



4B. Transportation, Access, Parking and Loading

Explanatory statement

The efficiency of the State Highway network can affect the efficiency of transporting material to the Port of Tauranga (and thus the national economy). Because of the higher volumes of traffic and high number of heavy vehicles, the State Highway network requires safety measures that reflect that highway role. In addition, the higher traffic volumes and heavy vehicles may affect adjoining residents and activities. The State Highway network also provides critical local and District level transportation links. This role needs to be recognised alongside its national function.

The New Zealand Transport Agency (NZTA) protects the safety and efficiency of the State Highway network by authorising the location and design standards of side road intersections and works in the road reserve including crossing places.

The safe, efficient and sustainable operation of the transport network is affected by land use, development and subdivision throughout the Western Bay of Plenty sub-region from increased volumes of traffic, side friction from access ways and car parking and distractions caused by signage to an extent that the network can not be sustainably managed.

A roading hierarchy indicates those roads that may require special treatment and management. The hierarchy starts with motorways and moves through to local roads and service lanes.

The use and development of the transport network in the future will be affected by the availability of multi-modal transport forms that may be developed or implemented to improve energy efficiency, reduce carbon emissions and enable more sustainable management of the transport network.

The prime mechanism for managing on-site parking and manoeuvring areas is the Building Code. The District Plan complements the Building Code for activities that do not involve buildings and where loading is required. Parking and loading is necessary to preserve the adjacent road's level of service, thereby reducing congestion and maintaining the character and in some cases the pleasantness of the street environment.

Council will continue its traditional role of establishing service lanes and public carparks to relieve on-street congestion.

4B.1 Significant issues

1. Vehicle access points from property to roads (including State Highways) have the potential to conflict with the safe and efficient operation of the roading network.
2. Similarly, the changing needs and requirements of activities on land adjacent to roads also have the potential to conflict with the safety and efficiency of the roading network.
3. Poorly located growth and development can affect the efficiency of the transport network.



4. On-street traffic congestion in the main commercial centres of Te Puke, Katikati and Waihi Beach could result if Council does not continue its policy of ensuring adequate provision of effective service lanes and public carparking in such areas.

4B.2 Objectives and policies

4B.2.1 Objectives

1. To provide an integrated, safe and sustainable transport network that supports the defined land use pattern of the sub-region.
2. To provide for more efficient land use, development and subdivision of existing areas in a way that recognises the functions of different road types, transport modes and the defined transport network.
3. To encourage the use and development of alternative modes of transport that provide for an integrated, efficient, safe and sustainable transport network.

4B.2.2 Policies

1. To recognise and provide for the existing and future transport network including the linkages to other districts and regions.
2. To avoid, remedy or mitigate the adverse effects of land use, development and subdivision on transport safety, sustainability and the capacity of the transport network.
3. To manage the land use, development and subdivision of areas to achieve compatibility with the roads they front with particular regard to the potential effects on the transport network, including, but not limited to, the safe and efficient provision of site access and intersections within that network and the effects of reverse sensitivity experienced between the operation and use of the road network and establishment of adjacent land uses.
4. To ensure the integrated management of road, rail, sea and air transport networks to facilitate the long-term efficient and sustainable management of the wider transportation network.
5. To recognise and provide for network wide effects of land use change on transport networks by assessing the effects of land use change across the networks affected.
6. To recognise and provide for the function of each road as described in the road hierarchy, and provide for the efficient use of that road type, by managing the intensity and form of land use, development and subdivision adjacent to those roads.
6. To encourage the efficient use of land particularly at identified nodes or activity centres.



