

8.4 VEHICLE PARKING, LOADING AND ACCESS

8.4.1 NUMBER AND LOCATION OF PARKING SPACES

8.4.1.1 DISCUSSION, PURPOSE AND REASONS

- (1) Vehicular traffic is a major user of resources (particularly energy and space).
- (2) Traffic management (including parking) can assist in reducing the use of resources, thereby sustaining those resources for future generations.
- (3) The efficient and safe movement of vehicles on the street system is aided by having adequate on-site vehicle parking provided. This is particularly relevant in rural areas where high traffic speeds and the carriageway formation make parking on the road inappropriate.
- (4) Different activities have the potential to attract and/or generate varying demands for parking. In general, the majority of such parking needs to be provided on or as close as possible to the site that the activity is located on.
- (5) In some circumstances, concentrating or sharing parking can improve efficiency of land use and reduce adverse effects.
- (6) The parking standards set out below are a reasonable provision that will adequately protect the community from possible adverse effects of parking (eg. amenity, traffic safety and efficiency) generated by the operation of the activity.
- (7) No specific standards are provided for the provision of on-site bicycle parking facilities. Adequate access for pedestrians and cyclists is expected to be available through provisions for on-site carparking and/or public parking facilities. The requirements for pedestrians and cyclists will however be assessed for larger scale developments through the provision of a Transportation Impact Assessment.

8.4.1.2 ENVIRONMENTAL RESULTS

- (1) Ensure the general efficiency and safety of the roading system is maintained by accommodating vehicles on site, rather than on the road.
- (2) Provide the necessary parking in a convenient manner and thereby contribute to the success of the activity on the site.
- (3) Protect the safe and convenient movement of pedestrians and cyclists, particularly in the commercial areas.
- (4) Maintain an open streetscape, thereby contributing to visual environmental amenity.
- (5) Support appropriate development by achieving a balance between accommodating peak parking demand and resulting off-site adverse effects.

8.4.1.3 STANDARDS

- (1) Where any new activity establishes, the use of any land or *building* changes or a *building* is constructed or substantially reconstructed, altered or added to, parking facilities shall be provided on that *site* in accordance with the minimum standards set out in the table below.
- (2) Generally, the standard for parking is set out by activity (regardless of the *zone* it is located in), as the activity generates/attracts demand for parking to similar levels regardless of the *zoning*. However, some specific *zone* situations are identified.
- (3) Where there is more than one activity on a *site* the parking requirement is calculated separately for each activity and then added together. If a particular activity is not referred to in the following table, the most similar activity for the proposal shall apply to determine the parking requirement.
- (4) Where the assessment of the number of *parking spaces* results in a fractional space being involved, any fraction under one-half shall be disregarded and fractions of one-half or more shall be counted as one space.

Zone/Activity	Minimum Parking Standard
<i>Dwelling</i>	2 spaces for each <i>dwelling</i>
<i>Minor Dwelling Unit</i>	1 space for each <i>Minor Dwelling Unit</i>
<i>Visitor accommodation, and Housing for the elderly</i>	1 space for each <i>dwelling</i> or <i>visitor accommodation</i> unit, plus 1 space for every 4 units, plus 1 space for each non resident staff member
Hospitals	2 spaces for every 3 patients the facility is designed to accommodate
<i>Community Housing</i>	1 space for every 4 occupants the facility is designed to accommodate
Place of worship or assembly, <i>Marae</i>	1 space for every 15m ² <i>gfa</i> of the public meeting area
Cafes, restaurants, tearooms and licensed premises not otherwise specified (excluding the Town Centre Zone where the premises adjoin a Pedestrian Frontage)	1 space per 10m ² <i>gfa</i>
<i>Health Care Services</i>	2 spaces per consultant and 1 space per non-consultant staff members
<i>Education/ Training Activities and Facilities</i>	1 space per staff member (Full Time Equivalent), plus 1 space for every 10 students the facility is designed to accommodate, except the parking standard for students does not apply to <i>childcare facilities</i> and school students in Years 1 to 10
<i>Produce Stalls</i>	4 spaces per stall
<i>Boarding, Breeding and Training of Animal Facilities</i>	1 space per non-resident employee plus 2 for the activity

Zone/Activity	Minimum Parking Standard
Supermarkets	1 space per 20m ² <i>gfa</i>
Hotels and Taverns	1 space per 6m ² public floor area (includes bars, restaurants and reception areas) and 1 per bedroom unit.
Premises/Yards for sale of vehicles, machinery etc, and garden centres	1 space per every 200m ² <i>site</i> area, with a minimum of 4 spaces
<i>Service Station</i>	2 spaces per 3 staff, plus 2 spaces for a convenience shop, 4 spaces per workshop bay, 3 queuing spaces for a car wash, 1 space for an air hose or vacuum facility
Any <i>retail</i> (except where otherwise specified) or <i>office activity</i> in the Town Centre Zone where the premises does not adjoin a Pedestrian Frontage, and within the Commercial and Special Character Precincts in Structure Plan 8.6.15, and any <i>ancillary retail</i> or <i>office activity</i> in the Reserve (Active) or Industrial Zones	1 space for every 30m ² <i>gfa</i> or <i>site</i> area, whichever is applicable
Any <i>industrial</i> or <i>warehouse activity</i> (except where otherwise specified and excluding self-storage facilities)	1 space for every 100m ² <i>gfa</i>
Self Storage Facilities	Nil, except for associated office space (refer to standards for <i>offices</i>)
Outdoor Recreation (not otherwise specified)	1 space per 4 persons the activity is designed to cater for plus 1 space per 25m ² <i>gfa</i> for associated <i>buildings</i>
<i>Sports Grounds</i>	6 spaces for every field or court plus 1 space per 25m ² <i>gfa</i> for associated <i>buildings</i>
Indoor sports facilities	6 spaces per court or 1 space for every 25m ² <i>gfa</i> whichever is the greater

- (5) For *dwellings* in the Residential and Township Zones one of the two *parking spaces* is to be shown on the building consent application in a position that a garage or carport can be built on the *site* in compliance with the provisions of the District Plan.
- (6) In the Conservation (Wetland) and (Indigenous Forest) Zones parking shall be provided within the *zone* and clear of any public *road*. No parking area providing spaces for more than five vehicles shall be located within 50 metres of any *dwelling* located outside the *zone*. Where the *dwelling* is separated from the *zone* by a *road*, this separation standard shall not apply.
- (7) In all *zones*, for any new or expanded activity where any of the circumstances set out in (7)(a) or (7)(b) below apply, a Transportation Impact Assessment (TIA) shall be prepared. Where the activity is a *Permitted, Controlled* or *Restricted Discretionary Activity* in the *zone*, the activity shall be a *Restricted Discretionary Activity*, with discretion restricted to the assessment matters in Rule 8.4.1.4(1)(c).

- (a) For *sites* with direct access to a *state highway*, the activity will:
 - (i) Provide 5 or more *parking spaces* on site either to meet the requirements of this District Plan or to meet the demand generated by the activity; and/or
 - (ii) Have an average daily traffic generation/through put of 10 vehicle movements or more (ingress and egress is 2 movements).
- (b) For *sites* with direct access to a *road* other than a *state highway*, the activity will:
 - (i) Provide 50 or more *parking spaces* on site either to meet the requirements of this District Plan or to meet the demand generated by the activity; and/or
 - (ii) Have an average daily traffic generation/through put of 250 vehicle movements or more (ingress and egress is 2 movements).

