Commercial fixed wing and helicopter services and flight training activities are also based there. Charter flights are also operated from the Kaipara Flats and Parakai airfields and helicopter charters are operated from Gulf Harbour.



The main trunk railway line is located in the west of the District, extending from Waitakere through Kumeu, Huapai, Helensville and Wellsford and on north. There are currently three freight trains per day in each direction and a number of logging trains using the line. There are also a number of "excursion" trips on an irregular basis.

A ferry service operates from Gulf Harbour to Auckland City and Tiri Tiri Matangi Island. There are park and ride facilities provided at Gulf Harbour Marina. A ferry service operates from Sandspit to Kawau Island and is an important link for the residents of Kawau Island. Barges also operate from Sandspit and provide important links with islands in the Hauraki Gulf.

21.1.2

Trends in Transportation

Some key trends in transportation of significance to the District are:

- (a) In Rodney District traffic volumes have grown at an average of 7% per annum in recent years, well ahead of the population growth of 3.8% per annum. Such growth creates pressures for road upgrading, to more efficiently and safely handle the increased traffic volumes. A good example is Whangaparaoa Road. In 1998, in the vicinity of Vipond Road, Whangaparaoa Road carried 24,500 vehicles per day (vpd). Current predictions are that within the next 5 years this section of road will be carrying in excess of 28,000 vpd, and by 2010, without the Weiti Crossing, over 35,000 vpd.
- (b) Urban growth has brought demands for improved amenities associated with the roading network, including kerb and channelling, piped stormwater systems, footpaths and wider carriageways.
- (c) Growth also creates the need for new roads such as those to serve the Silverdale North future growth area and the Weiti Crossing to serve the Whangaparaoa Peninsula. The Warkworth and Kumeu/Huapai Structure Plans also identify new roads, including possible bypasses of the towns.
- (d) An efficient, effective and well maintained rural roading network will continue to be needed for the economic well being of the District. In rural areas with a growing population there is pressure for unsealed roads to be sealed. A growth in forestry planting in the District is expected to result in an increase in forestry traffic and the associated effects on the roads, over the next ten years. More heavy vehicle traffic associated with sand mining, and possibly increased quarrying, may also occur.
- (e) Visitor traffic is likely to increase, both in terms of visitors travelling through the District and those for whom attractions in the District are the destination, such as beaches and hot pools.
- (f) Rodney District continues to suffer from a high rate of crashes, when compared to the national figure and those of similar territorial authorities.
- (g) The use of the northern railway line for commuter rail services between the western settlements and Auckland City has been advocated for some time. Considerable upgrading of the line would be required to provide for commuter rail services.



21.2

Issue
21.2.1

Air quality

RESOURCE MANAGEMENT ISSUES

The quality of the natural environment can be adversely affected by transportation activities.

Emissions to the atmosphere from motor vehicles include sulphur dioxide, particulates, volatile organic compounds (eg. benzene and polycyclic aromatic hydrocarbons), carbon monoxide, nitrogen oxides and carbon dioxide.

Motor vehicle pollution in Rodney District is likely to be localised and affect areas immediately adjacent to main traffic routes, principally in urban areas, where traffic volumes are higher and there is a lot of stopping, starting and queuing. As vehicle numbers increase, total emissions are likely to continue to rise, although new vehicles with improved technologies such as catalytic converters, will produce lower average emissions per vehicle.

The significant number of unsealed roads in Rodney District results in dust effects on neighbouring residents, although traffic volumes are generally low on such roads.

Water quality

Contaminants from vehicles (eg. from tyres, brakes and oil and fuel spills) enter runoff from road surfaces and parking areas, contributing to water pollution. The potentially toxic inorganic substances from vehicles include metals, such as lead, zinc, copper, chromium, nickel and cadmium and petroleum hydrocarbons. These can have damaging effects on sensitive aquatic flora and fauna and are a significant source of water quality degradation.

Such contamination within the District currently appears to be low and within accepted guidelines. However, as the catchments of adjacent water bodies become more developed and traffic volumes increase, the potential for increased contamination will also rise, unless mitigation measures are put in place.

Earthworks

The earthworks associated with the construction and maintenance of the roading network can be a source of sediment contamination of waterways, if mitigation measures are not put in place. Coastal transport facilities such as wharves, jetties and marinas can also have an impact on the water quality of the coastal environments in which they are located.

Natural habitats and cultural heritage

Transport facilities can affect areas of natural habitat and cultural heritage sites. In addition to water quality impacts mentioned above, areas of native forest or wetlands may need to be removed or severed to enable the construction of roads. Coastal or estuarine areas can also be affected by the development of marine transport facilities and road construction. Cultural heritage sites, particularly archaeological sites, can be destroyed by earthworks.

Greenhouse gases

The burning of fossil fuels, including transport fuels, releases greenhouse gases into the atmosphere and may contribute to climate change. The principal greenhouse gases emitted by transport are carbon dioxide, methane and nitrous oxide.



Issue
21.2.2

The health and safety and amenity values of communities can be adversely affected by transportation activities.

Atmospheric emissions

The main human health effects of vehicle emissions include impaired lung function, asthma and increases in cancers.

Exposure to transport pollutants is related to the intensity of the transport activity, the physical separation between the road and other land uses, and the nature of the intervening land form, buffers or cover. Problems are likely to be greatest next to established urban arterial routes where there is inadequate separation of the traffic stream from adjacent activities.

Noise

In general terms, road transport noise represents the single most important noise source in urban areas. Traffic noise, particularly near major roads, can also have a significant adverse effect on the amenity values of rural areas. In quieter rural areas occasional traffic noise can have an adverse effect on amenity values because of the lower background noise levels. Aircraft noise, particularly near airfields, can also affect rural areas.

Noise levels can vary with the type of vehicle (eg. heavy vehicles are frequently noisier and generate vibration) and the type of road surface, with different seal types resulting in different noise levels. Adverse noise effects also arise from aircraft, mainly on take-off and landing, and from trains, but the effect is usually much more localised.

Noise levels are affected by topography, the presence of barriers and buildings, and the distance between the noise source and the hearer. High ground and barriers between the noise source and the receiver can significantly reduce noise levels, particularly high frequency noise, whereas valleys can accentuate noise.

The effects of noise on people are both auditory and non-auditory. Auditory effects are those on the ear and hearing mechanism. Although traffic noise tends not to lead to injury, it can contribute to elevated levels of stress and may affect some health conditions. Non-auditory effects are effects on other activities and include:

- (a) sleep interference;
- (b) communication interference (eg. speech or listening to television or radio);
- (c) general annoyance at the intrusion;
- (d) work or task interference.

Noise effects can be cumulative if they are repeated, for example daily, causing sleep deprivation. Some activities such as hospitals and rest-homes may be particularly affected by this type of noise. Other activities, such as education facilities, are particularly vulnerable to noise which affects communication and learning.

Safety

The movement of vehicles raises issues of safety for vehicle users, cyclists and



Amenity values

pedestrians. Safety is concerned with minimising crashes, fatalities and injuries. It also involves protecting property and ensuring a high level of security for transport users.

Many factors influence traffic safety. Those which relate to the roading network include the design and maintenance of roads and parking areas, the level of signage, the way in which land use activities access the roading network and the way in which cyclists and pedestrians are catered for.

Increased traffic volumes can exacerbate existing safety concerns and generate new ones, especially where the roading network is not designed to accommodate the traffic increases, for example, unsealed rural roads.

The amenity values of an area can be adversely affected by odour and smoke from vehicle emissions; dust from unsealed roads impacting on adjoining sites; and vehicle noise

Increased traffic volumes which occur in or near residential areas can create inconvenience from congestion, making it difficult for people to access their properties and generally reducing the amenity values of the area. These effects can also diminish the amenity values of business areas, particularly retail areas where high quality environments are desirable.

Inadequate provision of parking and loading areas can create adverse effects on the amenity values of an area. Parked vehicles can detract from the streetscape and, where illegally parked, can obstruct footpaths, berms and access to adjacent properties. For example, it has been suggested that the lack of a central parking area in Orewa, and the provision of small individual parking areas, diminishes the accessibility and amenity values of the Orewa town centre.

The visual effect of roads, parking, loading and vehicle storage areas can reduce the amenity values of an area.

While roading networks provide connections between places, the construction of new roads, particularly major roads designed primarily for the passage of through traffic, may sever existing communities and make movement between the areas separated by the road more difficult.

Issue
21.2.3

The efficient and effective provision and operation of the transport network, particularly public transport, can be adversely affected by the pattern, form and intensity of land development.

Efficiency

The efficiency of the transport network relates to the effective movement of vehicles. It is measured by level of service, which includes delays in travel time, and by volume of traffic moved by the network. One of the key adverse effects on the efficiency and effectiveness of the transport network is congestion. Congestion is the source of frequent complaints about the transport network, and also of significant economic cost to business. It means that communities are inhibited in their ability to provide for their social and economic well being.

Urban form

Urban growth in the Auckland Region, including Rodney District, has been based on a transportation system highly dependent on private motor vehicles,



which has resulted in a roading network designed to satisfy this demand. The consequence of this has been development characterised by low intensity residential areas. These have also been separated from employment and service areas such as shopping centres, with a wide spread of trip origins and destinations. The low intensity of residential development makes it difficult for public transport to be viable, and limits opportunities for walking and cycling as alternative means of transport.

A consequence of the dependence on private vehicles is congestion on parts of the roading network. To date this is an issue only in limited parts of the District, eg. on Whangaparaoa Road, and State Highway 1 through Orewa during holiday periods. However, with the population growth projected for the District, it will inevitably become a greater issue elsewhere. This in turn means that the adverse effects on air quality, water quality and amenity values are exacerbated.

Urban design

At a more local level the form and layout of individual urban neighbourhoods can compound adverse environmental effects. A street layout with a lack of vehicle and pedestrian interconnections increases distances to be travelled and inhibits opportunities for public transport, walking and cycling. It also increases the number of high traffic volume intersections on key routes. The layout of streets can also impact on the efficient and effective movement of public transport and emergency vehicles. For example, a street layout with long cul-de-sacs does not lend itself to easy movement of or access to public transport, nor does one which has residential areas further than about 400 metres from public transport routes.

Issue
21.2.4

The safe and efficient operation of the transport network can be adversely affected by land use activities.

Road network

Transportation networks are an important resource, being central to the working of modern communities and of the economy. The roading network has three main roles, which are to safely and efficiently:

- (a) provide for local property access; and
- (b) provide local circulation for vehicles, pedestrians and cyclists; and
- (c) provide for through movement of traffic.

Land use activities

While the roading network serves land use activities, the efficient and safe operation of the roads of the District can be adversely affected by adjacent land use activities, including subdivision of the land. Changes in land use such as an intensification of activities or a change from residential to business activity, can result in too many accesses which are too close to intersections and to each other. Such changes can result in activities which generate high volumes of traffic or increases in heavy traffic, for which the existing roading network is unsuited. The intensification of land use and increases in traffic volumes can also impact on the movement of pedestrians and cyclists.

