

## **16. Roads And Vehicular Access**

### **16.1 Introduction**

- 16.1.1 One of the network utilities referred to in Section 15 is roads. The economic and social wellbeing of the District is dependent on an efficient and effective transport infrastructure, of which roads form a major part.
- 16.1.2 The management and use of roads is closely linked with the management and use of the land that adjoins them and uses them for access. Therefore an integrated approach is necessary to ensure that the function of the road is not unduly affected and that the adverse effects of traffic do not unduly affect the adjacent land use activities. There is often a conflict between the demand for access to land and the demand to move quickly and efficiently by vehicle from one part of the country to another.
- 16.1.3 There are two types of roads in the District; State Highways and District Roads. The State Highways form part of the national network of highways throughout the country. Transit New Zealand is the road controlling authority for State Highways. Its role is "to operate a safe and efficient State Highway system" (s5 of Transit New Zealand Amendment Act 1995). For state highways the through traffic function will generally take precedence over access and local traffic function. Because of this, new activities which front State Highways and which will generate significant traffic movements should seek (where practicable) to gain access from alternative roads.
- 16.1.4 The other type of roads are District Roads. Waitomo District Council is the road controlling authority for these roads. They cover a very wide range of different types of roads but in most cases local access is a more important function than through traffic functions.
- 16.1.5 Both the State Highways and District Roads have a place in the Regional Rooding Hierarchy prepared by Environment Waikato (the Waikato Regional Council). The State Highways which traverse the Waitomo District are the top order routes in the Regional Hierarchy, with the higher capacity District Roads falling further down the hierarchy.

### **16.2 Issues**

- 16.2.1 Conflict between traffic using roads for local access and as a through route may cause unsafe and inefficient traffic situations.
- 16.2.2 Individual property accesses may adversely affect the safe and efficient operation of State Highways and major arterials.
- 16.2.3 Traffic may cause adverse effects on activities on land adjoining roads, especially by generating noise, vibration and dust.
- 16.2.4 Access points to roads may create traffic safety problems if they are poorly sited, designed or constructed.
- 16.2.5 Construction of new roads or realignment of existing roads may have adverse environmental effects such as visual effects and adverse effects on significant indigenous flora and fauna, habitat of indigenous fauna and heritage features.

### **16.3 Objectives**

- 16.3.1 To achieve a safe and efficient network of roads and highways throughout the District. *Issues 16.2.1, 16.2.2*
- 16.3.2 To ensure that adverse effects from traffic on neighbouring land use activities are avoided, remedied or mitigated. *Issue 16.2.3*
- 16.3.3 To ensure that the development of new roads and the realignment of existing roads is carried out in a manner that avoids remedies or mitigates adverse effects on adjoining land use activities including areas of significant indigenous vegetation, the coastal environment and heritage values. *Issue 16.2.5*
- 16.3.4 To ensure that land use activities are carried out and designed so as to avoid, remedy or mitigate adverse effects on traffic. *Issues 16.2.2, 16.2.4*

## 16.4 Policies

- 16.4.1 To ensure that land use activities are operated and designed in a manner that avoids, remedies or mitigate any adverse effects on the safe and efficient function of the adjoining road or highway. *Objectives 16.3.1, 16.3.4*
- 16.4.2 To ensure that land use activities include appropriately sited and designed vehicle accesses. *Objectives 16.3.1, 16.3.4*
- 16.4.3 To ensure that the operation of land use activities such as parking and loading generally takes place on-site. *Objectives 16.3.1, 16.3.4*
- 16.4.4 To ensure that new roads and road realignments are designed in a manner that takes into account the nature of the environment through which they pass. *Objective 16.3.3*
- 16.4.5 To base the rules relating to land use activities on the type of road they adjoin, on the basis of a roading hierarchy. *Objectives 16.3.2, 16.3.4*
- 16.4.6 To restrict the location of visual obstructions on land adjacent to road/rail level crossings. *Objective 16.3.2*
- 16.4.7 To ensure that land use activities (including tourist activities) provide parking areas that are designed to accommodate the size and nature of vehicles likely to use them. *Objective 16.3.4*