Notes:

For the purpose of determining whether a Transportation Impact Assessment is required typical vehicle movement values for various land use categories can be sourced as a guide from NZTA Research Report 453 Trips and Parking Related to Land use, November 2011. Refer to Table C1 in Appendix C.

In the case of a single *dwelling* an average of 8.5 vehicle movements has been adopted for the purpose of this *rule*.

- (8) Where a Transportation Impact Assessment is required, it shall be at a level of detail appropriate to the scale of the activity, consider all relevant modes, and consider the network affected by the proposal at least including the intersections upstream and downstream. The assessment shall address the following matters:
 - (a) Description of the existing *environment*, including:
 - (i) The *site*, its location and existing activities
 - (ii) The surrounding *road* network – infrastructure capacity and condition, traffic volumes, traffic conditions, safety performance, any transport strategy considerations and the ability of the local network to safely and efficiently accommodate traffic.
 - (b) Location, type and scale of the proposal – traffic generation, transport modes, vehicle types, vehicle parking and *manoeuvring* layout and design standards, *signage*, pedestrian and cycle access, cycle parking, end of journey facilities, rail level crossings and consistency with any relevant transport strategies.
 - (c) Transportation Considerations – the extent to which particular *roads* will be affected in terms of safety, efficiency, pavement life and maintenance cost; on-site provision for parking; loading/servicing and queuing; safe and efficient provision for ingress/egress including capacity, separation and visibility. Note: Where fewer carpark spaces are proposed than required by the Standard in Rule 8.4.1.3, an assessment in terms of the matters in Rule 8.4.1.4(1)(a) shall be provided.
 - (d) Evaluation of Transportation Impacts – transportation effects, mitigation options and proposals for mitigation.

- (e) Written approvals/comments from the relevant road controlling authority.
 - (f) Conclusions - transportation impact, mitigation proposed.
- (9) For *Temporary Uses*, where the relevant Road Controlling Authority has approved, or waived the requirement for, a temporary traffic management plan then the requirement for a Transportation Impact Assessment under Rule 8.4.1.3(7)(a) or (b) above shall not apply, provided that any approved temporary traffic management plan or associated restrictions shall be adhered to.

Notes:

For some *zones*, where *sites* adjoin a residential or reserve *zone*, specific standards and criteria are provided in that *zone* for consideration of the location of *parking spaces*.

8.4.1.4 RESTRICTED DISCRETIONARY ACTIVITY MATTERS

- (1) The *Council* will restrict the exercise of its discretion to the ability of the activity or *development* to achieve the particular environmental result in Section 8.4.1.2 of the Standards in Rule 8.4.1.3 for which compliance is not met and the following relevant matters:

(a) Number of *Parking Spaces*

In assessing a lesser number of *parking spaces* than required for a particular use or *development* or where no suitable standard is provided, regard shall be had to the following:

- (i) The hours of operation relative to other activities on the *site* or on adjoining sites and opportunities for sharing *parking spaces*.
- (ii) The status of the *road* in the roading hierarchy.
- (iii) The ability of the *road* to accommodate parking in a safe manner.
- (iv) The total parking demand generated by the proposed *development* including typical operating and peak conditions. Where it can be demonstrated that this is less than the number of spaces required by the standard and that the *development* is such that the premises cannot be used for any other purpose, a lesser number of *parking spaces* may be accepted by *Council* as being adequate.
- (v) The availability of payment in lieu of parking where any reduction from the required parking cannot be granted.
- (vi) The availability of appropriate off-road public parking in the locality, particularly where the developer has financially supported such provision.
- (vii) The amount of public space which is incorporated within the *building* and the intensity of use of such facilities.
- (viii) Any inappropriate modification to the natural *environment* that would result from providing the *parking spaces*.
- (ix) Options for providing additional parking if required.

(b) Location of *Parking Spaces*

In assessing whether the required parking for a particular activity or *development* may be provided on other *sites*, regard shall be had to the following:

- (i) Whether off-site parking is in close proximity with clear, safe and convenient access.
- (ii) Whether joint parking provision is acceptable particularly where hours of operation are different.
- (iii) The desirability of avoiding vehicular access to the *site* on traffic safety or pedestrian *amenity* grounds.
- (iv) The convenience and safety of those using the *parking spaces* especially the general public.
- (v) Any arrangement for alternative parking provision is adequately secured to *Council's* satisfaction.
- (vi) In the Conservation (Indigenous Forest) and (Wetland) Zones, whether there would be no significant detracting from the amenities enjoyed by the occupants of the *dwelling*.
- (vii) In relation to the *addition* to or *alteration* of a scheduled *heritage feature*, whether this would assist with the protection of the feature.
- (viii) The extent to which the safe and efficient functioning of the street or *road* is affected.

(c) Transportation Impact Assessment

The following matters will be used to assess a *Restricted Discretionary Activity*, where a Transportation Impact Assessment is required:

- (i) Whether the parking area is designed to ensure it is readily accessible from the *road* and convenient for the user.
- (ii) Whether the access is designed and located to allow safe and efficient movement to and from the adjacent *road* network.
- (iii) Whether the internal access and vehicular layout is designed in order to minimise conflicts between pedestrians, cyclists, vehicles and service access.
- (iv) Whether vehicles entering and leaving the *site* can be accommodated without adversely impacting on the activities of adjacent sites, the safe and efficient functioning of the *road* system and the *road* infrastructure.
- (v) Whether improvements are required to the adjacent *road* system and infrastructure.
- (vi) The recommendations of the Transportation Impact Assessment and any proposed conditions.
- (vii) Any comments from the relevant Road Controlling Authority.

8.4.2 NUMBER AND LOCATION OF LOADING/DROP OFF SPACES

8.4.2.1 DISCUSSION, PURPOSE AND REASONS

- (1) As with parking, loading spaces are required not only to service the activity, but also to ensure that the safety and efficiency of the roading resource is not compromised.
- (2) Different activities have different loading requirements. In addition, the nature of providing a loading service has changed over time. For instance, most commercial and business activities are served daily by courier services, using smaller vans. Accordingly, smaller loading spaces are required, but these are required to be available at all times. Vacant parking spaces can be used by courier vans. Activities such as supermarkets and other large format retail outlets are serviced by large vehicles, as well as courier vans. Accordingly, larger specified loading spaces are required for this type of loading requirement.

8.4.2.2 ENVIRONMENTAL RESULTS

- (1) Minimise conflict with the efficient and effective movement of traffic on streets and minimise detraction from neighbourhood amenities as a result of loading and unloading on the street, footpath or verge.

8.4.2.3 STANDARDS

- (1) Where any new activity establishes, the use of any land or *building* changes, or a *building* is constructed or substantially reconstructed, altered or added to, loading facilities shall be provided on that *site* in accordance with the following standards set out in the table below.
- (2) Where the assessment of the number of *loading/drop off spaces* results in a fractional space being involved, any fraction under one-half shall be disregarded and fractions of one-half or more shall be counted as one space.

