

Appendix 2: Recommended amendments

Definitions

Care home	<i>For the purposes of car calculating cycle²⁰⁸ parking, care home includes supported residential accommodation and supported residential care <u>as a standalone activity on a site (and not within a retirement village) within a retirement village.</u>²⁰⁹</i>
Equivalent vehicle movement	<i>The following averaged over a one-week period: 1 car to and from the property = 2 equivalent car movements 1 truck to and from the property = 6 equivalent car movements 1 truck and trailer to and from the property = 10 <u>12</u>²¹⁰ equivalent car movements</i>
Heavy vehicle	<i>A motor vehicle (other than a motorcar that is not used, kept, or available for the carriage of passengers for hire or reward) that has having a gross vehicle mass exceeding 3,500 kg.) captures the type of vehicles intended to be covered by the rules relating to heavy vehicles.²¹¹</i>
High trip generating activity	<i>Any activity that triggers a requirement for a Basic or Full Integrated Transport Assessment in accordance with TRAN-R8 exceeds the scale of activity requirements listed in this Plan.²¹²</i>
<u>Integrated transport assessment</u>	<i><u>An integrated transport assessment is a report prepared by a suitably qualified transport professional that assess the transport effects of a development proposal.</u>²¹³</i>
Land transport infrastructure	...

²⁰⁸ DPR-0207:004 SDC

²⁰⁹ DPR-0217:003, Summerset Village Ltd

²¹⁰ DPR-0375:001 NZTA

²¹¹ DPR-0422:046 Federated Farmers

²¹² DPR-0358:027, DPR-0363:026, DPR-0374:032, DPR-0384:034, DPR-0422:049 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd

²¹³ DPR-0409:033 Hughes Development Ltd

	<i>c. Railway tracks, bridges, tunnels, signalling, access tracks, <u>retaining walls and facilities;</u> ...²¹⁴</i>
Large format and bulk goods retail	<i>For the purpose of calculating car parks <u>cycle parking and the requirement for an integrated transport assessment</u>, means a retail tenancy exceeding 450m² GFA, excluding supermarkets.²¹⁵</i>
Outdoor display area	<i>For the purpose of calculating car <u>cycle parking</u> requirements, outdoor display area shall include the area of any land within a site where goods are on display for sale.²¹⁶</i>
Parking Area	<i>A continuous portion of a site(s) or part of any site(s) where parking for motor vehicles and cycles is required to be provided. It also includes associated road and access way arrangements and is inclusive of parking spaces required to comply with the minimum rates required in this Plan.²¹⁷</i>
Place of assembly	<i>For the purposes of calculating car <u>cycle parking</u>, land and buildings used for gathering of people, including cinemas, theatres, concert and entertainment venues, conference and private function facilities, arts and cultural centres, places of worship, community centres and halls.²¹⁸</i>
Posted speed limit	<i>The legal and sign posted speed limit that applies to a <u>local, collector or arterial</u> the road as per the Selwyn District Council's Speed Limit Bylaw 2006, Speed Limit Bylaw 2009 and Speed Limit Bylaw 2018 <u>or on a State Highway.</u>²¹⁹</i>
Queuing space	<i><u>As measured from the road boundary to the nearest vehicle control point or the point where conflict with vehicles or pedestrians on established pathways already on the site could arise.</u>²²⁰</i>
Service business	<i>For the purpose of calculating car <u>cycle parking</u> means a business providing personal, financial, household, private or business services to the general public as a commercial activity.²²¹</i>

²¹⁴ DPR-0458:007 KiwiRail

²¹⁵ DPR-0207:005 SDC

²¹⁶ DPR-0207:007 SDC

²¹⁷ DPR-0207:003 SDC

²¹⁸ DPR-0207:006 SDC

²¹⁹ DPR-0375:007 NZTA

²²⁰ DPR-0375:008 NZTA

²²¹ DPR-0207:008 SDC

Sports and recreational facilities	<i>For the purpose of calculating cycle parking means sports grounds, playing fields, sports courts and gymnasiums for public or private use. ²²²</i>
State Highway	<i>'has the same meaning as in section 2(1) of the Government Roading Powers Act 1989'</i> <i>The state highways within Selwyn district are illustrated APP2 - Roading Hierarchy. ²²³</i>

APP2 - Roading Hierarchy

State Highway, Arterial, and Collector Road Classification List

The following lists the State Highway, Arterial, and Collector Roads across Selwyn. Selwyn District Council's Assets Department holds a more comprehensive list that identifies Local Roads.