7. To ensure land use, development and subdivision planning provides for the implementation of multi-modal transport activities including public transport, walking and cycling facilities that address the identified need for new facilities/networks or enhance existing facilities/networks.
8. To maintain or enhance the sustainable and efficient use of arterial and collector roads through the use of transport optimisation methods and techniques that encourage adjacent land uses to provide indirect access and support alternative modes of transport.
9. The access, parking and loading effects of activities on the roading network shall be avoided, remedied or mitigated with particular regard given to the level of service the road provides within the District's roading hierarchy.
10. Activities should be established and operate in a manner which ensures safe and effective on-site vehicle parking, manoeuvring and access and pedestrian access.
11. Provide safe, usable and attractive networks and associated linkages for pedestrians, cyclists and motor vehicles.

4B.3 Activity lists

4B.3.1 Restricted Discretionary Activities

- (a) Non-compliance with Rule 4B.4.3 - Access to Rural Roads other than Strategic Roads.

4B.3.2 Discretionary Activities

- (a) Applications for crossings onto Strategic Roads as per Rule 4B.4.2.
- (b) Alternative means of provision of parking and loading as per Rule 4B.4.8.

4B.3.3 Non Complying Activities

- (a) Access off Strategic Roads where the written approval of the New Zealand Transport Agency is not provided.

4B.4 Activity Performance Standards

The following performance standards shall be met by all Permitted and Controlled Activities as listed in each zone and shall be used as a guide for all other activities.

4B.4.1 Roding hierarchy

- (a) **Strategic Roads**



1. Motorways - Tauranga Eastern Motorway
- Northern Arterial
2. Expressways
3. Primary Arterial - State Highway 2
- State Highway 29
- State Highway 33
- State Highway 36
4. Secondary Arterial - Waihi Beach Road
- Athenree/Steele/Emerton Roads
- Omokoroa Road (SH2 to Tralee Street)
- Welcome Bay Road
- Te Matai Road
- Maketu Road

(b) District Roads

1. Collector Roads - Wilson Road/Seaforth Road
- Athenree Road (Steele to Koutunui Road)
- Beach Road (SH2 to Wills Road)
- Wills Road
- Tetley Road (Marshall to Wills Road)
- Marshall Road
- Omokoroa Road (Tralee to The Esplanade)
- Tralee Street
- Hamurana Road
- Francis Road (Omokoroa to Hamurana Road)
- Barrett Road
- Old Highway (Barrett to Whakamarama Road)
- Whakamarama Road (Old Highway to Youngson Road)
- Snodgrass Road (SH2 to Newnham Road)
- Cameron Road
- Boucher Ave (SH2 to Cameron Road)
- Pukehina Beach Road
2. Local Roads
3. Service Lanes

4B.4.2 Access to Strategic Roads

- (a) No crossing place shall be permitted to serve any proposed new activity that requires resource consent and increases the traffic movements to the site unless:



- (i) it is impractical for the activity to have alternative legal access to some other road, and
- (ii) an assessment of the effects of such access on the road including written consent from the New Zealand Transport Agency (where relevant) is submitted with the application. The assessment shall address traffic safety and the traffic efficiency of the road.

Note

Where any new crossing is proposed onto a State Highway, approval for that crossing needs to be obtained from the New Zealand Transport Agency pursuant to the Government Roadway Powers Act 1939

- (b) All properties with legal access to a strategic road shall provide all parking and manoeuvring on site.

4B.4.3 Access to rural roads (Rural 1, 2 & 3 Zones and Future Urban Zone) other than strategic roads.

- (a) No vehicle entrance shall be constructed within 30m of a rural road intersection, as measured from the intersection of the legal road boundaries, or the edge of the road formation, whichever is closer to the entrance.
- (b) Each entrance shall be located in such a position as to provide adequate visibility for motorists entering and leaving the property.
- (c) All new rural entrances and entrances which are in a 'fixed location' at subdivision consent stage on District roads shall be designed and constructed so that heavy vehicles can enter and leave the property in a safe and convenient manner without damaging the edge of seal.

Note: For the purpose of this rule, 'fixed location' shall be defined as an entrance serving a right of way, access leg or a property limited to complying and practical road frontage for entrance construction of 30m or less.