Zone/Activity	Number	Standard
(a) <i>Childcare Facilities</i>	1 drop-off car space per 10 children the facility is designed to accommodate.	
(b) Primary, Intermediate and Secondary Schools and <i>Education/Training Activities and Facilities</i> (not otherwise specified)	1 drop-off car space per 40 students the facility is designed to accommodate and 1 bus space per 200 students.	
(c) All <i>Non-Residential Activities</i> in the Residential and Township Zones; all Activities in the Town Centre and Industrial Zones	1 <i>loading space</i> per activity.	

Zone/Activity	Number	Standard
(d) Town Centre Zone (Waihi and Ngatea only)		Where an existing or proposed service lane is shown on the Planning Maps, then the <i>loading space</i> shall be so designed and located that access to it can or will be obtained from that service lane.
(e) All other Activities		Loading shall be undertaken within the <i>site</i> that the activity is located on.

Note:

For some *zones*, where *sites* adjoin a residential or reserve *zone*, specific standards and criteria are provided in that *zone* for consideration of the location of *loading spaces*.

8.4.2.4 RESTRICTED DISCRETIONARY ACTIVITY MATTERS

- (1)** The *Council* will restrict the exercise of its discretion to the ability of the activity or *development* to achieve the particular environmental result in Section 8.4.2.2 of the Standards in Rule 8.4.2.3 for which compliance is not met and the following relevant matters:

(a) Number of Loading/Drop Off Spaces

In assessing a lesser number of *loading/drop off spaces* than required for a particular use or *development* regard shall be had to the following:

- (i)** The adequacy of the loading facilities to accommodate those vehicles which normally visit the *site*.
- (ii)** Avoids major conflict with traffic on adjoining streets or significantly detracting from pedestrian amenities.
- (iii)** Does not give rise to situations that would create a significant traffic hazard.
- (iv)** Avoids significant detracting from the amenities of the neighbourhood and is not substantially detrimental to the operation of any adjoining business.
- (v)** Has regard to any proposals for shared access and loading.

(b) Location of Loading/Drop Off Spaces

The required *loading/drop off spaces* may be accepted on an adjoining site from the development *site*, where having regard to the following:

- (i)** Whether the above matters in 8.4.2.4(1)(a) can be satisfied.
- (ii)** Whether on-site provision would be impractical, would not be warranted in the particular circumstances, or would be in conflict with other objectives of the District Plan.
- (iii)** Whether the arrangements for alternative loading provision can be secured to *Council's* satisfaction.

8.4.3 VEHICLE ACCESS AND CROSSINGS

8.4.3.1 DISCUSSION, PURPOSE AND REASONS

- (1) Vehicle crossings must be located to ensure safe entry or egress. The main factors affecting safety are the availability of satisfactory visibility of approaching traffic, and sufficient separation between existing intersections and major access points to avoid conflicts with vehicle turning movements. In the Town Centre Zone, vehicle access can conflict with the objective of creating a safe and pleasant environment for pedestrians. The matter of access through "Defined Pedestrian Frontages" is provided for in the Town Centre Zone.
- (2) The type, design and location of vehicle crossings need to be flexible to not only meet the vehicle access needs of the activity, but also the traffic function of the road itself.
- (3) It is recognised that roading represents a substantial use of resources in both its establishment and maintenance. Resources used include land, space, physical elements (gravel, concrete, bitumen, paint) and energy. Any "side friction" (the potential for conflict between roadside activities and through traffic, such as turning movements on and off the road, that may result in increased crashes) caused by access to and from the road has the potential to reduce the efficiency and safety of the road and can result in unplanned increases in the allocation of resources to keep the traffic moving.
- (4) A number of matters need to be controlled in order to achieve the objective of producing a safe vehicle crossing that does not detract from the efficiency of the road function. These matters include sight distances, intersection separation, separation between vehicle crossings, number of vehicle crossings, dimensions (design), construction and gradient.
- (5) **SIGHT DISTANCE**
 - (a) The sight distance standard is based on the minimum safe stopping distance for a vehicle travelling at the speed environment for the road. In some circumstances, where the average speeds on a road are low, and roads are lightly trafficked, a lesser sight distance can still provide an adequate level of safety. In these circumstances an application for a reduced sight distance may be made and considered in terms of safety criteria.
- (6) **INTERSECTION SEPARATION**
 - (a) The intersection separation standard takes into account the safe stopping distance for vehicles, stacking and double conflict circumstances. In some cases circumstances may prevail where a lesser distance can provide an adequate level of safety. In these circumstances an application for a reduced intersection separation may be made and considered in terms of safety criteria.
- (7) **ACCESS SEPARATION AND DIMENSION**
 - (a) For most activities, two vehicle crossings to a *property* would be considered adequate to meet its access needs. Any more vehicle crossings would be an unusual situation and accordingly require assessment of the effects. In the urban areas, a minimum separation between vehicle crossings also allows for on-street parking to be accommodated.

- (b) Dimensions of vehicle crossings are important to ensure that the crossing is wide enough to meet the needs of the vehicles entering, but not so wide that the crossing becomes a hazard to pedestrians, or allows entry and exit to the road at high speed.

(8) ACCESS CONSTRUCTION

- (a) Vehicle crossings need to be constructed to a standard which matches the standard of the road and avoids the tracking of material (mud, stones etc) from the site onto the road. Mud and stones have the potential to create a hazard for cyclists, reduce braking efficiency and can cause broken windscreens. The construction standards also ensure that no dust nuisance is created for adjoining properties and that problems of erosion and stormwater runoff are prevented.

(9) ACCESS GRADIENT

- (a) The physical nature of some sites means that vehicle access can be difficult and lead to problems of instability and loss of amenity. In order to avoid the adverse effects of steep vehicle access the Council has set a maximum gradient for vehicle access legs and accessways. In situations where it is not possible to provide vehicle access to a site without exceeding this limit it may be preferable for alternative access and vehicle parking to be provided.

(10) ACCESS FOR HEAVY VEHICLES

- (a) In situations where the site is likely to be required to be serviced with heavy vehicles, then vehicle crossing standards have been designed to also protect the road resource itself. The development and maintenance of the roading resource represents a significant investment of physical and financial resources. Destruction of this resource can be avoided or minimised, by providing vehicle crossings to properties that do not require hard braking and acceleration or sharp turning.

(11) SUBDIVISION

- (a) Adequate access and vehicle crossing places need to be demonstrated at the time of seeking subdivision approval.
- (b) Where there is more than one position on a lot frontage to provide a safe vehicle crossing, it is more appropriate that its construction take place at the time of development or immediately prior to the commencement of an activity on the lot. This provides flexibility for the developer to decide which of the safe vehicle crossing options is appropriate to the intended use of the lot.
- (c) In the situation where there is only one safe vehicle crossing point, or the position is legally determined by an access leg, right of way or access lot, it is appropriate for construction of the crossing to occur at the time of subdivision. Where there is only one safe vehicle crossing, a prospective developer is then aware of the situation before making a commitment on a particular development or activity. In the case of joint access,

difficulties can arise in sharing the cost of construction when lots are not all developed at the same time. A condition of subdivision consent may be imposed that will limit the position on the frontage where a vehicle crossing may be formed.

- (d) Where a site has an alternative access location from a collector or local road this should be the preferred option to an access from an arterial road or state highway, because of their traffic function and to minimise side friction safety effects. The provisions of the Local Government Act 1974 and the Government Roding Powers Act 1989 also apply in respect of access to a Limited Access Road.