Rural activities

In rural areas, changes from pastoral farming to countryside living or forestry can mean that the rural roading network is unable to deal adequately with the resulting traffic changes. Significant adverse effects could be generated on the transport network, particularly state highways, from traffic generated from



	<p>countryside living activity. Road-side selling places, such as fruit and vegetable stalls, particularly on main routes, can create safety issues with people entering and leaving such sites. Increasing recreational activity can also place pressures on the roading network, for example pressure on Muriwai Road from the large numbers of visitors to Muriwai Beach. This is particularly an issue if the roads are not constructed for the increased traffic volumes, for example, the road to Tawharanui Regional Park.</p>
<i>Distractions</i>	<p>Activities on adjacent land (eg. signs, aerial distractions and glare from lighting) can have adverse effects on the safety and efficiency of the roading network if they are poorly located, distract drivers' attention, restrict visibility or cause confusion with "official" road information signs.</p>
<i>Utilities</i>	<p>Road reserves are commonly used by other network utilities, such as sewer and water pipes and telecommunication cables. The need to enable these services to be installed has to be recognised, but there can be adverse effects on the operation of the roading network.</p>
<i>Airfields</i>	<p>In relation to airfields, the height of adjacent activities could create adverse effects, particularly along take-off and landing flight paths. Where night flights occur, lighting from adjacent land uses can create confusion with landing lights. Such confusion can also occur with maritime navigation lights.</p> <p>Changes in rural land use, such as an intensification of residential activities in close proximity to an airfield , can result in complaints relating to noise.</p>
<i>Issues from other chapters</i>	<p>Readers should note that issues from the following chapters are also relevant.</p> <p><i>Chapter 5 - Natural Hazards</i> <i>Chapter 7 - Rural</i> <i>Chapter 8 - Residential</i> <i>Chapter 9 - Business</i> <i>Chapter 10 - Open Space</i> <i>Chapter 11 - Inland waters</i> <i>Chapter 12 - Special Zones</i> <i>Chapter 13 - Future Development and Structure Plans</i> <i>Chapter 14 - Scheduled Activities</i> <i>Chapter 18 - Urban Land Modification and Vegetation Protection</i> <i>Chapter 19 - Utilities</i> <i>Chapter 22 - Financial Contributions and Works</i> <i>Chapter 23 - Subdivision and Servicing</i></p>



21.3

Objective
21.3.1

OBJECTIVES

To minimise the adverse effects of the development, operation and maintenance of the transport system on the natural environment.

(This objective relates to Issues 21.2.1 and 21.2.3)

Objective
21.3.2

To minimise the adverse effects of the development, operation and maintenance of the transport system on the health and safety of the community.

(This objective relates to Issues 21.2.2 and 21.2.3)

Objective
21.3.3

To avoid, remedy or mitigate any adverse effects from the transport network on the amenity values of adjoining areas.

(This objective relates to Issues 21.2.2 and 21.2.3)

Objective
21.3.4

To ensure that a transport network is provided that enables the safe, efficient and convenient movement of people and goods and which is not adversely affected by land use activities.

(This objective relates to Issues 21.2.3 and 21.2.4)

Objective
21.3.5

To ensure the integration of land use and transport activity.

(This objective relates to Issues 21.2.2 and 21.2.3)

Objectives from other
chapters

Readers should note that Objectives from the following chapters are also relevant.

Chapter 5 - Natural Hazards

Chapter 7 - Rural

Chapter 8 - Residential

Chapter 9 - Business

Chapter 10 - Open Space

Chapter 11 - Inland waters

Chapter 12 - Special Zones

Chapter 13 - Future Development and Structure Plans

Chapter 14 - Scheduled Activities

Chapter 18 - Urban Land Modification and Vegetation Protection

Chapter 19 - Utilities

Chapter 22 - Financial Contributions and Works

Chapter 23 - Subdivision and Servicing



21.4

Policy

21.4.1

Effects on natural environment

POLICIES

The transport network should be designed, constructed, operated and maintained to minimise adverse effects on the natural environment including:

- (a) minimising adverse effects on water quality particularly during transportation network construction;
- (b) designing new urban areas so that the adverse effects of stormwater runoff from roads and parking areas are minimised;
- (c) minimising disturbance to and severance of highly valued natural resources and landscapes and as far as practicable, restoring areas which have to be modified;
- (d) avoiding or minimising the effect on cultural heritage sites.

Explanation and Reasons

This policy seeks to achieve Objective 21.3.1.

Because of the considerable earthworks involved in the construction and maintenance of roads, it is necessary to put in place systems to minimise and treat sediment runoff. Runoff from road surfaces and parking areas also needs to be treated before being discharged to natural water. This approach is adopted only for new urban development at this stage, because the approach to be taken with respect to retrofitting existing urban areas has not been determined. Development of the roading network should avoid highly valued natural resources and landscapes. However, where this is not possible, the effects should be mitigated by restoring as far as practicable natural vegetation on earthworks, providing ecological corridors, such as by bridging, where significant habitats are severed, and minimising vegetation clearance adjacent to the roadway, while maintaining road safety. Cultural heritage sites, particularly archaeological sites, are vulnerable to damage and destruction from earthworks associated with road construction. It is therefore appropriate to avoid or minimise such effects.

Policy

21.4.2

Effects on amenity values

The transport network should be designed, constructed, operated and maintained so that adverse effects on amenity values are minimised, including ensuring that:

- (a) noise and vibration levels do not have significant adverse effects on the health and well being of occupants or on the amenity values of an area;
- (b) visual amenity values, including the streetscape, are maintained or enhanced;
- (c) air quality is maintained or enhanced;



- (d) traffic movement and parking do not congest local streets;
- (e) severance of communities by roads is minimised but where they are severed, connections between parts of communities are provided; and
- (f) safe traffic movement occurs and people's safety is not compromised.

Explanation and Reasons

This policy seeks to achieve Objective 21.3.3.

The design of the roading network, including factors such as road surface, speed limits, boundary fencing, barriers and buffer areas, can affect the impact of noise on adjacent properties. The existence of features such as road berm and median planting and street furniture can reduce the visual impact of a road. In situations where new roads are constructed which are to carry heavy volumes of traffic, wide reserve and buffer strips can be provided with neighbouring land uses, to help reduce the potential adverse effects.

Where roads sever communities, especially high traffic volume roads providing for through traffic, ways of providing pedestrian and cycle crossing points need to be considered. Increased traffic volumes on main routes through urban areas can adversely affect amenity values and safety, and these need to be avoided or mitigated.

Traffic congestion, street side parking and parking on berms and footpaths can also impact on the amenity values of sites adjoining the roading network, and these adverse effects need to be avoided or mitigated.

The roading network should be designed, constructed, operated and maintained to ensure the safe and efficient movement of people, goods and services, taking into account:

- (a) carriageway and intersection design;
- (b) traffic management;
- (c) signage;
- (d) provision for pedestrians, cyclists, the disabled and emergency vehicles;
- (e) provision for public transport;
- (f) provision for network utilities; and
- (g) surrounding land use activities.

Explanation and Reasons

This policy seeks to achieve Objectives 21.3.2 and 21.3.4.

Policy
21.4.3
Safety and efficiency



The way that the roading network is designed and built can influence how it operates. If it is poorly designed or inappropriately designed for the intended traffic volumes, safety can be compromised. Traffic congestion can occur which reduces the efficiency of the network by impeding the free flow of traffic. This in turn concentrates discharges to the atmosphere and can adversely affect the amenity values of the adjoining area. It is also necessary to ensure that pedestrians and cyclists and public transport and emergency vehicles can safely and effectively use the transport network. Appropriate signage is important. Other uses of the roading network such as network utilities, and the effect that these can have on the operation of the roading network, also need to be managed. Surrounding land use activities also need to be taken into account so that the roads are designed to meet the needs of those land uses.

Policy
21.4.4
Cycling and walking

The transportation network should be designed to be integrated with land use activity and incorporate, where appropriate, pleasant, attractive and safe opportunities for safe cycling and walking, and where appropriate equestrian traffic particularly between neighbourhoods and between neighbourhood and community facilities, work places, shopping and recreation facilities and social infrastructure and public transport routes.

Explanation and Reasons

See the explanations and reasons for Policy 21.4.5.

Policy
21.4.5
Public transport

The transportation network should be designed and integrated with land uses to ensure that opportunities for the use of public transport are provided and maintained, including:

- (a) a roading network which allows efficient movement of public transport to collect passengers;**
- (b) a roading network with a high level of interconnections which allows the effective through movement of public transport, particularly between residential areas and community facilities, work places, shopping and recreation facilities, and between neighbourhoods;**
- (c) a pleasant, attractive and safe pedestrian network with access to the public transport routes; and**
- (d) facilities for passengers, such as shelters, park and ride facilities and passenger drop off points.**

Explanation and Reasons

This explanation and reasons relate to Policies 21.4.4 and 21.4.5.

These policies seek to achieve Objectives 21.3.1, 21.3.2, 21.3.3 and 21.3.4.

The provision of opportunities for modes of transport such as cycling, walking and public transport can reduce the number of vehicle trips. This in turn, reduces emissions to the environment and effects on the amenity values of areas, for example, by lowering vehicle noise and traffic congestion. It also helps those who do not have access to private vehicles, including the young, elderly, poor and disabled.



For the efficient provision of a public transport service, it is necessary to have a roading network in areas where passengers are located, which enables the easy and effective movement of buses. For example, long and narrow cul-de-sacs and loop roads are generally less conducive to public transport than roads in a grid pattern. The roading network should also enable easy and speedy passage of public transport between passenger collector areas and their destinations, such as shopping areas, work places and recreation facilities. This keeps travel times down and increases the attractiveness of public transport to passengers. The provision of facilities such as bus shelters and park and ride facilities, contributes to making the use of public transport a more convenient experience. It is also important that there is good pedestrian access to the transport routes, as walking is a key part of public transport.

To assist in ensuring these matters are addressed an integrated transport assessment should be prepared where a new transport network or significant alterations in landuse are proposed. The purpose of the assessment is to ensure that the area has an effective street layout and can be efficiently and effectively served by public transport, and other modes of transport. Appendix J in the RPS should be consulted for a guide to the contents of an assessment.

Policy
21.4.6
Operation of transport network

The safe and efficient operation of the transport network should not be adversely affected by land use activities. In particular:

- (a) access to and from sites adjacent to the roading network should be consistent with the function of the road;
- (b) access points should be designed to ensure that vehicles enter and leave the roading network safely;
- (c) changes in the volume and type of traffic from changes in land use activity should not have an adverse effect on the safe and efficient operation of the roading network;
- (d) signs on, and aerial distractions and glare from adjacent land should not compromise road safety; and
- (e) activities adjacent to an airfield should not adversely affect the safe operation of the airfield.
- (f) Inappropriate access points should be, where possible, redesigned or removed where substantial change of activity or subdivision occurs on the site to which the access is related.

Explanation and Reasons

This policy seeks to achieve Objectives 21.3.2 and 21.3.4.

Land use activities adjacent to the roading network have the potential to impact on the safe and efficient operation of it. This is particularly important where there is a major through road, which is intended to get traffic quickly and effectively through an area. It is undesirable to have a large number of access points, or high traffic generating activities directly accessing such roads. It may also be inappropriate to have high volume traffic generating activities accessing a quiet



Policy
21.4.7
Transport network new urban
areas

residential street. Changes in land use can have an adverse effect on the roading network and this needs to be considered, for example, changes from low to high traffic generating activities. This is not only an issue in urban areas but also rural areas. In particular countryside living activities could have an adverse effect on the transport network. In particular, countryside living development can increase the number of longer trips that people have to make with consequent effects on the environment from emissions and run off from roads.

The development of new urban areas, or the redevelopment of existing urban areas, should occur in ways which integrate land use and transport activities and ensure the efficient and effective provision of a transport network. This includes:

- (a) ensuring that the transport network has a high level of interconnection which enhances access within and between residential, business, recreation and community areas and facilities;**
- (b) intensifying development around transport routes and nodes and commercial areas;**
- (c) ensuring that high trip generating activities are appropriately located having regard to the aim of reducing cumulative vehicle trip generation and trip length;**
- (d) ensuring that high traffic generating activities, eg. shopping centres, supermarkets and other large format retail stores are located adjacent to roads with the appropriate vehicle carrying capacity;**
- (e) ensuring that opportunities are provided for facilities for public transport and other high occupancy vehicles in high trip generating areas; and**
- (f) ensuring that opportunities are provided for safe access and safe travel environments for pedestrians and cyclists.**
- (g) enhancing the public realm role of the streetscape.**

Explanation and Reasons

This policy seeks to achieve Objectives 21.3.1, 21.3.2, 21.3.3 and 21.3.4.