- (d) Where a building consent is issued for a building on any site that does not already have a satisfactory entrance the owner will be required to construct an entrance to the current standard.
- (e) Council may require the upgrading of existing roads necessary to serve any Controlled, Discretionary or Non-Complying Activities (see Section 11.3).
- (f) In any subdivision (including boundary adjustments), all lots available for independent use shall be demonstrated as capable of being provided with an entrance that complies with Council access standards.



Except that this rule shall not apply to:

- (i) Existing entrances used intermittently only and which do not provide access to an existing or proposed dwelling. For the purpose of this rule “intermittent use” includes farm accesses used occasionally, but excludes dairy tanker accesses and the main working entrance of properties.
- (ii) Existing entrances to properties being subdivided by way of boundary adjustment where no additional lots are created and the ability to create a complying entranceway for each lot in the future is not compromised.

Note: Non-compliance with this rule shall be a Restricted Discretionary Activity in respect of the particular non-compliance.

4B.4.4 Access to urban roads (Residential, Rural-Residential, Commercial, and Industrial Zones) other than strategic roads.

- (a) Subdivider’s shall normally be required to provide only those crossings where the location is fixed at the time of subdivision, such as privateways. In all other cases, the crossings shall be constructed at the time of building.
- (b) Distance from Road Intersections - No vehicular access shall be located nearer than 8m in a Residential, Rural-Residential or nearer than 25m in a Commercial, or Industrial Zone from the road intersection, measured from the intersection of the legal road boundaries or any part of a road on which the Council has resolved that no vehicle may stop in accordance with the provisions of the Transport Act and any Regulations pursuant to that Act.

4B.4.5 Loading path and space dimensions

Activities requiring loading facilities or servicing from heavy vehicles shall comply with the 90 percentile design two axled truck swept path and minimum loading space dimensions or a greater dimension of design where articulated vehicles or trucks and trailers are anticipated.

4B.4.6 On-site manoeuvring

All activities shall provide manoeuvring space on-site so that all vehicles can enter and exit without reversing on to or off the road. Such manoeuvring shall be able to be executed in no more than a three-point turn.

Except that:

Dwellings in the Residential Zone with direct access off a District Road are not required to provide for on-site manoeuvring.



4B.4.7 On-site parking and loading

Every person who proposes to erect, re-erect, construct or substantially reconstruct, alter or add to a building on any site or who changes the use of any land or building, shall provide suitable areas for the parking of vehicles and loading as required below:

Activity	Parking Spaces Required
<p>Accommodation facilities including:</p> <p>Dwellings (being one household unit)</p> <p>Boarding houses, Hostels, Hotel Accommodation</p> <p>Motels, Lodges, Camping Grounds, Caravan Parks</p>	<p>Two spaces for each dwelling. Note: One may be "stacked" where it does not interfere with shared access.</p> <p>One space to every three persons designed to be accommodated plus one space per two staff members.</p> <p>One space for each unit place plus one per two staff members.</p>
<p>Places of Assembly including:</p> <p>Clubrooms, Restaurants, Brasserie, Cafe, Hotels, Taverns exclusive of accommodation.</p> <p>Churches and Mortuary Chapels, Funeral Directors Halls, Theatres, Libraries, Gymnasiums, Marae and other places of assembly</p> <p>Pre-schools, Kindergartens, Childcare Centres, Primary and Intermediate Schools, Educational Institutions with less than 50 pupils</p>	<p>One space for every five persons the facility is designed to cater for.</p> <p>Participants and spectators are to be catered for.</p> <p>One space for every staff member plus two spaces for visitors.</p>
<p>Secondary Schools, and Educational Institutions with 50 or more pupils</p>	<p>One space for every staff member plus two spaces for visitors plus provision for pupil's vehicles assessed by a discretionary use application.</p>
<p>Recreational and Community Activities with no buildings</p>	<p>Two space to every five persons the facility is designed to accommodate.</p>
<p>Business Activities including:</p> <p>Retail shops (including drive-in retail facilities and banks)</p>	<p>One parking space to every 20m² of gross floor area.</p>
<p>Administrative, Commercial and Professional Offices not in a residential building</p>	<p>One space to each 40m² of gross floor area.</p>
<p>Motor Vehicle and Agricultural Implement sales yards</p>	<p>One space per 150m² of display area.</p>
<p>Medical Centres and Veterinary Clinics</p>	<p>Five spaces per professional person plus one space per two staff.</p>
<p>Service Stations and Premises for Assembly, or Repair of Motor Vehicles</p>	<p>Two per three staff One per 40m² gross floor area of shop Four per workshop bay Three queuing spaces for a carwash One per air hose or vacuum</p>