8.4.3.2 ENVIRONMENTAL RESULTS

- (1) To protect the function of the road for the safe free flow of traffic by providing easy access between the road and the property boundary, in a manner that does not detract from the safety and amenity of pedestrians, protects the amenities of adjoining properties and does not significantly interfere with the provision of on-street parking.
- (2) To sustain the energy resource used in transportation, by making the roading system as safe, efficient and effective as possible, and thereby reducing energy wastage.

8.4.3.3 STANDARDS

- (1) Vehicle crossings for an activity shall be provided from the formed carriageway of a public *road*, other than a *state highway*, in accordance with the following standards:

NOTE: Refer also to Rule 8.4.1.3(7) to determine if a Transportation Impact Assessment is required.

(a) **Sight Distances**

- (i) The minimum sight distances from vehicle crossings in all *zones* shall be in accordance with Table 3.4 and shall be measured in accordance with Diagram HDC304 of the *HDC Engineering Manual*.

(b) **Separation**

- (i) Where the regulatory speed limit is 50km/hr or less the minimum separation between any vehicle crossing and an intersection in all *zones* shall be in accordance with Diagram HDC305 of the *HDC Engineering Manual*.
- (ii) Where the regulatory speed limit is greater than 50km/h the minimum separation between any vehicle crossing and an intersection in all *zones* shall be in accordance with Diagram HDC306 of the *HDC Engineering Manual*.
- (iii) The minimum separation distances between vehicle crossings in all *zones* shall be in accordance with Diagram HDC306 of the *HDC Engineering Manual*.
- (iv) The minimum separation distance between a vehicle crossing and a railway level crossing shall be 30 metres.

(c) **Number of Vehicle Crossings**

The maximum number of vehicle crossings in the *urban areas* shall be as below:

- (i) *Site less than 20m frontage*: One crossing
- (ii) *Site greater than 20m frontage*: Two crossings.

(d) Location of Vehicle Crossings

- (i) Except for in the *rural area*, for any corner *site*, only one vehicle crossing per *frontage* shall be permitted.
- (ii) In the *rural area* where a corner *site* has a *frontage* to a *state highway* or *arterial road* as well as to a *collector road* or *local road*, then the vehicle crossing shall be limited to the *frontage* located on the *collector* or *local road*.
- (iii) For Lot 6 DP 399569 (12 Magnolia Lane, Waihi) no vehicle crossing point connection to Cornwall Street/Lawrence Road shall be permitted.
- (iv) For the land to the east of Smith Street and north of Wenlock Street, Waihi (legally described as part of Lot 7 DPS 33511) no vehicle crossing point connection to Whangamata Road-SH 25 shall be permitted.
- (v) No new vehicle crossing is permitted onto a *state highway*.

(e) Dimensions, Formation and Construction of Vehicle Crossing Points

- (i) The minimum dimensions for vehicle crossings off a *local road*, *collector road* or *arterial road* shall be in accordance with the following standards:

Class	Standard
A	Standard Articulated Vehicle Crossing in the <i>rural area</i> .
B	Standard Rural Vehicle Crossing for all activities that do not require a Class A entrance nor are <i>residential activities</i> , in the <i>rural area</i> .
C	Standard Vehicle Crossing for <i>residential activities</i> in the <i>rural area</i> and Reserve (Passive) Zone and all activities on reserves zoned Reserve (Active) which are located in the rural part of the District.
D	Standard Commercial/Industrial Vehicle Crossing for non-residential activities in the <i>urban area</i> , excluding those reserves zoned Reserve (Active) which are located in the rural part of the District.
E	Standard Residential Vehicle Crossing for <i>residential activities</i> in the <i>urban area</i> and <i>residential activities</i> on reserves zoned Reserve (Active) which are located in the urban areas of the District.

Notes

- (1) The dimensions and formation standards for the above classes of vehicle crossings are in the *HDC Engineering Manual*. A copy of the standards is included in Appendix 13 in Section 8.6.14.
- (2) Where access within a *site* is required to be provided to a "two-way access" standard, the width of the vehicle crossing from the *road* shall be the same or greater than the width of the "two-way access."
- (3) For the dimension and formation standards of crossings off a *state highway* refer to the Transit NZ Planning Policy Manual.

- (4) The New Zealand Transport Agency is the controlling authority for *state highways*. Section 51 of the Government Roading Powers Act 1989 lists many things which it is an offence to do, cause or permit on a *state highway*, without the written permission of the New Zealand Transport Agency. This includes undertaking any work on a *state highway*. Reference to the section referred to is advised before undertaking work on a *state highway*.

(f) Gradient

- (i) In all *zones*, the grade change from the formed *road edge*, the vehicle crossing itself and the *internal access*, *access leg* or internal driveway within the property (where the entrance has to be partly formed within the property as it cannot all be formed in the *road reserve*), shall not exceed the access drive, breakover angle and departure angles as set out in Section 3.11 of the *HDC Engineering Manual*.
- (ii) The maximum centre-line gradient for vehicle access (ie. *internal access*, *access leg* or internal driveway to the *body of the lot* as required in (g)(ii) below) shall be in accordance with the relevant standard in Tables 3.1 or 3.2 of the *HDC Engineering Manual* (refer to Appendix 1 and 2 in Sections 8.6.1 and 8.6.2 for a copy of Tables 3.1 and 3.2).

(g) Additional Standards Applicable to Subdivision

In all *zones*, access shall be provided as follows:

- (i) Every *lot* shall be provided with legal access in terms of Section 106 of the Resource Management Act 1991.
- (ii) Every *lot* shall be capable of being provided with a vehicle crossing in accordance with the performance standards in 8.4.3.3 above (other than *allotments* created through *road* closure or severance, access denial strips, public utilities and *allotments* created for the protection of a significant *heritage* or environmental *feature* where vehicle access is not required), except that where vehicle access to the *body of the lot* is restricted by terrain or a water course, an internal vehicle access shall be constructed from the vehicle crossing to a point immediately beyond the restriction.
- (iii) For those *lots* which can only provide one safe vehicle crossing point, or access via an *internal access* or *access leg*, then the construction of the vehicle crossing shall be required to the minimum standards stated in 8.4.3.3 above.
- (iv) No additional *lots* shall be created which require vehicle access onto a *Limited Access Road*.

Notes:

- (1) Access Denial Strips will be required as a *condition of subdivision* consent where circumstances require access to be prohibited in terms of maintaining road safety.
- (2) Where vehicle access into the *body of a lot* crosses difficult terrain, the vehicle access shall be required to be constructed at time of *subdivision* to allow access into the *body of the lot* or to a defined building platform (where this is required to be shown) as a *condition* of the *subdivision* approval.