The development of new urban areas provides an opportunity to establish an efficient and effective transport network which can, in particular, accommodate public transport. As the District continues to grow and traffic volumes increase, it is important to focus on reducing the need for vehicle trips and particularly the predominance of vehicles with only one occupant.

It is therefore necessary to ensure that the transport network enables ease of access within, for example, residential and business areas. It is also important that efficient and effective routes are provided between key trip generating areas.



This requires a roading network with a high level of interconnections, which enables direct access between places, (eg. avoids long cul-de-sacs). It must also be designed to carry the anticipated traffic volumes, and to limit and manage access to arterial routes. The quality of the “streetscape” is important in maintaining the amenity value and the visual appearance of a street and its surrounds. It includes elements such as the geometry of the street pattern and subdivision, the width and length of streets, the degree of enclosure, building setbacks from the street, fencing and street design and the contribution that vegetation makes to the appearance of the street.

Intensification of activity around transport nodes and routes helps facilitate public transport by providing a larger number of patrons close to the public transport network. As residential and employment densities increase so the number of potential passengers increases. The closer people are to the network, the more they will be inclined to use it. Generally, a distance of 400m is the maximum desired walking distance to public transport.

Some activities have a significant influence on the number and pattern of vehicle trips within the District. The co-location of high traffic generators will lower the incidence of single purpose shopping trips, and reduce the necessity to travel from one retail outlet to another by motor vehicle to accomplish a relatively small number of tasks.

To assist in ensuring these matters are addressed an integrated transport assessment should be prepared where new urban areas are being developed or existing areas are redeveloped. The purpose of the assessment is to ensure that the area has an effective street layout and can be efficiently and effectively served by public transport, and other modes of transport. Appendix J in the RPS should be consulted for a guide to the contents of an assessment.

Parking should be provided on-site or in centralised parking areas, and be located and designed so that adverse effects on the roading network and land use activities are minimised. In particular:

- (a) parking areas should be adequate to meet present and future vehicle demands generated by the activity, including parking for the disabled;**
- (b) there should be safe and convenient parking and vehicle circulation, including manoeuvring areas, and access to and from the site;**
- (c) parking areas should access roads with sufficient capacity to carry the vehicles using those areas;**
- (d) parking should be conveniently located in relation to the activities on the site;**
- (e) multiple use and joint development of parking should be encouraged when peak parking demands of the various activities do not coincide;**
- (f) the amenity values of adjacent areas should be maintained,**

Policy
21.4.8
Parking



including minimising visual impacts, noise and dust; and

(g) people's safety should be maintained and enhanced.

Explanation and Reasons

This policy seeks to achieve Objectives 21.3.2, 21.3.3 and 21.3.4.

Activities should be required to provide on-site parking to avoid the adverse effects of on-street parking. Parking areas need to access roads which can handle the expected traffic flows. They also need to be well located and designed, to ensure the safe and convenient movement of vehicles to and from the roading network eg. signposted, and to maintain the amenity value of the area in which they are situated eg. by landscaping. Parking areas adjacent to other activities can affect the amenities of these sites, therefore adverse effects such as visual impact and noise need to be minimised.

On-street parking is dealt with in Chapter 23 - Subdivision and Servicing.

Access points and loading areas should be sited and designed so that adverse effects on the roading network and land use activities are minimised. In particular:

- (a) there should be safe and convenient parking and manoeuvring areas, and access to and from the site for service vehicles;**
- (b) the service traffic generated by the site should be able to access roads with sufficient capacity to carry that traffic;**
- (c) the amenity values of adjacent areas should be maintained, including minimising visual impacts, noise and dust; and**
- (d) people's safety should be maintained and enhanced.**

Explanation and Reasons

This policy seeks to achieve Objectives 21.3.2, 21.3.3 and 21.3.4.

Loading and access areas are important for the operation of business activities and can involve large heavy vehicles. It is therefore necessary to ensure that access from appropriate routes is available, and that sufficient area is available for loading and unloading vehicles, and for their manoeuvring on the site. Access and loading areas are frequently located at the rear of premises and should not adversely affect the amenity values of adjacent sites, particularly residential sites.

Policies from the following chapters are also relevant.

- Chapter 5 - Natural Hazards*
- Chapter 7 - Rural*
- Chapter 8 - Residential*
- Chapter 9 - Business*
- Chapter 10 - Open Space*
- Chapter 11 - Inland waters*
- Chapter 12 - Special Zones*

Policy
21.4.9
Roading

Policy
21.4.10



Chapter 13 - Future Development and Structure Plans
Chapter 14 - Scheduled Activities
Chapter 18 - Urban Land Modification and Vegetation Protection
Chapter 19 - Utilities
Chapter 22 - Financial Contributions and Works
Chapter 23 - Subdivision and Servicing

21.5

STRATEGY

There are two key elements to the transport strategy.

The first is addressing the more local level effects of land use activities on the transport network, and the effects of the transport network on adjoining land use activities. In this context the Plan aims to ensure that land use activities do not occur in a way which adversely affects the safe and efficient operation of the road network. The rules deal with matters such as access to sites, parking requirements and the effects of high trip generating activities.

The effects of the road network on land use activities are also addressed (eg. noise). Also addressed are the effects on amenity values of sites adjoining, for example, high traffic generating activities and carparks.

The second element is addressing the wider issues arising from the interrelationship between land use and transport. This element recognises that the way that land, particularly urban land, is developed, impacts on how transportation is provided. The approach is to ensure that the urban areas of the District grow and are developed in a way which is conducive to reducing the reliance on private motor vehicles, and which facilitates greater use of public transport, walking and cycling. This is done by addressing the layout of the road network and allowing for high intensity development near key routes. This approach is implemented through structure plans and the rules relating to the subdivision and development of land, which include the design of the road network.

However, it is recognised that the private motor car will still be a significant means of transport. Therefore, development must accommodate this and address the adverse effects generated, for example, parking and effects on the amenity values of residential areas. It is also recognised that land use controls are but one element of a suite of approaches to dealing with the issue. Other methods, largely under the control of Central Government, such as land transport pricing, could also have a significant role in reducing the dependence on private motor vehicles.

The implementation of this part of the strategy is dealt with throughout other sections of the Plan. For example, part of the rationale for residential intensification in the *Chapter 8 - Residential*, is to facilitate public transport. Similarly, the concentration of business activity in centres is to some extent a result of endeavouring to minimise vehicle trips, as is the identification of countryside living areas in the rural area.



21.6

IMPLEMENTATION

21.6.1

District Plan Regulatory Methods

Some of the rules which relate to transport matters appear in other chapters. These are referred to in the discussion below.

21.6.1.1

Development Controls and Performance Standards

These are rules which apply to the design of the roading network, including access points to and from the roads, and the location and design of parking and loading areas. The detailed standards are included in the Rodney District Council Standards for Engineering Design and Construction 1999.

Performance standards on adjoining land control the effects on the roading network, of glare or light spill. Noise standards also apply in relation to traffic noise.

Chapter 23 - Subdivision and Servicing, includes performance standards and assessment criteria relating to the layout of the road network, road design and construction, and the provision of facilities for pedestrians and cyclists, which have to be met at the time that land is subdivided.

21.6.1.2

Effects Based Activity Rules

Activity based rules are used to manage the effects of transportation activities on the roading network. High traffic generating activities are managed to ensure that adverse effects on the roading network are assessed. Activities seeking to locate close to intersections are also controlled so that the safe and efficient operation of the roading network is not compromised.

Rules in other chapters, such as the Rural, Business and Residential Chapters manage activities which could have an adverse effect on the road network, for example, places selling primary produce in the rural area, and drive-through activities in business areas.

21.6.1.3

Zones

Zones are used in other chapters to address a number of adverse effects on the environment, including those related to transportation activities. In particular, identifying business zones groups high traffic generating activities together. This will, among other things, minimise the necessity for vehicle trips and facilitate public transport. Similarly, the identification of high intensity residential zones helps facilitate alternative modes of travel, including public transport.

Zones are also used to identify transportation activities, such as the Dairy Flat Airfield and the bus depot in Orewa.

21.6.1.4

Designations

Significant new roads are designated, to ensure that land use activities do not prevent the construction of a road at a future date. The designation process also enables the effects of the proposed road on the environment to be



assessed, and any adverse effects to be dealt with.

21.6.1.5

Financial Contributions

Financial contributions are required upon the subdivision or development of land to ensure the provision of infrastructure, including roads. The rules are set out in *Chapter 22 - Financial Contributions and Works*. The provisions include requiring developers to carry out roading works within their developments to a standard capable of serving the development. They also require contributions for providing, upgrading or extending the existing roading network to meet the demands of the proposed development. Contributions are required for public parking facilities.

21.6.1.6

Structure Plans

Structure Plans are used as a regulatory method, when they are incorporated into the District Plan to guide the development of "greenfield" areas. Structure Plans can establish a roading network and pattern of land use which will, amongst other things, achieve the desired transportation objectives.

21.6.1.7

Indicative Roads

Another method of protecting the alignment of future roads which may have been identified in a Structure Plan, is to show indicative roads on the Planning Maps. Rules relating to the location of the roads and the location of buildings on or near them are included to ensure that the future road alignment is not adversely affected. The rules relating to subdivision and indicative roads are in *Chapter 23 - Subdivision and Servicing*, and those relating to indicative roads and buildings are in *Chapter 16 - General Rules*.

21.6.2

Other Regulatory Methods

Limited Access Roads are identified under the Local Government Act 1974 and the Government Roding Powers Act 1989, to control access onto such roads. Where access is proposed onto a section of the State Highway which has been declared a Limited Access Road, the approval of the New Zealand Transport Agency (NZTA) will need to be obtained as described in the Government Roding Powers Act 1989.

Bylaws under the Local Government Act are used, for example, to manage parking.

21.6.3

Other Methods

Many of the Council's "Other Methods" for addressing transport issues are set out in the annual "Land Transport Strategy" which the Council prepares. Some of the methods outlined below are considered in more detail in those strategies.

21.6.3.1

Provision of Works and Services

The Council will carry out works to develop and upgrade the roading network. This includes improvements to the seal, footpaths and intersections, sealing of unsealed roads, bridge replacement and upgrades, kerb and channelling. It also includes improvements to commercial centres, such as restyling footpaths, traffic calming, planting and landscaping. Resources are



targeted to deal with road safety issues. Works such as public stormwater detention and treatment systems also address the issue of the quality of runoff from the road network. The Council will also continue to be involved in the provision of passenger transport infrastructure such as bus shelters. The Council will also continue to investigate options for improved bus service facilities such as passenger transfer facilities.

21.6.3.2

Structure Plans

Structure Plans, which are not incorporated into the District Plan, are also prepared for existing settlements, to provide a guideline for the integration of land use and services such as roading.

21.6.3.3

Education

Education has a role to play in addressing the environmental effects of transportation. It also has an important role in ensuring the safe use of the roading network, through driver education.

Providing information and guidelines on, for example, public transport friendly urban designs, will also continue through structure plan processes and centre plans and having regard to documents such as "Passenger Transport Supportive Land Use Guidelines".

21.6.3.4

Integrated Transport Assessments

Before land is rezoned for urban development or where major developments are proposed that have impacts on the transport network, an integrated transport assessment should be prepared. The purpose of the assessment is to ensure that the area has an effective street layout and can be efficiently and effectively served by public transport, and other modes of transport. Appendix J in the RPS should be consulted for a guide to the contents of an assessment.