The road classification influences land use development access arrangements required under the Plan.

Note²²⁴

The national One Network Roading Classification (ONRC) involves categorising roads based on the functions they perform as part of an integrated national network. The classification aims to help local government and the NZTA to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country. Customer levels of service are assigned to each of the classifications to reflect the experience a road user should have, consistent over time, on a particular category of road. As the ONRC is required to be regularly reviewed by Councils and changes made to classifications to reflect changes in road use, this could potentially trigger a plan change requirement if these classifications were also directly used in a District Plan. Council have reconciled their roading network in line with the ONRC for asset management purposes. The district plan hierarchy however is largely used for land-use planning purposes, rather than for transportation purposes, although an approximate alignment with ONRC can be shown as follows:

²²² DPR-0207:009 SDC

²²³ DPR-0375:011, DPR-0422:086 NZTA, Federated Farmers

²²⁴ DPR-0415:025, DPR-0415:026, DPR-0415:027, DPR-0415:028 Fulton Hogan

<u>ONRC hierarchy</u>	<u>Selwyn District Plan hierarchy</u>
<u>National</u>	<u>State Highways</u>
<u>Regional</u>	
<u>Arterial</u>	<u>Arterial</u>
<u>Primary Collector</u>	<u>Collector</u>
<u>Secondary Collector</u>	
<u>Access</u>	<u>Local</u>
<u>Low Volume</u>	

Road	From	To	Classification
Barker St	West Belt	New Road South	Collector <u>Local</u> ²²⁵

The following spatial amendments are recommended to the PDP Planning Maps²²⁶:

Map Layer	Description of recommended amendment	Link
Energy, Infrastructure and Transport - Road classification	Amend roading classifications as per table below in the PDP Planning Maps to ensure that they are consistent with the classification in Appendix 2.	https://selwyndc.maps.arcgis.com/apps/webappviewer/index.html?id=ffab1fecb0d34b618482af2b40a8876f

²²⁵ DPR-0358:145, DPR-0363:144, DPR-0374:150, DPR-0384:152, DPR-0207:101, DPR-0207:102 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd, SDC

²²⁶ DPR-0358:145, DPR-0363:144, DPR-0374:150, DPR-0384:152, DPR-0207:101, DPR-0207:102 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd, SDC

Identified errors in the mapping of the roading hierarchy in the PDP

Road	From	To	Notified Proposed District Plan Appendix 2, Roading Hierarchy (correct classification)	Notified Proposed District Plan Maps – Roading Classification Layer (erroneous classification)
Barton Fields Drive	Faulks Drive	Birchs Road	Collector	Local
Beaumont Drive	Kendon Drive	Levi Road	Collector	Local
Berketts Road	Larcombs Road	Main South Road	Collector	Local
Branthwaite Drive	Broadlands Drive Extension	Lincoln Rolleston Road	Collector	Local
Brinsworth Avenue	Rotherham Drive	Weedons Ross Road	Collector	Local
Broadlands Drive	Lowes Road	Springston Rolleston Road	Collector	Local
Cardale Street	Bray Street	Telegraph Road	Arterial	Local/Arterial
Carnaveron Drive	TBC	Faulks Drive	Collector	Local
Carnbrae Drive	Blakes Road	Springs Road	Collector	Local
Central Avenue	Stationmasters Way	Tosswill Road	Collector	Local
Coleridge Road	Rakaia Gorge Road (SH77)	Acheron Avenue	Collector	Local/Collector
Courtenay Road	150m south of Adelaide Street	West Coast Road (SH73)	Collector	Local