8.4.3.4 RESTRICTED DISCRETIONARY ACTIVITY MATTERS

- (1) The *Council* will restrict the exercise of its discretion to the ability of the activity or *development* to achieve the particular environmental result in Section 8.4.3.2 of the Standards in Rule 8.4.3.3 for which compliance is not met and the following relevant matters:
- (a) In determining the location, number, configuration and gradient of vehicle crossings onto any *road*, regard shall be had to whether they:
 - (i) Unnecessarily disrupt the provision of on-street parking.
 - (ii) Detract from the amenities of the locality, particularly residential properties.
 - (iii) Give rise to traffic hazards through factors such as inadequate visibility and unsafe stopping distances.
 - (iv) Conflict significantly with the normal flow of traffic.
 - (v) Unreasonably obstruct access to services.
 - (vi) Unreasonably inhibit the utilisation of the *site* having regard to the scale of the activity and its operational needs.
 - (vii) Restrict ready access to the *site* particularly where large vehicles and/or significant volumes of traffic are involved such as at *service stations*, having regard to the relevant Ministry of Transport Guidelines.
 - (viii) Readily enable vehicles (that are likely to use the access) to cope with the gradient and other design matters.
 - (ix) Are impractical to provide due to the physical restrictions on the ground.
 - (x) Keep the number of vehicle crossing points to a minimum having regard to the availability of alternative access, the opportunities for shared access, the volume and nature of the traffic generated and the operational requirements of the activity.
 - (xi) Are sited and designed in such a way that the operation of any intersection or *Limited Access Road* is not compromised to a level which significantly diminishes the traffic capacity or safety and that traffic conflicts and hazardous traffic situations are minimised.
 - (xii) Are preferable in traffic management terms to be sited on a "greater" *road* rather than a lesser *road* in the case of corner *sites*.
 - (xiii) In respect of Lot 6 DP 399569 (12 Magnolia Lane, Waihi), whether or not a vehicle access connection to Cornwell Street /Lawrence Road can be provided in a manner that does not unduly compromise the safe and efficient operation of the intersection (Cornwell Street/Lawrence Road/Goldfields Railway Line).
 - (xiv) The comments from the relevant Road Controlling Authority.

Note:

The Transport Minister's approval is also required under s.93 Government Roading Powers Act 1989 for lots which require vehicle access onto a *Limited Access Road*.

8.4.4 DESIGN OF PARKING, DROP OFF AND LOADING SPACES, ACCESS AND TURNING AREAS

8.4.4.1 DISCUSSION, PURPOSE AND REASONS

- (1) Parking, drop off and loading spaces and access to them represent a significant resource use in terms of space and physical and financial resources to provide and maintain them. This resource use can be compromised if the access, parking, drop off and loading design does not allow easy and convenient use. In addition, if these parking, drop off and loading functions are not carried out on site, they have the potential to detrimentally affect the safety and efficiency of the roading network and the amenity of other activities (particularly residential).
- (2) The design, shape and location of access, turning, parking, drop off and loading spaces on a site needs to be such that those areas can be readily used by the type and number of vehicles involved.
- (3) It is important that parking, drop off, access and turning areas are attractive to use. Otherwise, motorists will not use them and the detrimental effects of vehicles parking on grass verges or on-street will result (eg traffic hazard, and loss of street amenity).
- (4) The standards set out below are designed to meet the space requirements of an 85 percentile car and a 90 percentile truck.

8.4.4.2 ENVIRONMENTAL RESULTS

- (1) To ensure that the design and layout of parking, loading/drop off spaces and access to them is developed to a standard that any adverse effects on the safety and efficiency of the road network is avoided, and any adverse effects on the streetscape and surrounding land uses is mitigated to a level that is compatible with the amenity of the area.

8.4.4.3 STANDARDS

- (1) Where *parking, loading/drop off spaces* are provided on a *site*, the following standards shall be met:
 - (a) Any carparking area and/or drop off spaces shall be laid out in accordance with the car turning and parking dimensions shown in Diagram HDC307 in the *HDC Engineering Manual* and the *85 percentile car tracking curve*.
 - (b) On site *turning areas* shall be provided to avoid the reversing of vehicles from:
 - (i) any carparking or drop off area containing more than three *parking spaces*; or
 - (ii) any access onto a *state highway* or *arterial road*; or
 - (iii) any carpark or *loading/drop off space* located a minimum of 20 metres from the *road* boundary.
 - (c) Any *loading space(s)* shall have minimum dimensions as follows:
 - (i) Length 8.0 metres
 - (ii) Width 4.0 metres

(iii) Height 4.4 metres

with sufficient *turning areas* to accommodate a *90 percentile single axle truck tracking curve*, which would avoid the need to reverse vehicles from the *loading space(s)* to the *road* and vice versa.

- (d) Any vehicle occupying any *parking* or *loading/drop off space* must have ready access to a *road* at all times, without the necessity of moving any vehicle occupying any other *parking* or *loading space*, with the exception of vehicle parking for a *dwelling*, where only one *parking space* need be accessible at all times. In the case of a *minor dwelling unit* its associated *parking space* must be accessible at all times, unobstructed by the *parking spaces* allocated to the principal *dwelling*, and any additional *dwelling* and their associated *minor dwelling units* on the same *site*.
- (e) Where the internal access width is required to be provided for the two-way operation of vehicles onto and off the *site*, then the access width shall be at least 6m wide for a distance of 10m within the *site* from the *road* boundary.

8.4.4.4 RESTRICTED DISCRETIONARY ACTIVITY MATTERS

- (1) The *Council* will restrict the exercise of its discretion to the ability of the activity or *development* to achieve the particular environmental result in Section 8.4.4.2 of the Standards in Rule 8.4.4.3 for which compliance is not met and the following relevant matters:
- (a) Whether the carparking or drop off area is used regularly by the same people, making "tighter" carparking dimensions acceptable to those users.
- (b) Whether there are physical impediments, vegetation worthy of protection or other characteristics of the *site*, activity and/or *road* that would make it impracticable or unnecessary to provide the *turning areas* on site or ready access to a *road* from any *parking* or *loading/drop off space*.
- (c) Whether the nature, scale, character or intensity of *development* or activity carried out on the *site* are such that the loading and unloading of goods involves vehicles other than those requiring a 90 percentile single axle truck standard.
- (d) Although the receiving *road* may have status in the roading hierarchy, whether there are factors relating to the *road* (such as volume, type or speed of traffic) which would allow reversing of vehicles onto the *road*, without significant detriment to the safety and efficiency of that *road*.

8.4.5 FORMATION, SCREENING AND LANDSCAPING OF PARKING AND LOADING AND MANOEUVRING AREAS

8.4.5.1 DISCUSSION, PURPOSE AND REASONS

- (1) Either due to the nature or scale of the activity itself or its location in relation to other activities, parking, loading and manoeuvring areas need to be developed to a standard that ensures any detrimental affects are avoided or reduced to an acceptable level.
- (2) The detrimental effects that need to be considered include:
 - (a) Transfer of mud, stones and other material across footpaths and onto the street. This is not only an amenity issue, but also a safety issue, particularly for pedestrians and cyclists
 - (b) Dust
 - (c) Noise
 - (d) Glare from headlights
 - (e) Loss of privacy.
- (3) Methods to reduce or avoid these detrimental effects relate to forming the surface, landscaping, screening and delineating the parking and loading areas.

8.4.5.2 ENVIRONMENTAL RESULTS

- (1) Parking, loading and manoeuvring areas developed to a standard that ensures that any detrimental effects of activities carried out in those areas are mitigated to a level that is compatible with the amenities of the area, and adverse effects on traffic safety are avoided.