21.6.3.5

Advocacy

The Council will monitor the activities of other agencies and advocate its views when necessary. The Council will also advocate and lobby for passenger transport services in the District, through discussions with service providers. The Council will also encourage proposals that will increase rail traffic in the west of the District.



21.7

ANTICIPATED ENVIRONMENTAL RESULTS

The anticipated environmental results from the implementation of the above objectives, policies and methods are:

- (a) The safe and efficient movement of people and goods with a reduced number of crashes, injuries, fatalities and delays.
- (b) Enhanced accessibility for people with a reduced number of trips, reduced trip length and duration, and adequate provision of parking.
- (c) Natural water quality and highly valued natural resources and landscapes not diminished by transportation activity.
- (d) A high standard of air quality.
- (e) A high standard of amenity values adjacent to the transportation network and facilities.

21.8

DESCRIPTION AND EXPLANATION OF ZONES

There are no zones presented in this chapter.

There are zones relating to transport activities in *Chapter 12 - Special Zones*. These are the:

- Special 2 (Bus Depot) Zone;
- Special 4 (North Shore Airfield) Zone;
- Special 15 (Kaipara Flats Airfield) Zone;
- Special 17 (North Shore Aero Park) Zone.



Rule 21.9

Rule 21.9.1 Activities

ACTIVITY RULES

Activities

- (a) The Development Controls in Rule 21.10 shall apply to any Permitted, Controlled or Restricted Discretionary Activity in any zone, except Kawau Island Zone Bush Policy and Settlement Policy Areas.
- (b) All Restricted Discretionary Activities in Rule 21.9.2 shall be assessed in relation to the matters over which discretion is retained as set out in Rule 21.12 Restricted Discretionary Activities: Matters for Discretion and Assessment Criteria.
- (c) All Discretionary Activities in any zone will be assessed against the criteria set out in 21.13 Discretionary Activities in Any Zone: Specific Assessment Criteria, any other relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters set out in section 104 of the Act.

Rule 21.9.2 Restricted Discretionary Activities

Restricted Discretionary Activities

Note: The following terms used in Rule 21.9.2 are defined in Chapter 3 – Definitions: arterial road, collector road, defined road boundary, drive-through activity, farming, forestry, limited access road, road, site, state highway

Rule 21.9.2.1

For the purposes of this chapter any Permitted, Controlled or Restricted Discretionary Activity in any zone, which does not meet the Development Controls in Rule 21.10 of this chapter, is a Restricted Discretionary Activity.

Rule 21.9.2.2

Any activity, except farming and forestry, for which no parking requirement is listed in Table 1 Appendix 21B, Number of Parking Spaces Required by Rule 21.10.2.2, shall be a Restricted Discretionary Activity.

Rule 21.9.2.3

For the purposes of this chapter any Permitted, Controlled or Restricted Discretionary Activity in any zone which accesses a Strategic Route or Arterial Road or Collector Road as set out in Appendix 21C, which;

- (a) is a Drive-through Activity; or
- (b) (i) requires more than 25 carparking spaces on site; or
(ii) whose parking requirement results in any parking area exceeding 25 carparking spaces;

is a Restricted Discretionary Activity.

Rule 21.9.2.4

For the purposes of this chapter any Permitted, Controlled or Restricted Discretionary Activity in any zone, which requires access within a "Defined Road Boundary" is a Restricted Discretionary Activity. (See Appendix 21A for



the definition of "Defined Road Boundary").

Note:

Any activity requiring access to a road which is a Limited Access Road will require a Licensed Crossing Point issued by the New Zealand Transport Agency (NZTA) in the case of a State Highway. Where an activity requires a resource consent under this rule and where access is required to a State Highway, the New Zealand Transport Agency (NZTA) may be considered to be an affected party.

Any activity requiring access to a Council road that is a Limited Access Road shall require the approval of Council as the Road Controlling Authority, separate from any resource consent that may be required.

Rule 21.10

Rule 21.10.1 Site Access

Rule 21.10.1.1 Vehicle Crossing Design

DEVELOPMENT CONTROLS AND PERFORMANCE STANDARDS

Site Access

Vehicle Crossing Location

- (a) Vehicle access from any site to any road or service lane shall be by way of a vehicle crossing constructed from the carriageway to the road or service lane boundary of the site at the owner's or developer's expense.
- (b) Where access is possible from a site by means of a service lane, or adjoining right-of-way over which the owner or occupier of the site requiring access enjoys right of access, such means shall be used in preference to any new vehicular crossings over footpaths.
- (c) Vehicle access from a site shall not cross an existing formed or marked roadside parking space, or cross traffic calming structures and associated landscaping.
- (d) Where entrance locations are altered, crossings no longer required shall be reinstated to match existing verge and/or footpath and kerbs replaced. The cost of such work shall be borne by the owner of the property formerly served by the crossing.

Note: Access standards to State Highways may also be determined by the New Zealand Transport Agency (NZTA) as road controlling authority and as listed in Appendix 7A.

Width of Crossings

- (a) The maximum width of a crossing serving a residential activity shall not exceed 6 metres at the boundary.
- (b) The maximum width of a crossing serving any other activity shall be determined by the traffic movements to be served and the tracking

Rule 21.10.1.2 Width of Crossings



Rule 21.10.1.3
Number of Crossings

geometry of the vehicles expected to use the crossing, but shall not exceed 10 metres at the boundary.

Number of Crossings

- (a) There shall be no more than two crossings from a site that has a total road frontage of 60 metres or less.

Rule 21.10.1.4
Distance Between Crossings

Distance Between Crossings

- (a) The minimum clear length of full depth kerbface between crossings serving the same property shall be not less than 6 metres, except where the crossings are constructed as a double crossing.
- (b) The minimum clear length of full depth kerbface between crossings serving private ways shall be not less than 18 metres.
- (c) The above distances also apply between the outer edges of the formation of crossings where the existing road formation does not include kerbing.

Rule 21.10.1.5
Construction Standards of Vehicle Crossings

Construction Standards of Vehicle Crossings

- (a) All vehicle crossings shall be formed, paved to a permanent dust free (not metal) surface and drained. For unsealed roads where the access grade is not steeper than 1 in 8 up or down from the carriageway, crossings may be formed by using similar materials to that of the existing road surface or better.
- (b) Where the gradient of any driveway exceeds 10% rising from the road, the crossing shall be constructed for a distance of 6 metres from the boundary.
- (c) As a guide the minimum standard of paving to be used shall be that set out in the Rodney District Council Standards for Engineering Design and Construction applying at the time that the crossing is constructed.

Rule 21.10.1.6
Access for Rural Zones

Access in Rural Zones

- (a) Vehicle crossings to rural selling places shall be 6 metres wide at the boundary.
- (b) Access points on roads that are not State Highways shall either comply with Rule 7.10.5 or be located not less than 60 metres from any adjacent intersection, whichever is the lesser distance.

Note: where any access is proposed from a State Highway in a rural zone refer to Rule 7.10.5.

Explanation and Reasons

This explanation and reasons relate to Rules 21.10.1.1 to 21.10.1.6.

The design and location of vehicle crossings can impact on traffic and pedestrian safety and on the operation of the road network. The standards required are considered the minimum necessary to ensure that safety is not compromised. Accesses in Rural Zones are also specifically addressed, because they generally occur on higher speed rural roads.



Rule 21.10.2
On-site Parking

Rule 21.10.2.1
Parking: Requirement of Owners and Occupiers

Rule 21.10.2.2
Parking Space Numbers

On-site Parking

Note: These Rules relate to on-site parking. For rules relating to on-street parking see *Chapter 23 - Subdivision and Servicing*.

Parking: Requirement of Owners and Occupiers

- (a) Every owner or occupier of each site or each separately occupied, leased, or tenanted area who either:
- (i) establishes an activity on a site; or
 - (ii) changes the activity on or in any land or building on any site; or
 - (iii) constructs, substantially reconstructs, alters or adds to a building on any site;

shall make provision for on-site parking for vehicles used in conjunction with the site (whether by occupiers, their employees, customers, visitors, or other persons), **except** as required by Rule 22.15 in *Chapter 22 - Financial Contributions and Works*.

- (b) Rules 21.10.2.2 to 21.10.2.10 shall not apply to farming or forestry.

Parking Space Numbers

- (a) All Activities in any zone shall provide the number of parking spaces specified in Table 1, Appendix 21B, on-site.

Note: See Rule 22.17 - *Chapter 22 - Financial Contributions and Works* regarding parking in specific areas of Orewa and Warkworth.

- (b) Parking spaces shall be provided in accordance with Table 1 Appendix 21B for each activity using a site, or separately occupied, leased, or tenanted area in cases where there is more than one occupier, lessee or tenant on any site.
- (c) Where any activity falls under the definition of more than one activity, then the higher parking requirement shall apply.
- (d) Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
- (e) Buildings identified in Appendix 9F shall be exempted from the onsite car parking required under this rule. This rule shall apply when activities in existing buildings change or when adaptive reuse of these buildings occurs through internal alterations in a manner that would otherwise require additional parking. [\[Amendment 144\]](#)

Where redevelopment of the site (including the removal and/ or replacement of the existing buildings, or where additions are made) only floor space in excess of an area equal to the area of the site or the existing floor area of the building, whichever is the greater, shall be required to comply with the onsite car parking required under rule 21.10.2.2(a). [\[Amendment 144\]](#)



Rule 21.10.2.3
Parking for the Disabled

Parking for the Disabled

- (a) Carparking spaces for the exclusive use of vehicles driven by disabled persons, or any person accompanying any disabled person shall be provided.
- (b) Such space or spaces shall be provided as part of the total number of carparking spaces required by Rule 21.10.2.2.
- (c) The dimensions of the spaces shall comply with the standards in Appendix 21D, Parking Space Dimensions.
- (d) The maximum gradient of pedestrian access to and around carparks for the disabled shall not exceed 8% (1 in 12).
- (e) The number of spaces designed for disabled persons shall be in accordance with the following table:

Total Number of Carparking Spaces Provided	Number of Spaces Designed for Disabled Persons
1 - 10	Not less than 1
11- 99	Not less than 2
For every additional 50 or part thereof	Not less than 1

Rule 21.10.2.4
Joint Parking

Joint Parking

- (a) Two or more owners may provide a parking area for the combined use of their sites (a joint parking area), where the number of parking spaces so provided satisfies the total parking requirements for all of the activities of all the sites intended to be served by the joint parking.
- (b) The joint parking area must be subject to a registered parking easement or undivided common title, to ensure legal access for the parties relying on the joint parking area.

Rule 21.10.2.5
Location Of Parking Spaces

Location of Parking Spaces

(a) **Residential Activities**

At least one of the required parking spaces for each household unit shall be sited so that a complying garage or carport with minimum dimensions of 6 metres by 3 metres can be erected on the parking space, without compromising any other parking space required.

(b) **Other Activities**

- (i) At least 75% of the required number of parking spaces for customers and visitors shall be located adjacent to a customer entrance to the building, **except** in Pedestrian Town Centre Areas shown on the Planning Maps.



Rule 21.10.2.6
Parking Space Size and Access

- (ii) Where parking is provided at the rear of buildings, the existence of the parking spaces shall be clearly signposted.

Parking Space Size and Access

- (a) All carparking spaces shall have dimensions in accordance with the standards in Appendix 21D, Parking Space Dimensions.
- (b) Each parking space shall be provided with such access and manoeuvring areas as are necessary:
 - (i) to allow for ingress and egress of motor vehicles from and to the road; and
 - (ii) for the manoeuvring of motor vehicles within the site.
- (c) Access and manoeuvring areas shall be designed in accordance with the standards contained in Appendix 21D, Parking Space Dimensions.
- (d) Sufficient space shall be provided on the site so that no reverse manoeuvring onto or off a road is necessary for:
 - (i) all rear sites;
 - (ii) sites where four or more parking spaces on the site are served by one carriageway;
 - (iii) sites having access to roads classified as Strategic Routes, or Arterial Roads or Collector Roads, (Refer to Appendix 21C for the Classification of Roads);
 - (iv) sites where the crossing is or will be located within a Defined Road Boundary (see Appendix 21A).
- (e) Except in the case of household units, the maximum gradient at any point within a carpark shall not exceed 12.5% (1 in 8).