## 16.5 Rules

- 16.5.1 All existing public roads and highways, formed and in use, are deemed to be designated (see also Section 23, Designated Works).
- 16.5.2 Where a road is proposed to be created as part of any subdivision application or any other resource consent application it shall be a permitted, controlled, discretionary or non-complying activity depending on whether that application is a permitted, controlled, discretionary or non-complying activity.
- 16.5.3 The roading hierarchy comprises:
- (a) State Highways - all state highways in the District, shown on the Planning Maps.
  - (b) District Roads - all other roads in the District.
- 16.5.4 Permitted Activities
- 16.5.4.1 Any minor upgrading or realignment of a road or state highway provided that no more than 1,000m<sup>2</sup> of land outside the existing road designation boundary is required to accommodate the road, except for land in the Conservation Zone. *Policy 16.4.4*
- 16.5.5 Discretionary Activities
- 16.5.5.1 Any upgrading or realignment of a road or state highway outside the existing road designation boundary that does not meet the requirements of a permitted activity set out in Rule 16.5.4. *Policy 16.4.4*
- 16.5.5.2 Any upgrading or realignment of a road or state highway outside the existing road designation boundary in the Conservation Zone.
- 16.5.5.3 Any permitted activity in any zone that does not meet one or more of the conditions in Rule 16.5.6.

16.5.6 Conditions for Permitted Activities in all Zones

16.5.6.1 **Vehicle Access: State Highways**

- (a) All vehicle accesses to State Highways shall meet the following minimum standards:

Policy 16.4.2

*Table 16.1 Minimum Sight Distances To and From Vehicle Accesses*

<b>Posted Speed (KM/H)</b>	<b>Minimum Sight Distance To and From Access (m)</b>
100	290
80	210
70	175
60	130
50	105

- (b) All sight distance measurements shall be undertaken in accordance with Appendix 3.

*Table 16.2 Minimum Distances Between Vehicle Accesses and Intersections for Accesses with up to 30 Equivalent Car Movements a Day*

<b>Posted Speed (KM/H)</b>	<b>Approach to an Intersection (m)</b>	<b>Departure from an Intersection (m)</b>	<b>Down a Side Road (m)</b>
100	150	200	30
80	90	120	30
70	60	100	30
60	30	40	20
50	15	20	15

*Table 16.3 Minimum Distances Between Vehicle Accesses and Intersections for Accesses with 30 – 50 Equivalent Car Movements a Day*

<b>Posted Speed (KM/H)</b>	<b>Approach to an Intersection (m)</b>	<b>Departure from an Intersection (m)</b>	<b>Down a Side Road (m)</b>
100	200	200	60
80	120	120	60
70	100	100	45
60	50	50	30
50	20	30	20

*Table 16.4 Minimum Distances Between Vehicle Accesses and Between Intersections*

<b>Posted Speed (KM/H)</b>	<b>Minimum Distance Between Vehicle Accesses (m)</b>	<b>Minimum Distance Between Intersections (m)</b>
100	200	800
80	100	800
70	40	400
60	20	200
50	15	150

- (c) Appendix 4 includes an explanation of Equivalent Car Movements.

Policy 16.4.2

- (d) For an explanation of the terms used in Tables 16.2, 16.3 and 16.4 see Diagram A in Appendix 4.

Note 1: Transit has its own construction standards for access onto State Highways that must be complied with. These are included in Appendix 4 for information only.

Note 2: State Highway Three north of Mokau and between Piopio and the northern boundary of Waitomo District has been declared by Transit to be a Limited Access Road. For access to this section of the highway additional Transit requirements apply and should be discussed with Transit New Zealand.

Note 3: The provisions of Section 21, Heritage Resources, should be referred to in respect of effects of road upgrading or realignment on heritage resources.

#### 16.5.6.2 **Vehicle Access: District Roads**

- (a) The minimum spacing between vehicle accesses, and between intersections and accesses to a District Road shall be:

*Policy 16.4.2*

- ♦ Rural zone: 60 metres
- ♦ All other zones: Nil

- (b) All vehicle accesses shall be designed, constructed and maintained so that:

*Policy 16.4.2*

- ♦ they are able to be used in all weather conditions
- ♦ they have no adverse effect on the roadside drainage system
- ♦ stormwater, gravel, silt or the like do not migrate onto the road.