8.4.5.3 STANDARDS

- (1) Where *parking, loading/drop off spaces* and *manoeuvring areas* are provided on a *site*, the following standards shall be met:
 - (a) Where three or more *parking* and/or a *loading/drop off space(s)* are required to be provided (excluding those required for a *dwelling* and *minor dwelling unit*), such *parking* and *loading spaces* shall be clearly marked out and identified.
 - (b) Where a group of three or more *parking spaces* is required to be provided (excluding those required for a *dwelling* and *minor dwelling unit* or located within a *building*) in the Residential, Town Centre, Industrial, Reserve (Active) and Township Zones on *sites* which adjoin a *sensitive zone*, the *parking spaces* shall be effectively screened on the applicable side(s) by a solid fence not less than 1.8m in *height*.
 - (c) In the Town Centre, Industrial, or Township Zones, kerbing or a similar barrier not less than 0.100m high shall be provided on those parts of the *site frontage* not used for vehicular access, where *parking spaces* and/or a *loading/drop off space(s)* or *manoeuvring area(s)* adjoins a *road*, to separate parking, loading and *manoeuvring areas* from the *road*.

- (d) Where any group of five or more *parking spaces*, or any *loading/drop off space(s)* or vehicle *manoeuvring area* are to be provided and are visible from any *state highway* or *arterial road* or are visible from an adjacent *sensitive zone*, a *landscape planting strip* shall be provided and maintained along the applicable boundary of that area (except for required vehicular access) to a minimum depth of 2 metres.
- (e) Except in the Industrial Zone, where any group of twenty or more *parking* or drop off *spaces* and associated *manoeuvring areas* are to be provided, and are visible from any street or *road* (not otherwise covered in (d) above), a *landscape planting strip* shall be provided and maintained along the *frontage* of that area (except for required vehicular access) to a minimum depth of 2 metres.
- (f) In the Town Centre and Industrial Zones, where in accordance with Rule 8.4.8 a *landscape buffer strip* is required to be provided between an *internal access* and the boundary of a *sensitive zone*, it shall be planted and thereafter maintained to a minimum depth of 2 metres.
- (g) In the *urban areas* (except for the parking area and associated access for a *dwelling* and *minor dwelling unit*), the whole of the required *parking* and/or *loading spaces*, and *manoeuvring areas* and the associated access thereto from the *road frontage* shall be formed and drained and thereafter maintained with a *permanent all weather*, dust-free *surface*, such as bitumen, concrete or cobblestones, except that in the Industrial and Township Zones a compacted aggregate low in fines may be used as an *all weather* surface.
- (h) Any activity or *development* required to provide a *landscape planting strip* or *landscape buffer strip* shall provide a landscape plan for certification prior to implementation which shows:
 - (i) Existing landscape features, landforms and development.
 - (ii) Proposed landscape features, landforms and *development*.
 - (iii) Specification of materials to be used, including precise identification of plant types.
 - (iv) Indicative maintenance programme.

8.4.5.4 RESTRICTED DISCRETIONARY ACTIVITY MATTERS

- (1) The *Council* will restrict the exercise of its discretion to the ability of the activity or *development* to achieve the particular environmental result in Section 8.4.5.2 of the Standards in Rule 8.4.5.3 for which compliance is not met and the following relevant matters:
 - (a) Whether the nature or volume of vehicular traffic and/or topography of the *site* in relation to the *road* or adjacent sites is such that detrimental affects will not be created or are at a level which is compatible with the amenities of the area.
 - (b) Whether other methods of screening, *landscaping* and/or topography create a visual screen, psychological buffer or physical barrier to a level that any headlights are screened, or visual impacts and nuisances such as noise, fumes and dust are reduced to a level which is compatible with the amenities of the streetscape and adjoining or adjacent sites.

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- (c) The extent to which the standard and method of formation achieves a result similar to that of a formed permanent hard surface.

8.4.6 PROTECTION OF TRAFFIC SIGHT LINES

8.4.6.1 DISCUSSION, PURPOSE AND REASONS

- (1) Visibility at all intersections (road and rail) is an important aspect of maintaining traffic safety throughout the District. While there is no substitute for careful, defensive driving, factors such as visibility at intersections can decrease the risk of traffic accidents and consequent injury.
- (2) It would be impracticable for Council to negotiate the purchase of pieces of land on every corner in the District, survey them off and thereafter maintain them free of any impediment to drivers' visibility.
- (3) All new roads are created with corner splays at the time they are subdivided. Also, when subdivision of land on a corner occurs, the opportunity is taken to require the appropriate corner splay to vest in Council as road. Accordingly, the standards for sight lines below are accommodated within the standards for corner splays under Performance Standard 8.4.7 - Corner Splays.

8.4.6.2 ENVIRONMENTAL RESULTS

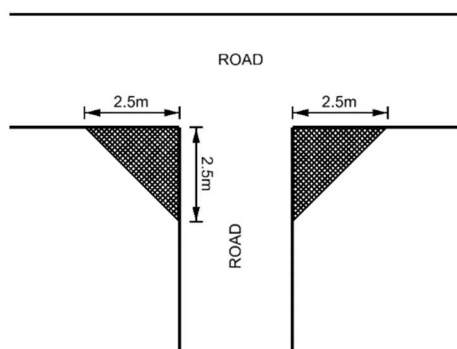
- (1) To manage the roading resource in a manner that contributes to people's health and safety.

8.4.6.3 STANDARDS

- (1) No construction of *buildings*, fences or other *structures*, placing of obstructions or the growth of vegetation shall be permitted in the immediate vicinity of *road* and railway intersections as follows:

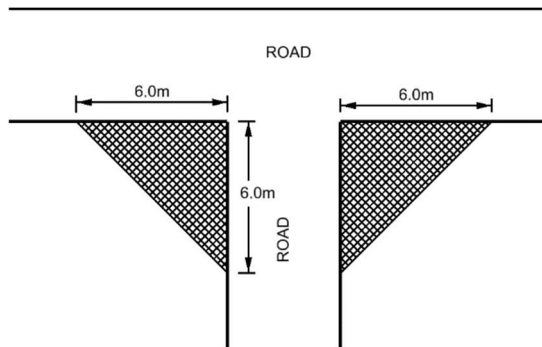
(a) Town Centre, Industrial and Township Zones

Road Intersections – over 1 metre in height within the area shown in the diagram, except above first floor level.



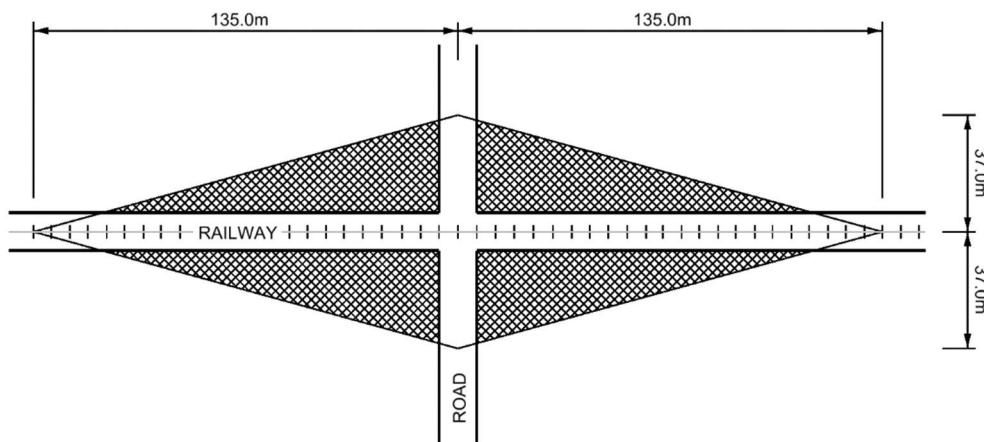
(b) All other zones

Road Intersections – over 1 metre in height within the area shown in the diagram.