Rule 21.10.2.7
Stacked Parking

Stacked Parking

- (a) Stacked parking (one vehicle behind another) shall be allowed only for:
 - (i) vehicles being serviced at vehicle repair premises;
 - (ii) vehicles associated with an individual household unit.

Rule 21.10.2.8
Identification of Parking Spaces

Identification of Parking Spaces

- (a) All parking spaces shall be clearly marked out and identified in a permanent manner, **except** that this Rule shall not apply in relation to sites used for residential purposes, or in circumstances where the parking area is not required to be paved, or where less than four parking spaces are required.

Rule 21.10.2.9
Screening of Parking Spaces

Screening of Parking Spaces

- (a) Where four or more parking spaces are required on a site, the area



Rule 21.10.2.10
Landscaping Parking Areas

comprising such spaces shall be screened from any adjoining properties within a Residential Zone.

- (b) Such screening shall consist of a close boarded fence or wall 1.8 metres in height, or trees and shrubs providing equivalent privacy.

Landscaping of Parking Areas

- (a) In Retail Service, Mixed Business and Special Zones 9 and 14, and in the Residential Zones in relation to "Other Activities", at least one tree shall be required for every 5 outdoor parking spaces provided on the site. Trees shall be planted within or adjacent to the parking area.

Rule 21.10.2.10.1
Protection and Maintenance of Trees

Protection and Maintenance of Trees

- (a) Any landscape planting required by Rule 21.10.2.10 shall be maintained, and if diseased or damaged shall be repaired and if dead shall be replaced.
- (b) A planting protection area with a minimum dimension or diameter of 2 metres shall be formed around each tree.
- (c) No more than 10% of any planting protection area shall be covered with impervious surfaces.
- (d) Planting protection areas and landscaping within a carparking area shall be provided with wheel stop barriers to prevent damage from vehicles. Such wheel stop barriers shall be located at least 1 metre from the trunk of any tree.

Explanation and Reasons

This explanation and reasons relate to Rules 21.10.2.1 to 21.10.2.10.

These Rules are designed to ensure that all activities make adequate provision on-site for parking demands that they generate so that the safety, efficiency and amenity values of the adjacent road network are not diminished. The adverse effect of roadside parking on the amenity values of adjacent residential areas is a particular concern. Minimum standards avoid individual activities shifting their parking demand onto adjacent public roads.

The Rules relating to Financial Contributions and Works for parking also need to be taken into account. These recognise that, in some circumstances, it is preferable to take financial contributions in lieu of parking to provide centralised parking facilities.

Parking areas also need to be designed so that safe and convenient entry to and exit from the parking spaces can occur, and so that vehicles can move safely around the parking area.

The requirement for tree planting is to provide some visual relief to the expanse of paved areas of carparks.

The Council recognises that the provision of required on-site car parking can be to



the detriment of character buildings on sites that currently have little or no available off-street car parking. The priority in the Helensville Town Centre Heritage Policy Area is the preservation and enhancement of heritage value and character. Exemption for off-street car parking is considered appropriate to encourage the retention of buildings while allowing for change and adaptive use.
 [Amendment 144]

**Rule 21.10.3
Loading Areas**

**Rule 21.10.3.1
Number of Loading Spaces
Required**

Loading Areas

Number of Loading Spaces Required

All Permitted, Controlled or Restricted Discretionary Activities in any Business Zone, and any of the activities set out in (a) and (b) in this Rule occurring in any other Zone, except farming and forestry, and un-staffed utility sites or activities, shall provide the number of loading spaces specified in Tables (a) and (b) set out below.

(a) Shops, Garden Centres, Industrial and Other Goods Handling Activities

Gross Floor Area of Activity	Number of Loading Spaces Required
0 - 2,500m ²	1
2,501 - 5,000m ²	2
Over 5,000m ²	3
Each additional 5,000m ² over 5,000m ²	1

(b) Offices and Other Non-Goods Handling Activities

Gross Floor Area of Activity	Number of Loading Spaces Required
0 - 10,000m ²	1
Over 10,000m ²	2
Each additional 10,000m ² over 10,000m ²	1

(c) Loading spaces shall be required in accordance with the above Tables (a) and (b) for each separately occupied, leased, or tenanted area in cases



Rule 21.10.3.2
Loading Spaces Size

where there is more than one occupier, lessee or tenant on any site.

Loading Spaces Size

- (a) Loading Spaces shall have minimum dimensions of 12 metres long by 3.5 metres wide and shall be clear of all circulation and manoeuvring lanes, unless the space can reasonably be expected to service articulated vehicles, in which case the minimum length shall be increased to 18 metres.

Rule 21.10.3.3
Loading Space Access and Manoeuvring Areas

Loading Space Access and Manoeuvring Areas

- (a) Every loading space shall be provided with such access and manoeuvring areas as are necessary to allow for:
 - (i) ingress and egress of motor vehicles from and to the road;
 - (ii) the manoeuvring of motor vehicles within the site.
- (b) Loading spaces shall not obstruct a defined parking area.
- (c) Sufficient space shall be provided on the site so that there is no reverse manoeuvring onto or off a road from any loading space.
- (d) Access aisles to loading areas shall be not less than 3.5 metres wide.
- (e) Bends in the aisle shall have extra widening to accommodate the appropriate Land Transport Safety Authority - "New Zealand On-Road Tracking Curves October 1995".
- (f) A minimum lateral side clearance of 0.3 metres shall be provided to any fixed obstruction.
- (g) Special Loading Requirements in Rural Zones:
 - (i) Structures for the loading and unloading of stock, produce, fertiliser and other materials shall be located on the site and not less than 10 metres from the road boundary. Portable bobby calf pens can be located within 10 metres of the road boundary.
 - (ii) In all cases loading and unloading shall take place completely clear of the carriageway.

Rule 21.10.3.4
Identification of Loading Spaces

Identification of Loading Spaces

All loading spaces shall be clearly marked out and identified in a permanent manner except tanker unloading areas at service stations.

Rule 21.10.3.5
Special Loading Rules for Bakehouse Lane and Manly

Special Loading Rules for Bakehouse Lane and Manly

- (a) Bakehouse Lane - Rule 21.10.3.5 (c) applies only to Lot 15, Lot 16, Pt Lot 17, Pt Lot 18 and Pt Lot 19 DP 18948.



- (b) Manly - Rule 21.10.3.5 (c) applies only to Lots 377 and 378 DP 17817, Pt 2 DP 44878 and the portion of Lot 1 DP 44878 zoned Retail Service Zone.
- (c) Loading and Access - No off street loading spaces shall be required under Rule 21.10.3.

Explanation and Reasons

This explanation and reasons relate to Rules 21.10.3.1 to 21.10.3.5.

Rules are included to require the loading of vehicles on site. Vehicle loading on the road can cause safety concerns and interfere with the flow of traffic. On-site manoeuvring is also required to avoid reverse manoeuvring off or onto the road.

The Rule relating to Bakehouse Lane and Manly is in recognition of the provision of service lanes to access the sites.

**Rule 21.10.4
General Rules for Parking
and Loading**

**Rule 21.10.4.1
Vehicular Access to Parking
and Loading Spaces**

**Rule 21.10.4.2
Assessment of Parking and
Loading Spaces**

Rule 21.10.4.3

General Rules for Parking and Loading

Vehicular Access to Parking and Loading Spaces

- (a) Every parking and loading space shall have access from an existing formed road frontage.
- (b) Any motor vehicle occupying a parking or loading space shall have ready access to a street at all times, without requiring the movement of any other vehicle occupying another parking or loading space, **except** where stacked parking is allowed (refer Rule 21.10.2.7).
- (c) Access serving three or more loading spaces, or 10 or more parking spaces, shall be two lanes wide.
- (d) Vertical clearance to overhead obstructions shall be not less than 2.1 metres for carparks and 3.8 metres for loading spaces.

Assessment of Parking and Loading Spaces

- (a) Where the parking or loading space requirement results in a fractional space, any fraction under one half shall be disregarded, **except** for staff car parking, where any fraction under one half shall be counted as one space. Any fractions of one half or more shall be counted as one parking or loading space, as appropriate.
- (b) Where more than one Permitted, Controlled or Restricted Discretionary Activity is proposed within a development, the parking and loading standards shall be assessed for each activity individually, **except** that ancillary activities occupying less than 10% of the gross floor area of any building shall be assessed in terms of the dominant use of the building or site.



Formation of Parking and Loading Spaces, Access and Manoeuvring Areas

Formation of Parking and Loading Spaces, Access and Manoeuvring Areas

- (a) All of the parking and loading spaces, access and manoeuvring areas required on a site by this Plan shall, before the commencement of the activity to which those parking and loading spaces relate, be formed, paved to a permanent dust free (not metal) surface, and drained **except** as specified in Rule 21.10.4.3(c) and (d). Once established, such areas shall be maintained to that standard at all times.
- (b) As a guide the minimum standard of paving to be used shall be that set out in the Rodney District Council Standards for Engineering Design and Construction applying at the time that the crossing is constructed.
- (c) Areas set out in Rule 21.10.4.3(a) are not required to be sealed in the case of:
 - (i) a single household unit;
 - (ii) land within a Rural Zone; **except** as required by Rule 23.8.6.5 in *Chapter 23 - Subdivision and Servicing*;
 - (iii) yard industries. This does not include parking, loading and access associated with buildings on the site, which shall be formed and sealed in accordance with Rule 21.10.4.3(a);

except where the grade of the access is 1 in 10 or steeper rising from the road.

- (d) Areas set out in Rule 21.10.4.3(a) are not required to be formed in the case of:
 - (i) temporary Activities specified in Rule 16.12.1.1 (c) and (d);
 - (ii) film making activities.
- (e) Where a parking or manoeuvring area abuts a site boundary, a kerb or similar non-mountable barrier not less than 150 millimetres high shall be provided, to prevent vehicles overhanging the boundary.

Rule 21.10.4.4 Parking and Loading Inside Buildings

Parking and Loading Inside Buildings

- (a) This Rule does not apply to purpose built carparking buildings.
- (b) The area of any parking and loading spaces, and associated access within a building, shall be excluded from the gross floor area of that building for the purposes of assessing the total number of spaces required.
- (c) Parking or loading spaces shall be clearly defined, marked out, be visible from the road or have adequate signposting provided, and be kept available for use at all times when the building is in use, and shall not be used for any other purpose.

Rule 21.10.4.5 Availability For Use

Availability For Use

- (a) All parking and loading spaces, access and manoeuvring areas shall be



Rule 21.10.4.6
Location of Parking or Loading Areas

kept clear at all times for the use of motor vehicles.

- (b) Such areas shall not be used for the storage of any goods or materials or for any other purpose which would prevent the parking, loading, or manoeuvring of motor vehicles.

Location of Parking and Loading Areas

No required parking or loading space or manoeuvring area or part thereof, shall be located on land designated or shown on the Planning Maps for roading purposes.

Explanation and Reasons

This explanation and reasons relate to Rules 21.10.4.1 to 21.10.4.6.

These general rules relate to determining the parking and loading requirements, the amenity values of such areas and their efficient and appropriate use.

The requirement for paving is to ensure that dust does not create an adverse effect on the amenity values of adjacent sites.