Activity	Parking Spaces Required
Warehouses, Depots and Storage Facilities (indoor and outdoor), Auction Rooms	One space to each 100m ² of gross floor area so used.
Commercial Services, Hire Centres, Dry Cleaning Depots, Repair Services, Tradesman's Workshops	One space per 40m ² of gross floor area.
Industrial Uses	One space to each 50m ² of gross floor area.
Packhouses, Coolstores	Minimum of 20 spaces.
Works and Network Utilities	One space per permanent employee
<p>Notes: All parking and loading spaces and manoeuvring areas shall be provided on-site exclusive of land required for service land or road.</p> <p><u>Loading Requirements:</u> All permitted uses, exclusive of dwellings and network utilities where facilities are not normally required to be staffed, shall be provided with at least one loading space in a location appropriate to the use. All discretionary use loading requirements shall be assessed on their merits.</p> <p><u>Fractional Spaces:</u> 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.</p>	

4B.4.8 Alternative means of provision of parking and loading

Council shall consider as a Discretionary Activity the following alternative means of parking and loading.

(a) **Joint provisions of parking and loading for several activities**

Where several activities are established on any one site, or on several sites in any area, the Council may permit the developers of such activities to provide joint off-street parking and loading areas for their common use. The number of parking spaces required shall be the sum of the requirements for each activity.

Where it can be shown that the parking or loading demand of one or more of the activities occurs at a different time from that of the remaining activities, the Council may allow a dispensation in respect of the parking or loading requirement for one or more of the activities.

The Council may allow a developer to enter into an agreement to use an existing parking or loading area as a joint area where the demand for parking or loading of vehicles occurs at a different time from that of the existing activities, or where the Council considers that there is sufficient capacity to accommodate the additional vehicles.

In every case Council shall require written documentation of the agreement or arrangement entered into.



The Council reserves the right to re-impose the individual requirements should circumstances change with respect to the right of any developer, owner or occupier to use the joint parking or loading area,

or

(b) **Cash in lieu**

Council may accept cash-in-lieu of parking and the monies received shall equate to the cost of the land nearby and formation of a carpark for the spaces not provided on-site. A financial contribution for parking shall only be received where Council owns or has land in the vicinity of the subject site identified on the Planning Maps for the purposes of public carparking.

An account shall be kept at Council's Offices of the number of spaces funded by developments in the vicinity of the carpark.

This information must be referred to prior to Council accepting a financial contribution. See also Section 11.

or

(c) **On-street parking**

Where on-site parking is required but Council considers that it is not reasonable or practical now or in the future to make that provision on-site, Council may approve on-street parking facilities as close to the site as is reasonable and practicable.

The Council may require a set back of the footpath to accommodate on-street parking and may require the full cost to be borne by the applicant.

or

(d) **Additional land areas**

The Council may approve parking provided on suitably zoned land sufficiently close to that site (but not on any road or service lane) to ensure the ready use of such parking areas by visitors and employees of the activity. Council shall require legal evidence of the parking site being tied to the activity.

4B.4.9 Location of parking and loading areas

The provision for parking and loading in respect of any site shall not be on:

- (a) part of any manoeuvring area or access lane, or road.
- (b) any screening required by this Plan.