(c) All zones - Railway Intersections

- (i) Over 1 metre in height within the area shown in the diagram. Where there are two or more rail tracks the 37m sight line applies from the centreline of the nearest track.



Note: The standards in (a) and (b) above do not apply where a corner splay has already been vested and cleared in accordance with Performance Standard 8.4.7 - Corner Splays.

8.4.6.4 RESTRICTED DISCRETIONARY ACTIVITY MATTERS

- (1) The *Council* will restrict the exercise of its discretion to the ability of the activity or *development* to achieve the particular environmental result in Section 8.4.6.2 of the Standards in Rule 8.4.6.3 for which compliance is not met and the following relevant matters:
 - (a) Whether the existence of traffic management methods (eg stop signs, railway signals) provides a level of traffic safety that cancels or reduces the need for sight lines.

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- (b) Whether factors such as traffic speed are such that traffic safety is maintained without the need for, or with reduced sight lines.
- (c) Whether train movements (time of day, speed of train) are such that traffic safety is maintained without the need for, or with reduced sight lines.
- (d) The *restricted discretionary activity* matters for Performance Standard 8.4.7 - Corner Splays.

Note:

The consent of the controlling authority for the railway facility will be required before *Council* will consider granting an application for reduced sight lines.

8.4.7 CORNER SPLAYS

8.4.7.1 DISCUSSION, PURPOSE AND REASONS

- (1) Subdivision is an appropriate time at which to obtain corner splays where these have not already been provided. The "Protection of Traffic Sight Lines" (Performance Standard Section 8.4.6), provides an interim mechanism to enhance traffic safety at road intersections until such time as Council can obtain the corner splay. The corner splay not only provides for traffic sight lines, but also provides the area of land to provide for the turning of traffic. As such, the dimensions of the corner splay may be greater than for sight lines.

8.4.7.2 ENVIRONMENTAL RESULTS

- (1) To manage the roading resource in a manner that contributes to people's health and safety.

8.4.7.3 STANDARDS

- (1) Where land at an intersection is subject to *subdivision*, or where a new *subdivision* involves creating an intersection, corner splays to the dimensions set out in the table below shall be shown on the *subdivision* plan and shall be shown as "Road" to vest in the *Council* on the survey plan.

Zone	Standard
Residential, Low Density Residential and Industrial	6.0 metre splay
Township, Town Centre	2.5 metre splay
Rural, Marae Development, Coastal, Karangahake Gorge	40 metres on <i>state highways, arterial roads</i> 15 metres on <i>collector roads and local roads</i>
Reserve (Active and Passive), Conservation (Indigenous and Wetland) and Paeroa Flood Ponding	N/A

Notes:

- (a) The corner splays shall be defined by a diagonal line joining points, the standard distance back from where two straight lines (one line along each street/road boundary) meet.
- (b) The corner splay may need to be cleared of vegetation and/or re-contoured to provide the necessary sight lines as required in the Standards in Rule 8.4.6.3.

8.4.7.4 RESTRICTED DISCRETIONARY ACTIVITY MATTERS

- (1) The *Council* will restrict the exercise of its discretion to the ability of the activity or *development* to achieve the particular environmental result in Section 8.4.7.2 of the standards in Rule 8.4.7.3 for which compliance is not met and the following relevant matters:
- (a) Whether the taking of a corner splay will not significantly improve visibility for motorists due to there being existing *buildings*, land or vegetation between the corner and the required sight line, or a difference in *road* levels.
 - (b) Whether a lesser standard will give a similar and adequate level of visibility and turning areas, because of factors such as reduced traffic speeds in the area, low volumes of traffic or the nature of the traffic.
 - (c) The full corner splay cannot be provided due to existing physical features which cannot be reasonably removed.
 - (d) The *restricted discretionary activity* matters in Performance Standard 8.4.6 - Protection of Traffic Sight Lines.

8.4.8 INTERNAL ACCESS

8.4.8.1 DISCUSSION, PURPOSE AND REASONS

- (1) In a number of situations, the most practical way of obtaining access to a lot or dwelling can be over other land in other ownership, especially to overcome physical problems of getting to a site. In other situations, a combined access arrangement allows a subdivision or development pattern that makes the most efficient use of the land (ie large areas of land are not taken up with unneeded roads) and also at a lower cost.
- (2) Internal access arrangements are the responsibility of the landowner or developer, and are not a roading cost to the general ratepayer. In most cases, the lower volume of traffic on the internal access means that the costs of formation and the amount of resources used are reduced, as the standards are less than those needed for a road.
- (3) The reduced standards (eg width, formation) for internal access must not be at the expense of or detriment to the amenities of an area, particularly residential areas. For this reason, the number of lots and/or dwellings that can be served by an internal access needs to be controlled to ensure the volume of traffic is not such that it creates a detriment to the amenities of the area, or traffic conflicts where the access meets the road in an "uncontrolled" manner. In addition, poor maintenance of the internal access in the vicinity of its intersection with the road can compromise the safe and efficient use of the adjacent road, by the transmission of metal and dirt onto the footpath and roadway.
- (4) The rules set out below restrict the number of lots and/or dwellings that can be served by the internal access and the length of the internal access, as without such restrictions the traffic volumes and traffic behaviour (especially speed) can become similar to that of a public road. Private control is unlikely to be able to deal with the potential detrimental effects from such traffic.
- (5) From an urban design perspective, controlling the number of lots and/or dwellings that can be served by the internal access, and the length of the internal access, assists in managing residential infill in existing residential areas to a level that does not detract from the street or neighbourhood character, and minimises parking, vehicle and pedestrian conflict and privacy issues.

8.4.8.2 ENVIRONMENTAL RESULTS

- (1) That internal access to lots and/or dwellings is provided in a manner that enables physical or legal access to be achieved in a manner that does not detrimentally affect the environment and amenities of the area, create a traffic hazard or reduce pedestrian safety within the internal access itself or at its intersection with the road.
- (2) To ensure the residential amenity of multi-unit developments is enhanced by providing for internal access that allows easy vehicle movements and minimises traffic noise as a result of the number of vehicle movements and vehicle speed up and down the internal access.

8.4.8.3 STANDARDS

- (1) The maximum number of *lots* or *dwellings* and *minor dwelling units* served by an *internal access* shall not exceed the limits specified in the following table:

Zone	Maximum Use of <i>Internal Access</i>
(a) Residential	Up to 3 <i>Allotments</i> , or 3 <i>Dwellings</i> and any <i>Minor Dwelling Units</i> accessory to the <i>Dwellings</i>
(b) Low Density Residential	Up to 4 <i>Allotments</i> , or 4 <i>Dwellings</i> and any <i>Minor Dwelling Units</i> accessory to the <i>Dwellings</i>
(c) Industrial, Town Centre, Township	Up to 2 <i>Allotments</i>
(d) Rural and Coastal	Up to 5 <i>Allotments</i> , or 5 <i>Dwellings</i> and any <i>Minor Dwelling Units</i> accessory to the <i>Dwellings</i>

Note: The above standards are more restrictive than the standards for use of *internal access* in the *HDC Engineering Manual*; for the avoidance of doubt the standards in Rule 8.4.8.3(1) above prevail.