Road	From	To	Notified Proposed District Plan Appendix 2, Roading Hierarchy (correct classification)	Notified Proposed District Plan Maps – Roading Classification Layer (erroneous classification)
Craig Thompson Drive	O'Reilly Road	Birchs Road	Collector	Local
Curraghs Road	Maddisons Road	Main South Road	Collector	Local
Dunns Crossing Road	Selwyn Road	Lowes Road	Arterial	Local
Dynes Road	Goulds Road	Springston Rolleston Road	Collector	Local
East Belt	Edward Street	James Street	Collector	Local
East Maddisons Road	Selwyn Road	Oak Tree Lane	Collector	Local
Eastfield Drive	Edward Street	O'Reilly Road	Collector	Local
Farringdon Boulevard	Ledbury Drive	Dynes Road	Collector	Local
Faulks Drive	Carnaveron Drive	Barton Fields Drive	Collector	Local
Goulds Road	Leeston Road	Broadlands Drive	Collector	Local
Granite Drive	Dunns Crossing Road	Brookside Road	Collector	Local
Greendale Road	250m south of Snowdon Place	Cardale Street	Collector	Local
Iris Taylor Avenue	West Coast Road	Preston Avenue	Collector	Local

Road	From	To	Notified Proposed District Plan Appendix 2, Roading Hierarchy (correct classification)	Notified Proposed District Plan Maps – Roading Classification Layer (erroneous classification)
Izone Drive	Jones Road	Illinois Road	Collector	Local/Collector
Jones Road	Dawsons Road	Weedon Ross Road	Collector	Local
Kendon Drive	Strauss Drive	Beaumont Drive	Collector	Local
Kimberley Road	Old West Coast Road	Kowhai Drive	Collector	Local
Larcombs Road	Berketts Road	Waterholes Road	Collector	Local
Link Drive	Izone Drive	Hoskyns Road	Collector	Local
Maddisons Road	Dawsons Road	Hoskyns Road	Collector	Local
Mclaughlins Road	Stott Drive	Cressy Place	Collector	Local/Collector
Minchins Road	Waimakariri Gorge Road	Old West Coast Road	Collector	Local
Norman Kirk Drive	Kidman Street	Rolleston Drive	Collector	Local
O'Reilly Road	Craig Thompson Drive	Eastfield Drive	Collector	Local
Preston Avenue	Iris Taylor Avenue	Weedons Ross Road	Collector	Local
Robinsons Road	Waterholes Road	Main South Road	Collector	Local
Russell Lilley Drive	TBC	Lowes Road	Collector	Local

Road	From	To	Notified Proposed District Plan Appendix 2, Roading Hierarchy (correct classification)	Notified Proposed District Plan Maps – Roading Classification Layer (erroneous classification)
Selwyn Road	Dunns Crossing Road	Lincoln Rolleston Road	Arterial	Arterial/Local
Shillingford Boulevard	TBC	Goulds Road	Collector	Local
Southbridge Rakaia Road	Feredays Road	Main Rakaia Road	Arterial	Local
Southfield Drive	Edward Street	Vernon Drive	Collector	Collector/Local
Stationmasters Way	Central Avenue	Springs Road	Collector	Local
Stonebrook Drive	Granite Drive	Brookside Road	Collector	Local
Strauss Drive	Levi Road	Kendon Drive	Collector	Local
Tancreds Road	Springs Road	Ellesmere Road	Collector	Local
Tauhinu Avenue	Southfield Drive	Vernon Drive	Collector	Local
Tiny Hill Drive	Brookside Road	Lowes Road	Collector	Local
Trents Road	Birchs Road	Main South Road	Collector	Local
Trices Road	Springs Road	District Boundary (Sabys Road)	Arterial	Local/Collector
Vernon Drive	Southfield Drive	Gerald Street	Collector	Local
Wards Road	Bealey Road	Two Chain Road	Collector	Local

Road	From	To	Notified Proposed District Plan Appendix 2, Roading Hierarchy (correct classification)	Notified Proposed District Plan Maps – Roading Classification Layer (erroneous classification)
Waterholes Road	Hamptons Road	Selwyn Road	Collector	Local

TRAN-Objectives and Policies

TRAN- O1 *People and places are connected through safe, efficient, and ~~convenient~~ effective²²⁷ land transport corridors and land transport infrastructure for all transport modes, which ~~is~~ are well integrated with land use activities and subdivision development and reduce dependency on private motor vehicles.²²⁸*