#### 16.5.6.3 **Carparking and Loading**

Whenever a new activity is established or there is a change of activity or a building is altered or added to the owner or occupier shall make provision for the on-site parking and loading of vehicles in accordance with the following rules:

*Policy 16.4.3*

- (a) The number of carparking spaces to be provided on site shall be not less than as set out in the following table:

**Table 16.2 Carparking Requirements**

<b>Activity</b>	<b>Number</b>
Dwelling units of one or two bedrooms.	2 spaces for each dwelling unit.
Dwelling units of three or more bedrooms	2 spaces.
Motels and Retirement Villages	1 space for each household or motel unit.
Housing for the Elderly	1 for every 3 household units.
Home Occupations	1 for each non resident employee.
Hospitals and Hospices, Residential Institutions, Hostels/Boarding Houses	1 for every 4 occupants.
Place of worship or assembly, Marae and community facilities (which include church halls, community halls, periodic detention centres, probation reporting centres, and libraries).	1 for every 30m <sup>2</sup> gfa.
Medical Centres, Veterinary Clinics, Restaurants, Craft Shop and Dairy/Grocery	1 for every 25m <sup>2</sup> gfa.
Childcare Centres, Schools/Facilities for Education and Training	2 for every 3 fulltime staff, plus 1 for every 50 students, except that the requirement of 1 space for every 50 students does not apply to Primary Schools and Childcare Centres.
Produce Stalls	4 per stall.
Rural Nurseries and Garden Centres	1 per 500m <sup>2</sup> site area, with a minimum of 4 spaces.
Boarding Kennels	1 per non-resident employee plus 2 for the activity.
Supermarkets	1 per 20m <sup>2</sup> gfa.
Hotels and Taverns	1 per 6m <sup>2</sup> public floor area (includes bars, restaurants and reception areas) and 1 per bedroom unit.
Car, Caravan, Boat, etc Sales Premises and Yards	1 per every 200m <sup>2</sup> site area.
Service Stations	1 for every 30m <sup>2</sup> gfa (excluding canopy area over petrol pumps).
Any retail or office or other business activity not specified elsewhere	1 for every 30m <sup>2</sup> gfa.
Any Industrial or Warehouse Activity	1 for ever 50m <sup>2</sup> gfa for the first 1000m <sup>2</sup> gfa of an individual ownership or tenancy. 1 for ever 75m <sup>2</sup> gfa thereafter.
Playing Fields, Indoor and Outdoor Courts,	6 for every field or court.

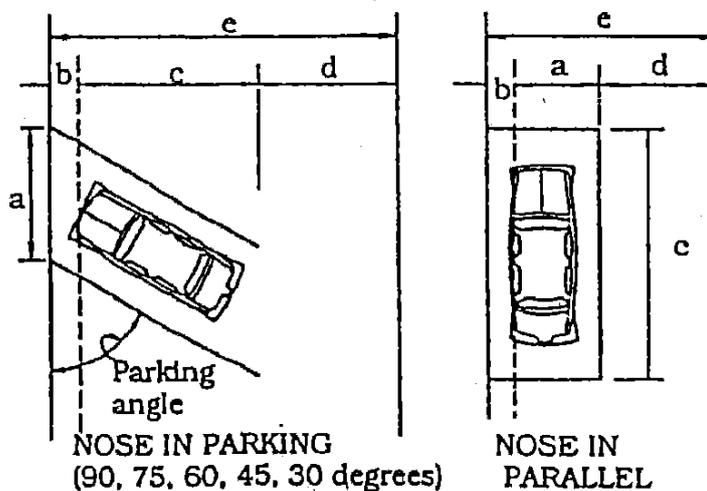
<b>Activity</b>	<b>Number</b>
Buildings Associated with Playing Fields, Indoor and Outdoor Courts	1 for every 25m <sup>2</sup> gfa.
Fire Stations	1 for every 2 on duty staff.
Network Utility Operations	<p>(a) For sites of less than 200m<sup>2</sup> site area and for sites and activities that are unstaffed during their normal operation, no carparking is required.</p> <p>(b) For sites over 200m<sup>2</sup> site area and that are staffed during their normal operation, one carpark per person normally working at the site shall be provided.</p>

gfa = gross floor area.