Rule 21.10.5
Vehicle Queuing

Vehicle Queuing

- (a) All queuing space for vehicles using or waiting to use a Drive-through facility, shall be provided on-site and shall not obstruct entry to or exit from the site or parking and manoeuvring areas
- (b) The queuing space shall be a minimum of 26 metres from the site boundary to the first point of service, **except** for Service Stations. Beyond this, the length of queuing lane clear of other vehicle manoeuvring areas shall be at the rate of 6 metres for the first vehicle and 5 metres for each subsequent vehicle. The queuing space required shall be determined by the number of vehicles predicted to be queuing at peak operating times.
- (c) The queuing aisle for a Drive-through facility shall have a minimum kerb to kerb width of 3 metres.
- (d) Bends in the aisle shall have extra widening to accommodate the appropriate Land Transport Safety Authority - "New Zealand On-Road Tracking Curves October 1995".
- (e) A minimum lateral side clearance of 0.3 metres shall be provided to any fixed obstruction.

Explanation and Reasons

Vehicles queuing from a site onto the road can be a danger to pedestrians and vehicles using the road. It is therefore important that sufficient space is provided on site to accommodate vehicles queuing for a Drive-through facility. Service stations are exempt from the minimum queuing space, because they generally utilise multiple service points. The 26 metres represents five vehicles, allowing 6 metres for the first vehicle and five metres for each subsequent vehicle.



Rule 21.11

CONTROLLED ACTIVITIES: MATTERS FOR CONTROL AND ASSESSMENT CRITERIA

There are no Controlled Activities in this chapter.

Rule 21.12

RESTRICTED DISCRETIONARY ACTIVITIES: MATTERS FOR DISCRETION AND ASSESSMENT CRITERIA

In accordance with sections 76(3B) and 105(3A) of the Act the Council will restrict its discretion to the matters listed against each specified activity, when considering resource consent applications for Restricted Discretionary Activities.

Rule 21.12.1 Activities Not Meeting the Development Controls

Any Permitted, Controlled or Restricted Discretionary Activity in Any Zone which Does Not Meet the Development Controls in Rule 21.10

Rule 21.12.1.1 Site Access

Any Permitted, Controlled or Restricted Discretionary Activity in Any Zone which Does Not Meet Rule 21.10.1 Site Access

Rule 21.12.1.1.1 Matters for Discretion

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Location and design of site access.

21.12.1.1.2 Assessment Criteria

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

Access location and design

- (a) Whether the site access is located and designed to ensure safe access and exit from the site, and does not adversely affect the safety and efficiency of the frontage road, or create traffic conflicts with adjoining site access.

Pedestrian movement

- (b) Whether pedestrian movement past the site access will be adversely affected, to an extent greater than would be the case if the rules were complied with.

Volume of traffic

- (c) Whether the site access can accommodate the expected type and volume of traffic.

Additional crossings

- (d) Whether, where additional crossings are proposed, the extra crossings will adversely affect the safety and efficiency of the road.



Distance between crossings

(e) Whether, where a reduced distance between crossings is proposed, extra traffic conflict may be created by vehicles queuing across a vehicle crossing, or confusion may arise between vehicles turning at the crossing.

Drive-through activities

(f) Whether, in relation to Drive-through Activities, access to the activity can be provided, without creating an adverse effect on the safe and efficient movement of vehicles on the site and on the adjoining roads.

Rural selling places

(g) Whether in relation to access for rural selling places:
(i) the speed of vehicles travelling on the frontage road is likely to exacerbate any adverse effects of the access on the safety of road users;
(ii) the existing road width is adequate to allow vehicles to pass slowing or turning vehicles safely.

Explanation and Reasons

See the explanation and reasons for Rule 21.10.1.

**Rule 21.12.1.2
Parking**

Any Permitted, Controlled or Restricted Discretionary Activity in Any Zone which Does Not Meet Rule 21.10.2 Parking

**Rule 21.12.1.2.1
Matters for Discretion**

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Location, size and design of parking areas.
- (b) Access to parking areas.
- (c) Scale, management and operation of an activity as it relates to its demand for parking.

**21.12.1.2.2
Assessment Criteria**

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

Number of parking spaces

(a) Where the required number of on-site carparking spaces are proposed not to be provided:

Provided on-site

(i) Whether the required parking can not physically be accommodated on the site.

Safety

(ii) Whether the traffic capacity, function and/or safety of the surrounding road network, including pedestrian access, will be adversely affected by extra parked and manoeuvring vehicles on the roads.

Effects on amenity

(iii) Whether vehicles parked on the street will have an adverse effect on the amenity values of adjoining activities.

Future requirements

(iv) Whether a reduction in parking will adversely affect the ability of future activities on the site to meet the parking requirements.



<i>Cumulative effect</i>	(v) Whether there will be a cumulative effect from the lack of on-site parking for the proposal and other activities in the vicinity which may not be providing the required number of parking spaces.
<i>Separate site</i>	(b) Whether the required number of parking spaces can be provided on a separate site which: <ul style="list-style-type: none"> (i) is within easy walking distance of the development; or (ii) is clearly associated with the development through, for example, signage; or (iii) has a legal agreement bonding the parking to the development.
<i>Time of demand</i>	(c) Whether the parking demand occurs at a different time from another land use, with which a parking area could be shared without adverse effects on the road network, and a legal agreement is entered into between the landowners securing mutual usage of the parking areas.
<i>Effect on roads</i>	(d) Whether any variation of the parking rules will result in parking occurring on the adjoining road network.
<i>Size and access to parking</i>	(e) Whether any variation of the size and access requirements for parking spaces will have an adverse effect on access to parking spaces, or on vehicle manoeuvring and circulation on the site.
<i>Landscaping</i>	(f) Whether a reduction in screening or landscaping will have an adverse effect on the amenity values of adjoining sites.

Explanation and Reasons

See the explanation and reasons for Rule 21.10.2.

**Rule 21.12.1.3
Loading Areas**

Any Permitted, Controlled or Restricted Discretionary Activity in Any Zone which Does Not Meet Rule 21.10.3 Loading Areas

**Rule 21.12.1.3.1
Matters for Discretion**

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Location, size and design of loading areas.
- (b) Access to loading areas.
- (c) Scale, management and operation of an activity as it relates to its generation of traffic requiring loading space.

**21.12.1.3.2
Assessment Criteria**

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

Loading space

- (a) Whether sufficient loading space can be provided without disrupting traffic circulation on the site.



Access and manoeuvring

**Rule 21.12.1.4
General Rules for Parking and Loading**

**Rule 21.12.1.4.1
Matters for Discretion**

**Rule 21.12.1.4.2
Assessment Criteria**

Paving

Effects on roads

Effects on parking and loading areas

**Rule 21.12.2
Activities Not Listed in Appendix 21B Parking Spaces Required**

**Rule 21.12.2.1
Matters for Discretion**

- (b) Whether any alteration to access and manoeuvring requirements will adversely affect vehicle movement onto and off a site.

Explanation and Reason

See the explanation and reasons for Rule 21.10.3.

Any Permitted, Controlled or Restricted Discretionary Activity in Any Zone which Does Not Meet Rule 21.10.4 General Rules for Parking and Loading

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Location, size and design of parking and loading areas.
- (b) Access to parking and loading areas.
- (c) Scale, management and operation of an activity, in relation to its generation of traffic requiring parking and loading space.

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

- (a) Whether a reduction in the parking requirement will result in an adverse effect on the amenity values of adjoining sites.
- (b) Whether any variation from the parking Rules will result in parking occurring on the adjoining road network.
- (c) Whether any reduction in the requirements of the Rules will have an adverse effect on the safe and efficient operation of the parking or loading area.

Explanation and Reasons

See the explanation and reasons for Rule 21.10.4.

Any Activity for which No Parking Requirement is Listed in Table 1 Appendix 21B Number of Parking Spaces Required by Rule 21.10.2.2

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Number of carparks.



21.12.2.2
Assessment Criteria

Parking spaces

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

- (a) Whether sufficient carparks are provided to meet the expected number of vehicles generated by the activity.

Explanation and Reasons

See the explanation and reasons for Rule 21.10.2.

**Rule 21.12.3
Vehicle Queuing**

Rule 21.12.3.1
Matters for Discretion

Any Permitted, Controlled or Restricted Discretionary Activity in Any Zone which Does Not Meet Rule 21.10.5 Vehicle Queuing

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Location and design of queuing space.
- (b) Amount of queuing space.

21.12.3.2
Assessment Criteria

Effect on roads

Capacity and function

Effects on site

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

- (a) Whether vehicle queuing will adversely affect the safe and efficient operation of the adjoining road network and pedestrian access.
- (b) Whether the capacity and function of the adjoining road network will be adversely affected.
- (c) Whether the safe and efficient circulation of vehicles on the site will be adversely affected.

Explanation and Reasons

See the explanation and reasons for Rule 21.10.5.

**Rule 21.12.4
Drive-through Activities
and Activities Requiring
Large Carparks Accessing
Certain Roads**

Any Permitted, Controlled or Restricted Discretionary Activity in Any Zone which Accesses a Strategic Route or Arterial or Collector Road as set out in Appendix 21C, which;

- (a) is a Drive-through Activity; or
- (b) (i) requires more than 25 carparking spaces on site; or
(ii) whose parking requirement results in any parking area



exceeding 25 carparking spaces.

**Rule 21.12.4.1
Matters for Discretion**

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Location and design of site access and crossing.
- (b) Location and design of parking areas.
- (c) Design and standard of the adjoining road network serving the site.

**21.12.4.2
Assessment Criteria**

Assessment Criteria

When considering an application the Council will have regard to the following criteria: To assist the Council in the exercise of its discretion an integrated transport assessment may be required. Appendix J in the RPS should be consulted for a guide to the contents of an assessment:

Safety and efficiency of road

(a) Whether the traffic generated will adversely affect the function and the safe and efficient operation of the adjoining road network, particularly at peak traffic times.

Volume of traffic

(b) Whether the surrounding road network is capable of accommodating the volume of traffic generated, including the cumulative effect of traffic generated by other activities in the vicinity.

Access points

(c) Whether the site access points are located to ensure safe entry to and exit from the site, and do not create conflict with adjoining access points.

On-site effects

(d) Whether on site parking and circulation areas are located and designed to facilitate safe and efficient movement on and off the site, and do not result in congestion on the adjoining roads.

Pedestrians

(e) Whether pedestrian passage across the access points will be adversely affected.

On-street parking

(f) Whether the activity will generate increased demand for on-street parking.

Amenity values

(g) Whether the volume of traffic will have an adverse effect on the amenity values of the surrounding road network.

Queuing

(h) Whether vehicles queuing to enter or exit the site will have an adverse effect on the road network and adjoining sites, or on on-site vehicle circulation.

Explanation and Reasons

High traffic generating activities can have significant adverse effects on the safe and efficient operation of the road network. The location and design of accesses are important in this regard. Effects occur to all levels of the roading hierarchy, but differ in nature. On strategic and arterial routes the effects relate to the safe and efficient flow of traffic on the roads. In relation to collector roads, a key issue is whether the road is capable of receiving a large volume of traffic, and the effects



**Rule 21.12.5
Access within a Defined
Road Boundary**

**Rule 21.12.5.1
Matters for Discretion**

**21.12.5.2
Assessment Criteria**

Effect on road

that this could have on local traffic circulation.

**Any Permitted, Controlled or Restricted Discretionary Activity in
Any Zone Requiring Access within a Defined Road Boundary**

Matters for Discretion

The Council will restrict its discretion to the following matters:

- (a) Location and design of access.

Assessment Criteria

When considering an application the Council will have regard to the following criteria:

- (a) Whether the access will have an adverse effect on the safe and efficient operation of the road network.