²²⁷ DPR-0375:027 NZTA

²²⁸ DPR-0032:008 CCC

TRAN-P1	<p>1. Maintain tThe safety and efficiency of the District's land transport network and systems by are enabled through integrated land use and subdivision development that:</p> <ol style="list-style-type: none"> 1. Manages<u>Managing</u> the levels of service, formation standards and the types of land transport corridors and land transport infrastructure, including through the network road classifications and compliance with the design and operational standards; 2. Provides<u>Providing</u> land transport infrastructure that is consistent with the form, function, and character of each zone; 3. Ensures<u>Ensuring</u> there is enough space within land transport corridors to support the <u>safe</u>, efficient and effective <u>installation</u>, operation, <u>repair and maintenance</u> of network utilities²²⁹ ; 4. Provides<u>Providing</u> for the safe and efficient movement and operation of emergency services; and 5. Recognises<u>Recognising</u> cross-boundary connections with adjoining districts.²³⁰
TRAN-P3	<p>Require Integrated Transport Assessments to assess the effects of high trip generating activities on the surrounding land transport network to:</p> <ol style="list-style-type: none"> 1. Maintain the safety and efficiency of land transport infrastructure by ensuring there is sufficient capacity in land transport corridors, including by integrating development with funded improvements to the network and ensuring the timing aligns with capacity;²³¹ and 2. Establish whether the high trip generating activity can be supported by active transport modes, including accessibility to safe and convenient walking and cycling connections and access to public transport and public transport facilities.

²²⁹ DPR-0367:025 Orion

²³⁰ DPR-0215:019, Winstone Aggregates

²³¹ DPR-0215:020, DPR-0217:006 Winstone Aggregates and Summerset Villages Ltd

TRAN-P5	<p><i>Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by:</i></p> <ol style="list-style-type: none"> <i>1. Encouraging land use activities and subdivision development to include connected walking and cycling networks and access to public transport and public transport facilities, including within and between townships; and</i> <i>2. Managing the design, layout and function of new land transport infrastructure to ensure they integrate with existing and future land transport corridors.</i> <i>3. <u>Ensuring land use activities, where necessary, provide an adequate amount of safe, secure and convenient cycle parking.</u></i>²³²
TRAN-P7	<p><i>Recognise and protect the function of the District's land transport network and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by:</i></p> <ol style="list-style-type: none"> <i>1. Managing <u>Avoid significant adverse effects and minimise other adverse effects</u> from activities on <u>the safe, efficient and effective operation of</u> land transport corridors and land transport infrastructure, particularly where it may reduce safe and efficient traffic flows within the strategic transport network and links with Christchurch City;</i> <i>2. Ensuring land transport corridors and land transport infrastructure can <u>efficiently and effectively support</u> provide for the volume and type of transport movements based on the network road classifications;²³³ and</i> <i>3. Requiring the design, positioning, and maintenance of accessways, corner splays, vehicle crossings, intersections, footpaths, plantings, and signs to ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements.</i>

²³² DPR-0032:013 CCC

²³³ DPR-0371:033, DPR-0453:046 CIAL and Lyttelton Port Company Ltd

TRAN-P9	Manage <u>the design and layout of on-site parking areas and loading facilities to maintain the safe and efficient operation of land transport corridors and land transport infrastructure.</u> ²³⁴
TRAN-P10	Supporting the economic growth of commercial centres through the appropriate <u>provision and supply of vehicle and cycle parking areas and the establishment of a range of active and public transport facilities that correspond with the type and function of each centre.</u> ²³⁵
TRAN-P11	<p>Manage vehicle access, vehicle crossings and manoeuvring areas to maintain the safe and efficient operation of land transport corridors and land transport infrastructure by:</p> <ol style="list-style-type: none"> 1. Requiring all sites to have access to a road and to ensure that this access is constructed to the appropriate formation standards and is compatible with the network road classification; 2. Avoiding the need to reverse vehicles onto the strategic transport network; 3. Avoiding the establishment of new accessways and vehicle crossings to roads that require access across a rail line; and 4. Minimising the need to reverse onto Collector and Local Roads through the provision of appropriate on-site manoeuvring areas. ²³⁶