- (b) For any activity not listed in Table 16.2 sufficient on-site carparks shall be provided to accommodate peak parking demand.
- (c) When the calculation of the number of carparking spaces results in a fractional space the number shall be rounded to the nearest whole number.
- (d) Where a proposed activity is listed in Section 25 of the Disabled Persons Community Welfare Act 1974, carparking spaces for the exclusive use of vehicles used by the disabled shall be provided in accordance with that Act.
- (e) All carparking spaces shall be of useable shape and shall have minimum dimensions and manoeuvring space not less than as specified in Table 16.3 except that where carparking is required for network utility operations carparks may be "stacked" one behind the other.

**Table 16.3 Manoeuvring and Parking Dimensions**

Parking Angle	Width of Parking Angle	Kerb Overhang	Depth from Kerb	Depth of Manoeuvre Space	Total Depth
	a	b	c	d	e
All figures in metres					
90°	2.5	1.0	3.9	7.7	12.6
	2.6			7.0	11.9
	2.8			6.6	11.5
75°	2.6	1.0	4.2	6.3	11.5
	2.7			5.2	10.4
	2.9			4.1	9.3
60°	2.9	1.0	4.2	4.1	9.3
	3.0			3.5	8.7
	3.2			3.2	8.4
45°	3.5	0.8	4.1	2.6	7.5
	3.7			2.4	7.3
	3.9			2.3	7.2
30°	4.4	0.6	3.4	3.0	7.0
	4.6			2.5	6.5
	5.0			2.4	6.4
	5.2			2.4	6.4
	5.6			2.3	6.3
Parallel parking 0°	2.1	0.4	Stall length 6.1	3.7	6.2



- (f) Any activity, except residential activities, network utilities on sites less than 200m<sup>2</sup> in site area, un-staffed network utility operations or network utilities located on road reserve, shall be provided with on site access for goods and service vehicles and their loading and unloading.
- (g) On-site manoeuvring to avoid the reversing of vehicles from any carpark or loading space onto a road shall be provided when one or more of the following apply:

*Policy 16.4.3*

*Policy 16.4.3*

- the site fronts a State Highway, or
- the carparking area accommodates more than 5 spaces, or
- the carparking area or loading space is located more than 30 metres from the road boundary.

(h) Loading races and ramps for the transfer of stock to and from vehicles shall be located so that all manoeuvring of vehicles associated with them takes place on the site.

*Policy 16.4.3*

#### 16.5.6.4 **Road/Rail Level Crossings**

The areas that are shaded on the diagram in Appendix 5 shall be kept clear of buildings, trees, crops or other obstructions which may block drivers visibility at railway level crossings.

*Policy 16.4.6*

### 16.6 **Assessment Criteria for Discretionary Activities**

16.6.1 The extent to which the conditions for permitted activities are complied with.

16.6.2 The objectives and policies of Section 16 and the objectives and policies of the zone in which the activity is to be located.

16.6.3 For any reduction in the number of carparking spaces required:

- the extent to which the time of operation of the activity relative to other activities on nearby sites provides opportunities for shared carparking.
- the extent to which off-street public carparking is available in the locality.
- the extent to which individual activities and buildings on a site (for example, a marae) are used at different times.

16.6.4 For any application for an access to a State Highway:

- the adverse effects on the State Highway of the vehicle movements at any access or intersection;
- the availability of reasonably practicable alternative legal access to a road other than the State Highway;
- the extent of compliance with Tables 16.1 – 16.4.

### 16.7 **Anticipated Environmental Outcomes.**

16.7.1 A safe and efficient network of roads and highways.

16.7.2 New roads designed and constructed to take into account their environmental effects and to minimise their effects on adjacent activities.

16.7.3 Development of activities adjoining roads in a manner that minimises conflicts with traffic, including accommodation of their vehicle parking needs on-site.