Explanation and Reasons

The location of access points too close to other intersections, especially major intersections, can create serious safety concerns. It is therefore important that any proposal to locate an access within a defined road boundary is assessed to determine whether this can be achieved safely, and whether mitigation measures can be put in place.



21.13

DISCRETIONARY ACTIVITIES IN ANY ZONE: SPECIFIC ASSESSMENT CRITERIA

Without limiting the exercise of its discretion, for all Discretionary Activity resource consent applications in any zone, the Council will have regard to the following additional Assessment Criteria, and any relevant Discretionary Activity Assessment Criteria in any other chapter of this Plan, and the relevant matters set out in section 104 of the Act. To assist the Council in the exercise of its discretion an integrated transport assessment may be required and in the case of educational facilities a travel plan may be required. Appendix J in the RPS should be consulted for a guide as to the contents of an assessment:

Development controls

(a) Whether the activity complies with the Development Controls and Performance Standards in Rule 21.10. As a general guide the activity should comply with those controls and standards, unless it is not appropriate to do so because of inherent site characteristics, particular site development considerations or unusual environmental factors.

Safety and efficiency

(b) Whether the traffic generated will adversely affect the function and the safe and efficient operation of the transport network, particularly at peak traffic times.

Volume of traffic

(c) Whether the surrounding transport network is capable of accommodating the volume of traffic generated, including the cumulative effect of traffic generated by other activities in the vicinity and projected increases in traffic volumes.

Access conflicts

(d) Whether the site access points are located to ensure safe entry to and exit from the site and do not create conflict with adjoining site access points.

On-site effects

(e) Whether on site parking and circulation areas are located and designed to facilitate safe and efficient movement on and off the site, and do not result in congestion on the adjoining roads.

Pedestrians

(f) Whether pedestrian passage across the access points will be adversely affected.

On-street parking

(g) Whether the activity will generate increased demand for on-street parking.

Amenity values

(h) Whether the volume of traffic will have an adverse effect on the amenity values of the surrounding street network.

Queuing

(i) Whether vehicles queuing to access or exit the site will have an adverse effect on the road network and adjoining sites, or on on-site vehicle circulation.

Rule 21.14

SUBDIVISION

There are no subdivision rules relating to this chapter



APPENDIX 21A

DEFINED ROAD BOUNDARY

For the purpose of Rule 21.9.2.4, the "Defined Road Boundary" is defined as:

- (a) Any Strategic Route, Regional Arterial, District Arterial, or Collector Road boundary which is within 90 metres of its intersection with any other Strategic Route, Regional Arterial, District Arterial, or Collector Road boundary. (Refer to Appendix 21C for the classification of roads).
- (b) Any Strategic Route, Regional Arterial, District Arterial, or Collector Road boundary which is within 30 metres of its intersection with any Local Road, and any Local Road boundary which is within 30 metres of its intersection with any strategic route, regional arterial, district arterial, or collector road boundary.
- (c) Any Local Road boundary which is within 15 metres of its intersection with any other Local Road boundary or bridge abutment.
- (d) Any Strategic Route, Arterial Route or Collector Road boundary within 30 metres of a bridge abutment.

All the distances in (a), (b), (c) and (d) are to be measured as follows (refer to Diagram 1):

Project the boundary of the road fronting the relevant property to its point of intersection with the projection of the nearest straight boundary of the nearest confluent or intersecting road (labelled A in Diagram 1).

Measure the distance 'X' as specified in Diagram 1, along the frontage road boundary.

This represents the extent of the defined road boundary.

In the case of a T-intersection, the defined road boundary shall also include the length of boundary immediately opposite the defined road boundary, as determined above (labelled B in Diagram 1).

In the case of a skewed intersection, the defined road boundary shall also include the length of boundary immediately opposite the defined road boundary, as determined above (labelled C in Diagram 1).

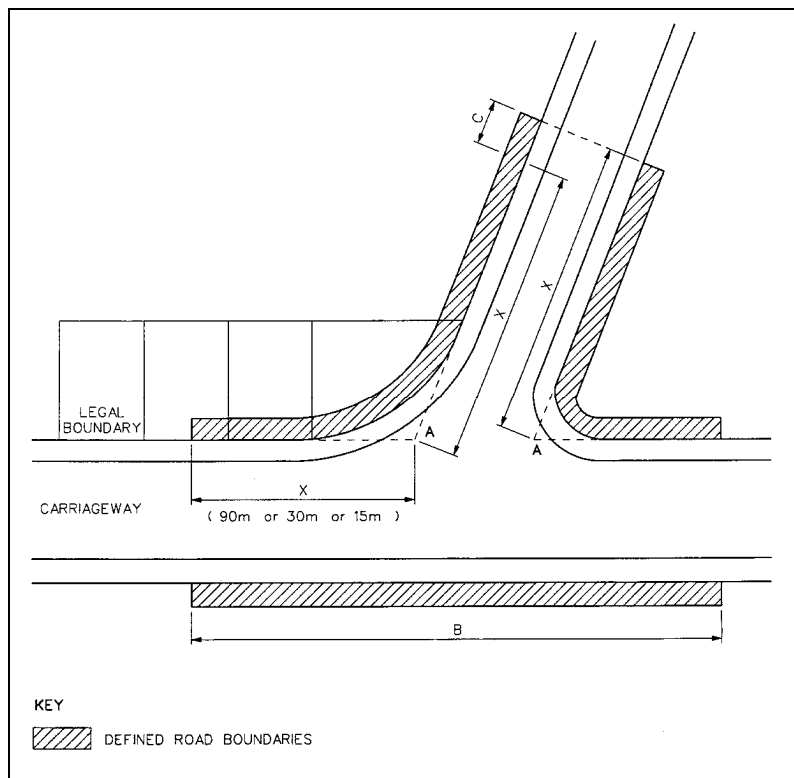


Diagram 1 - Defined Road Boundary



APPENDIX 21B

Table 1

Number of Parking Spaces Required by Rule 21.10.2.2

The number of parking spaces required shall be as indicated below

GFA = Gross Floor Area
 GLA = Gross Leasable Area.

"Employees on the site" shall be calculated as the maximum number of persons who may work on or from the site at any one time.

BUILDING OR ACTIVITY	SPACES REQUIRED
Banks	1 for every 25m ² of GFA.
Child Care Facilities and Pre-Schools	See Schools - Pre-schools and Childcare Facilities.
Churches and Church Halls	1 for every 3 persons the activity is designed to accommodate, provided that where a church and hall are erected on the same site, the maximum requirement shall be the maximum required for the church or hall which ever is the greater.
Cinemas and Theatres	1 for every 3 persons the facility is designed to accommodate, <u>plus</u> 1 for every 1.3 employees on the site.
Commercial Services	1 for every 35m ² of GFA.
Daycare Facilities for the Elderly or Disabled [Amendment 27]	1 for every 5 clients, to be available for the setting down and picking up of clients; <u>plus</u> 1 for every 1.3 employees on the site.
Dairies	See Shops.
Depots	1 for every 90m ² of both GFA and site area used for such purposes, <u>or</u> 1 for every employee on the site, whichever is the greater.
Educational Facilities (excluding schools)	1 for every 2 persons the activity is designed to accommodate; <u>plus</u> 1 for every 1.3 employees on the site.



BUILDING OR ACTIVITY	SPACES REQUIRED
Emergency Services Facilities	1 for every employee on the site; <u>plus</u> 1 for every emergency service appliance based at the facility.
Entertainment Facilities	1 for every 3 persons the facility is designed to accommodate; <u>plus</u> 1 for every 1.3 employees on the site.
Funeral Parlours	1 for every 3 persons the building is designed to accommodate <u>plus</u> 1 for every 1.3 employees on the site.
Garden Centres (excluding shops selling plants, etc.)	1 for every 100m ² outdoor display area, <u>plus</u> 1 for every 25m ² of enclosed indoor selling area; <u>plus</u> 1 for every 1.3 employees on the site.
Health and Welfare Services	5 for the rooms for one consultant, <u>plus</u> 3 for the rooms for each subsequent consultant.
Hire Premises (excluding video hire premises, see Shops)	1 for every 40m ² of GFA, <u>plus</u> 1 for every 100m ² of remaining site area, <u>plus</u> 1 for every 1.3 employees on the site.
Home Occupations	1 for every non-resident employee, <u>plus</u> 1 where customers are permitted on the site. (these parking spaces are additional to the required residential parking).
Homes for the Aged	1 for every 5 persons the premises are designed to accommodate, <u>plus</u> 1 for every resident employee, <u>plus</u> 1 for every non-resident employee on the site.
Hospitals	1 for every 3 beds, <u>plus</u> 1 for every 1.3 employees on the site.
Hostels	1 for every 3 persons the building is designed to accommodate, <u>plus</u> 1 for every non-resident employee on the site.
Hotels	See Visitor Accommodation
Household Units (Single or Multiple)	2 for every household unit, at least 1 of which must be sited so that a complying private garage or carport of 3 metres x 6 metres can be erected.



BUILDING OR ACTIVITY	SPACES REQUIRED	
Household Units (Multiple Household Units) in the Special 18 (Gulf Harbour) Zone	Dwelling Size	Spaces per dwelling
	Small	less than 75m ²
	Medium	75m ² to 110m ²
	Large	larger than 110m ²
	Added spaces for visitors per dwelling	0.25
Household Units in the Orewa Retail Service Zone	1 Bedroom - 1 space per unit 2 Bedrooms - 1.5 spaces per unit 3 Bedroom or more - 2 spaces per unit In all cases 0.25 spaces per unit are to be provided for visitors.	
Industries not otherwise provided for	1 for every 46m ² of both GFA and site area used for such purpose, <u>or</u> 1 for every 1.3 employees on the site, whichever is the greater.	
Marinas	0.7 for every berth.	
Medical Offices	See Health and Welfare Services.	
Minor Household Units	1 for every Minor Household Unit, with a maximum of three covered car parking spaces on any site on which a Minor Household Unit is located, <u>except</u> that the maximum of three covered car parking spaces does not apply in a Rural Zone.	
Offices	1 for every 35m ² of GFA.	
Outdoor Recreation	1 for every 3 persons the activity is designed to accommodate.	
Places of Assembly, except churches and church halls	1 for every 3 persons the activity is designed to accommodate; <u>plus</u> 1 for every 1.3 employees on the site.	
Private Hotel	See Hostels.	
Restaurants	1 for every 4 persons the activity is designed to accommodate; <u>plus</u> 1 for every 1.3 employees on the site. <u>Except</u> for restaurants in the Orewa Town Centre Policy Area on Map 75 and <u>except</u> for restaurants in the Special 20 (Mahurangi East Seaside Village Centre) Zone (Commercial Policy Area) on Map 61	
Restaurants in the Orewa Town Centre Policy Area on Map 75	1 for every 20m ² of GLA (Gross Leasable Area)	



BUILDING OR ACTIVITY	SPACES REQUIRED
Restaurants in the Special 20 (Mahurangi East Seaside Village Centre) Zone (Commercial Policy Area)	1 for every 20m ² of GLA (Gross Leaseable Area)
Service Stations	4 for each mechanical repair bay, lubrication bay or work bay for the first two bays, <u>plus</u> 2 for every additional lubrication, mechanical repair or working bay, <u>plus</u> 1 for every 40 m ² of retail SHOP space GFA, <u>plus</u> 1 for every employee on the site, <u>plus</u> 3 per carwash, <u>plus</u> 1 for each airhose/vacuum. (Required parking spaces may not be located in a repair bay, lubrication bay, work bay or car wash facility.)
Schools: Pre-schools and Childcare Facilities	1 for every 5 students, to be available for the setting down and picking up of students; <u>plus</u> 1 for every employee on the site (including daily non-paid parent help).
Schools: Primary and Intermediate Schools	1 per 10 students, to be available for the setting down and picking up of students; <u>plus</u> 1 for every employee on the site.
Schools: Secondary Schools	1 for every 20 students 15 years and over, <u>plus</u> 1 for every 20 students for the setting down and picking up of students; <u>plus</u> 1 for every employee on the site.
Shops	1 for every 20m ² GLA.
Shops with Outdoor Display Areas	See Garden Centres.
Show-home sites	3 spaces for 1 or 2 show-homes, <u>plus</u> 1 additional space for each additional show-home.
Takeaway Foodbars	See Shops. (Note: Premises where seating is provided for food to be eaten on the site are to be assessed as Restaurants).
Taverns	See Entertainment Facilities.
Utilities allowed in <i>Chapter 19 - Utilities</i>	(i) 1 for every employee on the site (ii) no parking space required for un-staffed sites and activities.