²³⁴ DPR-0358:083, DPR-0363:082, DPR-0374:088, DPR-0384:090 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd

²³⁵ DPR-0358:084, DPR-0363:083, DPR-0374:089, DPR-0384:091, DPR-0414:017 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd, Kainga Ora

²³⁶ DPR-0409:038 Hughes Development

TRAN-P12

Enable ~~works to be carried out by~~ network utility operators to install, operate, maintain, repair and upgrade ~~construct, renew, improve, and operate~~ network utilities within land transport corridors in a safe ~~n~~ efficient, and effective manner, while managing the scale and types of works and activities. ²³⁷

²³⁷ DPR-0367:026 Orion

TRAN-P13

Minimise the adverse effects of the development of new land transport infrastructure and corridors on the physical and natural environment by:

- 1. Locating, designing and operating ~~development~~ new land transport infrastructure and corridors while minimising the effects on, the amenity values of the surrounding environment, public access, and the health and safety of people.*
- 2. Encourage developers of development ~~development~~ new land transport infrastructure and corridors*
- 3. Limiting the presence and effects of the development of new land transport infrastructure and corridors*
- 4. Requiring restoration of indigenous biodiversity and habitat following the development of new land transport infrastructure and corridors ²³⁸ in areas of Areas of Significant Indigenous Vegetation and habitats of indigenous fauna, and the on-going monitoring of that restoration*
- 5. Considering biodiversity off-setting or compensation where the loss of significant indigenous vegetation cannot be restored and significant habitats of indigenous fauna or wetlands cannot be fully mitigated where the adverse effects cannot be avoided or remedied.*
- 6. Using the substantial upgrade of land transport infrastructure as an opportunity to reduce existing adverse effects.*

TRAN-Rules

Note for Plan Users: *As required by the National Planning Standards, unless relating specifically to Special Purpose Zone, the Transport Chapter has been created to be self- contained for all Land Transport Infrastructure and Land Transport Corridor works and activities. Under the National Planning Standards it is permitted to have more than one chapter covering these*

²³⁸ DPR-0215:023, DPR-0358:87, DPR-0363:086, DPR-0374:092, DPR-0384:094, DPR-0414:019 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd, Winstone Aggregates, Kainga Ora

matters under the 'Energy, Infrastructure and Transport' heading. In this Plan, transport matters are contained in a separate chapter to energy and infrastructure matters.

The Transport chapter is designed to work in the following way:

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Details of the steps Plan users should take to determine the status of an activity is provided in the How the Plan Works section.

Plan Users should, in conjunction with this chapter, read the designations chapter for works associated with the State Highway and rail network in the district.²³⁹

Archaeological authority requirements

The Heritage New Zealand Pouhere Taonga Act 2014 applies, which makes it unlawful for any person to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site without the prior authority of Heritage New Zealand. If you wish to do any work that may affect an archaeological site you must obtain an authority from Heritage New Zealand before you begin.

This is the case regardless of whether the land on which the site is located is designated, or the activity is permitted under the District or Regional Plan or a resource or building consent has been granted. The Act provides for substantial penalties for unauthorised destruction or modification.

An archaeological site is defined in the Heritage New Zealand Pouhere Taonga Act 2014 as any place in New Zealand (including buildings, structures, or shipwrecks) that was associated with pre-1900 human activity, where there is evidence relating to the history of New Zealand that can be investigated using archaeological methods.