- (2) The legal width, maximum length, carriageway width and formation standards of the *internal access* shall be in accordance with either Table 3.1 or 3.2 of the *HDC Engineering Manual* (refer to Appendix 1 and 2 in Sections 8.6.1 and 8.6.2 for a copy of Tables 3.1 and 3.2).
- (3) The legal boundary of the *internal access* shall accommodate any required passing bays.
- (4) Where the *internal access* standards as specified in (a) to (d) above are not met, the *internal access* shall be provided to full road standard in accordance with the standards in Rule 8.4.9 and shall vest in the Hauraki District Council as "Road". For an existing *internal access* this *rule* shall only apply when additional *lots* are to be created which require access from it.
- (5) No two or more *vehicle access strips* within a *subdivision* or *development* may lie adjoining or adjacent to one another unless easements are granted over each *vehicle access strip* in a manner which enables their combined use with a single point of access to a public *road*.
- (6) Where the *internal access* in the Industrial and Town Centre Zones is located adjacent to the *zone* boundary with a *sensitive zone*, the nearest boundary of the *internal access* shall be located two metres from the *zone* boundary to allow a *landscape buffer strip* to be provided (refer to Rule 8.4.5) unless the boundary is effectively screened for the length of the *internal access* by a solid fence not less than 1.8 metres in *height*. The required minimum width of an *internal access* shall be measured from the edge of the two metre *landscape buffer strip* or fenceline.

Note: The above standards for *internal access* are either not applicable or should be used as a guide in the Paeroa Flood Ponding, Conservation (Indigenous Forest & Wetland), Reserve (Active & Passive), Karangahake Gorge or Marae Development Zones.

8.4.8.4 RESTRICTED DISCRETIONARY ACTIVITY MATTERS

- (1) The *Council* will restrict the exercise of its discretion to the ability of the activity or *development* to achieve the particular environmental result in Section 8.4.8.2 of the Standards in Rule 8.4.8.3 for which compliance is not met and the following relevant matters:
- (a) Whether the *internal access* will still allow for access by larger vehicles such as furniture or stock trucks and for emergency vehicles.
 - (b) Other techniques proposed, such as passing bays, that would allow for reduced access widths and/or increased access length.
 - (c) The safety and convenience of the *internal access*.
 - (d) Whether underground services can still be installed and maintained without disrupting and/or damaging the formation of the accessway itself.
 - (e) Whether the distance to the *lots* is such that the standard access width is not necessary.
 - (f) Traffic speed control by techniques such as speed humps or corners that would allow increased access length and/or reduced access widths.
 - (g) Whether inappropriate modification of the *environment*, including the removal of trees or vegetation, would result from providing the *internal access* to the required dimensions.
 - (h) Whether the physical nature of the *site* would make providing the *internal access* to the required dimensions and formation inappropriate or impractical.
 - (i) The relevant *restricted discretionary activity* matters in Section 8.4.9.4.

8.4.9 STREET AND ROAD DESIGN

8.4.9.1 DISCUSSION, PURPOSE AND REASONS

- (1) The way in which the street or road is laid out can have a significant impact on:
 - (a) The volume and type of traffic that is attracted to use that road.
 - (b) The speed of traffic.
 - (c) Impact on the amenities of adjoining land use activities.
 - (d) The amount of energy used by vehicles. For example, the design of residential roads can increase their attractiveness to become a "short-cut" between main traffic routes. Roads that need to carry large volumes of traffic can be designed to achieve that purpose by reducing the number of intersections, providing turning bays that avoid disruption to traffic flows and providing linkages to other main roads.
- (2) A number of factors are involved which combine to provide a design that matches the purpose of the road. These factors include: widths, gradients, pavement surfaces, kerbing and channelling. These design factors also recognise that roads have a number of purposes other than conveying vehicles, cycles and pedestrian traffic. Other purposes include contributing to stormwater control, providing security through street lighting and enhancing the appearance of an area through the planting of trees.
- (3) The standards set out below seek to provide a road design that meets these purposes, is safe, usable and attractive for all users (including cyclists, pedestrians, people with disabilities and public transport) and is compatible with the amenities of the area.
- (4) In addition, the resources required to form or upgrade a road are substantial. In order that resources are not wasted and therefore are available for use by future generations, roading needs to be to a standard that can cope with the anticipated traffic for a certain length of time. Proper initial road construction can significantly reduce maintenance costs and use of resources at a later date.

8.4.9.2 ENVIRONMENTAL RESULTS

- (1) To create a road network that provides for the safe and efficient movement of traffic (vehicular and pedestrian) in a manner that promotes the sustainable management of resources used in its development and maintenance, is of a design that meets the requirements of all road users, and enhances the amenities of the locality appropriate to the location.

8.4.9.3 STANDARDS

- (1) Where a *subdivision* or *development* results in a need to upgrade an existing *road* or form a new *road*, that *road* development shall comply with:
 - (a) The relevant standards in either Tables 3.1 or 3.2 of the *HDC Engineering Manual* (refer to Appendix 1 and 2 in Sections 8.6.1 and 8.6.2 for a copy of Tables 3.1 and 3.2).
 - (b) The roading hierarchy shown on the Roding Hierarchy Maps with the District Planning Maps.

- (c) The *indicative road* layout principles shown on the Structure Plans (where relevant) in Section 8.6 Appendices 3 to 12.
- (d) For the land to the east of Smith Street and north of Wenlock Street, Waihi (legally described as part of Lot 7 DPS 33511) no new road connection to Whangamata Road-SH 25 shall be permitted.

8.4.9.4 RESTRICTED DISCRETIONARY ACTIVITY MATTERS

- (1) The *Council* will restrict the exercise of its discretion to the ability of the activity or *development* to achieve the particular environmental result in Section 8.4.9.2 of the Standards in Rule 8.4.9.3 for which compliance is not met and the following relevant matters:
 - (a) Whether the width, alignment, strength and surfacing of any carriageway is sufficient to accommodate, in a safe and efficient manner, the volume and type of traffic likely to use it, including service and emergency vehicles on local residential *roads* and heavy trucks on industrial *roads*.
 - (b) The adequacy of provision for the movement of pedestrians, cyclists and the disabled.
 - (c) The adequacy of provision within the *road* reserve for *parking spaces* relative to the existing and potential *developments* on adjoining land.
 - (d) Whether the carriageway, kerb, channel, footpath and associated works such as street lighting will be constructed so as to have a design life that will not require premature maintenance or replacement. As a guide, construction and materials should have a minimum design life of 25 years.
 - (e) The degree to which the extension to an existing, a new or an upgraded *road* "matches" the rest of the existing roading network (eg levels, design, construction).
 - (f) The degree to which the design of the *road* has been developed to allow for ease of cleaning and maintenance, for example the clearing of stormwater channels and drains.
 - (g) Whether the design of the *road* allows for easy installation and maintenance of *network utility* services and *amenity* tree planting.
 - (h) Whether the design of the *road* provides a level of *amenity* demanded by the community for adjoining activities, particularly residential *amenity*.