BUILDING OR ACTIVITY	SPACES REQUIRED
Vehicle and Boat Sales Premises	2 <u>plus</u> 1 for every 200 m ² of Showroom and Outdoor Display Areas.
Video Hire Premises	See Shops.
Visitors' Accommodation	1 for every accommodation unit, <u>plus</u> 1 for every 10m ² of GFA of bar or restaurant space (outdoor drinking areas shall be assessed at 1 for every 15m ²); <u>plus</u> 1 for every 1.3 employees on the site.
Warehouses not retailing	1 for every 90m ² of GFA.
Wholesale Liquor Outlet	See Shops.
Yard Industries	1 for every 200m ² of site area used for yard purposes, <u>plus</u> 1 for every 35m ² of GFA used for Offices, <u>plus</u> 1 for every 25m ² gross shopping floor area.



APPENDIX 21C

CLASSIFICATION OF ROADS

Strategic Routes

State Highway No. 1 - Incorporating the following:

- Hibiscus Coast Highway - Orewa
- Rodney Street - Wellsford
- Auckland Street - Warkworth
- Brown Road - Warkworth
- Great North Road - Warkworth

State Highway No. 1A - Incorporating the section of motorway between the Silverdale Interchange and Grand Drive.

State Highway No.16 - Incorporating the following:

- Railway Street - Helensville
- Bridge Street - Helensville
- Garfield Road (part) - Helensville
- Commercial Road - Helensville
- Mill Road - Helensville
- Main Road - Kumeu
- Port Albert Road - Wellsford

State Highway No.17 - Incorporating the former State Highway No. 1 from Albany Heights Road to the Silverdale Interchange.

Regional Arterial Roads

- Coatesville Riverhead Highway (Regional Route 28)
- East Coast Road (Regional Route 25)
- Grand Drive
- West Hoe Road (State Highway No. 1 to start of Grand Drive)
- Whangaparaoa Road (State Highway No. 1 to Wade River Road)

Future Regional Arterials

- Kahikatea Flat Road (Pine Valley Road to SH16)
- Pine Valley Road

District Arterial Routes

- Awanohi Road
- Bawden Road (East Coast Road to Dairy Stream Road)
- Centreway Road (State Highway No. 1 to Puriri Avenue)
- Dairy Stream Road
- Durey Road
- Gulf Harbour Drive (Whangaparaoa Road to beyond Laurie Southwick Parade)
- Hauraki Road (Leigh Road to Cumberland Street)
- Kahikatea Flat Road (SH1 to Pine Valley Rd)
- Leigh Road



Mahurangi East Road (Sandspit Road to Snells Beach Road)
Mangawhai Road (State Highway 1 to Black Swamp Road)
Matakana Road
Muriwai Road (Motutara Road to State Highway No. 16)
Old North Road (State Highway No.16 to Peak Road)
Peak Road
Postman Road (Dairy Stream Road to State Highway 1)
Red Beach Road
Riverhead Road
Sandspit Road (State Highway No. 1 to Mahurangi East)
Silverdale Parkway (part) see Appendix 8 Figure 3 to the Planning Maps
Taupaki Road (Waitakere Road to State Highway 16)
Whangaparaoa Road (Wade River Road to Gulf Harbour)
West Coast Road
Woodcocks Road

Collector Roads

Access Road (Station Road to State Highway No: 16 [Main Road])
Ahuroa Road (from Saleyards Road to Tunnel Road)
Alnwick Street (Percy Street to Neville Street)
Bay Street
Baxter Street
Beach Road (Manly)
Broadland Drive
Brightside Road
Cumberland Street (Hauraki Road to Pakiri Road)
Curley Avenue
Duck Creek Road (Spur Road to Stillwater Crescent)
Elizabeth Street (Warkworth)
Factory Road (State Highway No: 16 to Waimauku Station Road)
Florence Avenue (State Highway No: 1 to Hatton Road)
Forge Road
Foster Road (State Highway No: 16 to Trigg Road)
Foundry Road
Garfield Road
Grand Drive to West Hoe Road
[\[Amendment 137\]](#)
Gulf Harbour Drive (Shakespear Road end)
Hardley Avenue
Hatton Road
Hill Street (State Highway No: 1 to Victoria Street)
Kaipara Flat Road (Railway Crossing to State Highway No: 1)
Karepiro Drive (Rishworth Ave to Whangaparaoa Road)
Ladies Mile
Langton Road (Vipond Road to Brightside Road)
Laurence Street
Lonely Track Road
Mahurangi East Road (Snells Beach Road to Martins Bay Road)
Mahurangi West Road (State Highway No: 1 to Pukapuka Road)
Makarau Road (State Highway No: 16 to Tahekeroa Road)
Manuel Road (Stoney Road south to Silverdale Parkway)
Marellen Drive
Matakana Valley Road (Smith Road to Leigh Road)
Matheson Road (Rodney Street to Rustybrook Road)



Matua Road [\[Amendment 127\]](#)
Mill Lane
Moana Avenue
Moenui Avenue
Neville Street
Old North Road (Peak Road to Wishart Road)
Omaha Flats Road
Pakiri Road
Parkhurst Road (South Head to State Highway No: 16)
Percy Street (Baxter Street to Alnwick Street)
Port Albert Road (Wharf Road to Kaipara Coast Highway)
Puhoi Road (State Highway No: 1 to Saleyards Road)
Puriri Avenue (Centreway Road to State Highway One)
Queen Street
Rishworth Avenue
Riverside Road (West of Centreway Road)
Run Road (Burma Road to Wharehine Road)
School Road (Tomarata Valley Road to Radcliffe Road)
Shakespear Road (Whangaparaoa Road - Gulf Harbour Drive)
Silverdale Parkway (part) see Appendix 8 Figure 3 to the Planning Maps
Silverdale Parkway to Grand Drive North Link
[\[Amendment 137\]](#)
Silverdale Street
South Head Road (Monk Road to Parkhurst)
Spur Road (East Coast Road to Duck Creek Road)
Stanmore Bay Road (Whangaparaoa Road to Brightside Road)
Station Road (Rodney Street to Matheson Road)
Stoney Road
Takatu Road (Leigh Road to Whitmore Road)
Tamariki Avenue
Tapu Road (State Highway No. 16 to Matua Road) [\[Amendment 127\]](#)
Tauhoa Road (Kaipara Coast Highway to Poynter Road)
Tavern Road (State Highway No: 1 to Foundry Road)
Tawa Road (Puke Road to Station Road)
Taylor Road
Tindalls Bay Road
Tomarata Valley Road (Whangaripo Valley Road to School Road)
Vipond Road
Wade River Road
Waikoukou Valley Road (Railway Crossing to Taylor Road)
Waimauku Station Road (State Highway No: 16 to Railway Crossing)
Wainui Road
Wainui Road (Silverdale Parkway to Manuel Road)
Waitakere Road (Access Road to Wairere Road)
Waitoki Road
Waiwera Road
Weranui Road (Upper Waiwera to Waiwera Road)
Whangaparaoa Road (Gulf Harbour Drive to Shakespear Farm Park)
Whangaripo Valley Road (Rustybrook Road to Matakana Valley Road)
Wharehine Road (Run Road to Wharf Road)
Whittaker Street
Wishart Road
Worker Road (Rodney Street to Hood Street)

Local Roads



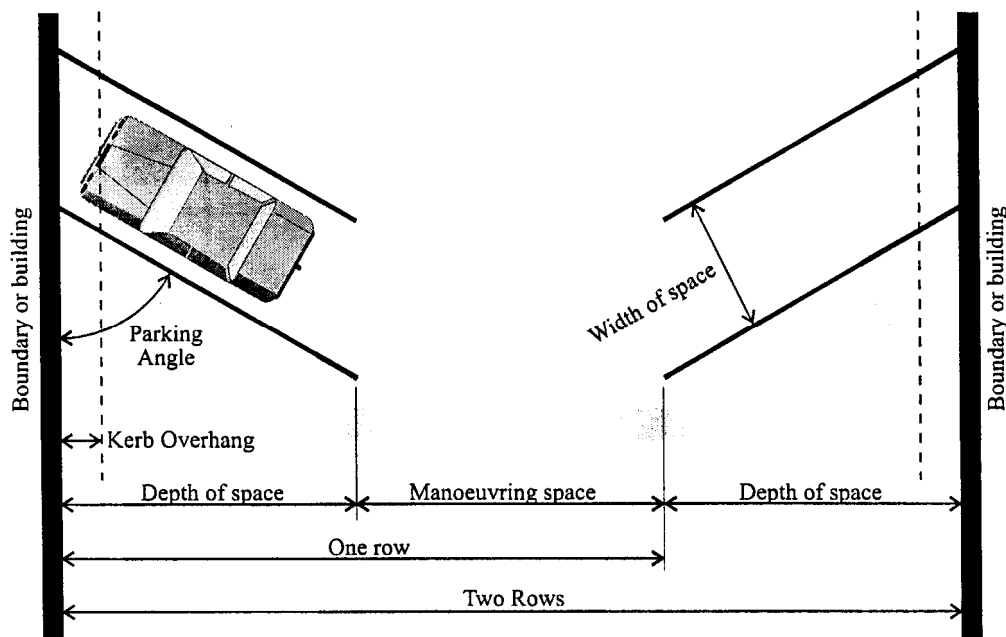
All other roads.



APPENDIX 21D

PARKING SPACE DIMENSIONS

All dimensions in metres



Type of Parking		Width of Parking Space	Kerb Overhang	Depth of Parking Space	Manoeuvring Space	Total Depth	
Angle						One Row	Two Row
90°	Nose in : left turn	2.5	1.0	4.9	7.7	12.6	17.5
		2.6				11.9	16.8
		2.8				11.5	16.4
90°	Nose in : right turn (or blind aisle)	2.5	1.0	4.9	8.4	13.3	18.2
		2.6				12.8	17.7
		2.8				12.4	17.3
75°	Nose in	2.5	1.0	5.2	6.3	11.5	16.7
		2.6				10.4	15.6
		2.8				9.3	14.5
60°	Nose in	2.5	1.0	5.2	4.1	9.3	14.5
		2.6				8.9	14.1
		2.8				8.9	14.1
45°	Nose in	2.5	0.8	4.9	3.7	8.6	13.5
		2.6				8.6	13.5
		2.8				8.6	13.5
30°	Nose in	2.5	0.5	4.0	3.7	7.7	11.7
		2.6				7.7	11.7
		2.8				7.7	11.7
0°	Parallel	6.1	0.4	2.5	3.7	6.2	8.7



Note: 1. These Standards are based on Ministry of Transport 1975 Metric Parking Dimensions.

Width – Disabled Parking Spaces

- (a) Car parking spaces set at 90° to the footpath shall be no less than 3.5 metres wide.
- (b) Angle parks shall have an operational width of 3.5 metres.
- (c) Where more than 1 disabled parking space is required the 3.5 metres can include a shared space between the parking spaces.

Note: See also NZS4121:2001.