As mentioned above, before undertaking any work that may affect an archaeological site you must obtain an authority from Heritage New Zealand.²⁴⁰

²³⁹ DPR-0375:042 NZTA

²⁴⁰ DPR-0269:003 HZNPT

TRAN- R1 Works and activities in a land transport corridor

<p>All Zones</p>	<p>Activity status: PER</p> <p>1. Land transport infrastructure works or activities within a land transport corridor.</p> <p>Where:</p> <p>1. Land transport infrastructure works or activities within a land transport corridor.</p> <p>Where:</p> <p>a. They are undertaken by, or on behalf of, <u>or pursuant to authorisation from</u>,²⁴¹ a road controlling authority; or</p> <p>b. They are being undertaken in accordance with an approved subdivision consent or are subject to a designation listed in this District Plan.</p> <p>And this activity complies with the following rule requirements:</p> <p>TRAN-REQ1 Location of works</p> <p>TRAN-REQ19 Formation standards</p> <p>TRAN-REQ21 PREC6 formation standard</p> <p>TRAN-REQ24 Signage</p> <p>TRAN-REQ25 Lighting</p> <p>TRAN-REQ26 Noise</p> <p>TRAN-REQ27 Waterbody Setbacks</p> <p>NH-REQ4 Natural Hazards and Earthworks</p> <p>NH-REQ6 Natural Hazards and Land Transport Infrastructure</p>	<p>Activity status where compliance is not achieved:</p> <p>2. When compliance with any of TRAN- R1.1 is not achieved: DIS</p> <p>3. When compliance with any rule requirement listed in this rule is not achieved: Refer to relevant rule requirement.</p>
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²⁴¹ DPR-0358:090, DPR-0363:089, DPR-0374:095, DPR-0384:097 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd

TRAN-R2 Creation of a new land transport corridor		
All Zones (excluding SKIZ)²⁴²	<p>Activity status: PER</p> <p>1. Creation of a new <u>or expansion to an existing</u> land transport corridor</p> <p>Where: The new <u>or expanded</u> land transport corridor:²⁴³</p> <ul style="list-style-type: none"> a. is to be vested or dedicated in the road controlling authority; and b. is not located within a ONL or VAL; and c. is not located with a Site or Area of Significance to Māori; and d. is not located within the Coastal Environment Overlay; and e. is not located within a Significant Natural Areas Overlay; and f. is not within a heritage item setting, or the area includes a heritage item; and g. area does not include a notable tree. <p>And this activity complies with the following rule requirements:</p> <p>TRAN-REQ18 Land transport corridor creation standards</p> <p>TRAN-REQ20 Intersection spacing NH-REQ5 Natural Hazards and Infrastructure</p> <p><u>TRAN-REQ27 Waterbody Setbacks²⁴⁴</u></p> <p>NH-REQ6 Natural Hazards and Land Transport Infrastructure</p>	<p>Activity status where compliance is not achieved:</p> <p>2. When compliance with any of TRAN- R2.1 is not achieved: DIS.</p> <p>3. When compliance with any rule requirement is not achieved: Refer to relevant rule requirement.</p>

²⁴² DPR-0345:017 Porters Alpine Resort

²⁴³ DPR-0375:043 NZTA

²⁴⁴ DPR-0414:020 Kainga Ora

Advisory note:

1. Advice should be sought from the NZTA and approval provided for any land transport corridor intended to connect to a State Highway.²⁴⁵

TRAN-R6 Creation of a new land transport corridor		
All zones	<p>Activity status: PER</p> <p>1. Any parking, manoeuvring and loading areas associated with a residential activity.</p> <p>Where the activity complies with the following rule requirements:</p> <p>TRAN-REQ9 On-site parking</p> <p><u>TRAN-REQ11 Cycle parks and facilities</u>²⁴⁶</p> <p>TRAN-REQ14 Access gradients</p> <p>TRAN-REQ16 Vehicle manoeuvring</p> <p>TRAN-REQ28 Landscape Strip for Parking Areas</p>	<p>Activity status where compliance is not achieved:</p> <p>2. When compliance with any rule requirement is not achieved: Refer to TRAN-Rule Requirements.</p>

²⁴⁵ DPR-0375:043 NZTA

²⁴⁶ DPR-0207:012 SDC

TRAN- Rural vehicle movements and associated parking R7

TRAN-TABLE1 – Maximum type and number of vehicle movements

Road formation type	Activity	Maximum vehicle movement
Formed, sealed and maintained by SDC	Any activity accessing a State Highway and arterial road	30 ecm/d per site (averaged over any one-week period)²⁴⁷
Formed, sealed and maintained by SDC	Any activity accessing a local and collector road	60 ecm/d per site (averaged over any one-week period)
Formed, unsealed and maintained by SDC	Any activity	60 ecm/d per site (averaged over any one-week period)
Unformed and/or not maintained by SDC	Any commercial or industrial related activity excluding normal farming <u>rural production</u> ²⁴⁸ activities	Nil
	Any activity with individual property access	45 <u>25</u> ecm/d per site (averaged over any one-week period)