- (c) any solid waste storage area required by this Plan.

Provided that:

In Commercial and Industrial Zones manoeuvring may be on service lanes where land for service lane is given by the applicant.

Parking spaces shall not occupy loading spaces nor loading spaces occupy parking spaces.

Parking and loading spaces are to be either visible from the public road or clearly signposted at the road frontage.

4B.4.10 Formation of parking and loading areas

Parking and loading areas shall be formed with an all-weather surface so as not to create a dust nuisance to adjoining properties, except in respect of the 3m of any carpark immediately adjoining an arterial route that shall be paved.

4B.4.11 Stack parking

Council shall accept stacked parking only in the case of dwellings provided that the stacking area is exclusive of all those matters listed in 4B.4.9 above.

4B.4.12 Service lanes

All new activities shall provide Council with the land for a service lane at the rear or at the side of the site as required in accordance with the Planning Maps. The service lane widths and dimensions required from each site shall be in accordance with dimensions set down on the Planning Maps.

4B.4.13 Signs - See Section 4D.

4B.5 Matters of discretion

4B.5.1 Restricted Discretionary Activities – non compliance with Rule 4B.4.3 – Access to rural roads other than strategic roads.

Council's discretion is restricted to the actual or potential adverse effects relating to the extent and nature of the particular non-compliance. Conditions on any consent granted may include (but not necessarily be limited to) those relating to:

- (a) Works to improve sight distances and other safety enhancements;
- (b) Closure of an existing entrance;
- (c) Relocation of an existing entrance to a complying or less non-complying location;



- (d) Erection of roadside signage.
- (e) Establishment of public transport stops.
- (f) Establishment of cycle stands.

4B.5.2 Discretionary Activity – Alternative means of parking and loading

Assessment Criteria include, but are not limited to:

- (a) Existing demand on parking in the immediate locality
- (b) Availability of land on which public car parks may be built
- (c) Traffic environment in the locality of the subject site

4B.6 Information requirements

4B.6.1 Information requirements for activities subject to Rule 4B.3.2

In addition to any other requirement of this Plan each application shall include, as appropriate, the following:

- (a) An Integrated Transportation Assessment for the development
- (b) A travel management plan for the proposed activity
- (c) An assessment of equivalent light vehicle movements per peak hour and per day. Daily movements shall be averaged over a seven day period.
- (d) An assessment of pedestrian and cycle movements to and from the proposed activity.
- (e) An assessment of the integration of the proposed activity with public transport.
- (f) Assessment of a Discretionary Activity land use consent application may include consideration of the Permitted Activity Standards and Restricted Discretionary Assessment Criteria and possible conditions as well as any other relevant criteria in this Plan as guidelines to the determination of the application.
- (g) The New Zealand Transport Agency shall be considered an affected party in any application for subdivision of land adjacent to the arterial road network.

4B.6.2 Information requirements for activities subject to Rule 4B.4.1

An assessment of any activity's non-compliance shall be undertaken by a registered land surveyor or chartered professional civil engineer and shall include:



- (a) a description of the existing situation including:
 - (i) specific quantification of the nature and extent of non-compliance;
 - (ii) standard of existing formation.
- (b) possible mitigation measures (such as works to improve sight lines or relocation of the entrance),
- (c) predicted changes (if any) to the volume of traffic using the entrance following subdivision.

Note: Depending on the nature and extent of the non-compliance and traffic environment, Council may require a further assessment from a recognised traffic engineer.

4B.7 Other methods

4B.7.1 Building Code

- (a) Vehicle manoeuvring distances, parking dimensions, queuing spaces and circulation rates, and pedestrian access are controlled by the Building Code.

Note: The 1993 Building Code Acceptable Solution or its successor must be complied with at the building stage.

- (b) Parking and Access for Disabled Persons are to be provided in accordance with the Building Code.