²⁴⁷ DPR0212:014, 0422:116 ESAI, Federated Farmers

²⁴⁸ DPR0212:014, 0422:116 ESAI, Federated Farmers

TRAN- R8 High trip generating activities

All Zones (except DPZ)
249

Activity Status: PER

1. The establishment of a new, or expansion of an existing activity listed in TRAN-TABLE2.

Where:

- a. The activity does not exceed ~~complies with~~ the basic ITA threshold in TRAN-TABLE2.²⁵⁰; or
- b. The activity does exceed the basic ITA threshold in TRAN-TABLE2 but an ITA has already been approved for the site as part of a granted resource consent and the activity is within the scope of that ITA and in accordance with the resource consent, unless the resource consent has lapsed.²⁵¹

Activity status where compliance not achieved:

2. When compliance with any of TRAN-R8.1 is not achieved: RDIS

Matters for discretion:

~~3 'The exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters where a Basic ITA is required in TRAN-TABLE2. Where the Basic ITA (but not Full ITA) threshold in TRAN-TABLE2 is exceeded, the exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters:~~

- a. TRAN-MAT8.1 Safety and efficiency
- b. TRAN-MAT8.2 Design and layout
- c. TRAN-MAT8.5 ITA requirements

~~4 'The exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters where a Full ITA is required in TRAN-TABLE2. Where the Full ITA threshold in TRAN-TABLE2 is exceeded, the exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters.~~²⁵²

- a. TRAN-MAT8 High Trip Generating Activities

²⁴⁹ DPR-0370:034, DPR-0420:005 Fonterra, Synlait Milk

²⁵⁰ DPR-0378:010 MOE, DPR-0422:046, 0363:026, 0374:032, 0384:034, Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd, DPR-0422:049 Federated Farmers

²⁵¹ DPR-0192:007, DPR-0456:017 Merf Ag Services Ltd and Matthew Reed, Four Star Development and Gould Developments Ltd

²⁵² DPR-0375:049, DPR-0409:034 NZTA, Hughes Development

Note: Further guidance is available from New Zealand Transport Agency Research Report No.422 'Integrated Transport Assessment Guidelines', Abley et al, November 2010²⁵³

TRAN-TABLE2 - HTGA thresholds and ITA requirements

Activity	Basic ITA	Full ITA
Education - Preschool	40 children	90 children
Education - Schools	70 students	170 students
Education - Tertiary	250 FTE students	750 FTE students
Industrial	5,000m ² GFA	12,000m ² GFA
Warehousing and distribution	6,500m ² GFA	25,000m ² GFA
Healthcare	300m ² GFA	1,200m ² GFA
Office	2,000m ² GFA	4,800m ² GFA
Residential <u>(excluding retirement homes)</u> ²⁵⁴	50 residential sites/units	120 residential sites/units
Retail - Shops and supermarket	250m ² GLFA	900m ² GLFA
Retail – large format and bulk goods <u>(excluding trade retail and trade supply activities)</u> . ²⁵⁵	550m ² GLFA	2,200m ² GLFA
Service stations	2 filling points	6 filling points

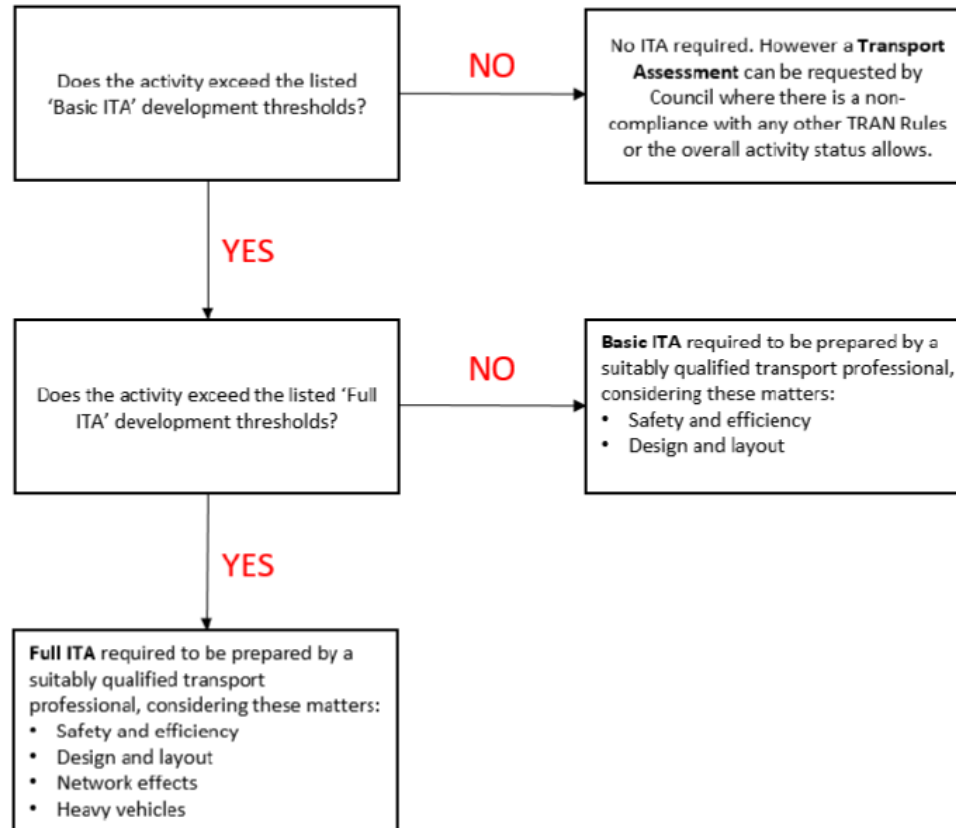
²⁵³ DPR-0032:012, DPR-0375:049, DPR-0409:034 CCC, NZTA, Hughes Development

²⁵⁴ DPR-0424:042, DPR-0425:042 Retirement Village Association, Ryman Healthcare

²⁵⁵ DPR-0145:012 Bunnings

Mixed or other activities not otherwise listed in this Table	50 vehicles per peak hour or 250 heavy vehicles trips per day, whichever is the greater of the above.	120 vehicles per peak hour or 1000 heavy vehicles trips per day, whichever is the greater of the above. ²⁵⁶
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²⁵⁶ DPR-0375:049, DPR-0409:034 and 35 NZTA, Hughes Development

NEW TRAN-DIAGRAM1²⁵⁷

²⁵⁷ DPR-0032:012, DPR-0375:049, DPR-0409:034 CCC, NZTA, Hughes Development

TRAN- Structures and trees near level crossings R9

All zones

Activity Status: PER

1. The establishment of a new, or expansion of an existing structure (except for the upgrade of an existing utility pole with the same or similar footprint) ²⁵⁸, or the planting of a tree.

Where:

The development is not located within:

- a. a approach sight triangle of a level crossing with give way signs as shown in TRAN-DIAG11; and
- b. a restart sight triangle of a level crossing as shown in TRAN-DIAG12.

Activity status where compliance is not achieved:

2. When compliance with any of TRAN- R9.1 is not achieved: RDIS

Matters for discretion:

3. The exercise of discretion in relation to TRAN-R9.2 is restricted to the following matters:

a. TRAN-MAT1.1 Visibility ²⁵⁹

~~a~~ b TRAN-MAT1.2 Safety and efficiency

c. TRAN-MAT1.4 Consultation with KiwiRail ²⁶⁰

~~b~~ d.TRAN- MAT1.7 Characteristics of the site or use

Notification:

4. Any application arising from TRAN-R9.2 shall not be subject to public notification. Absent their written approval, notice shall only be served on KiwiRail. ²⁶¹

²⁵⁸ DPR-0367:031 Orion

²⁵⁹ DPR- 0414:023 Kainga Ora

²⁶⁰ DPR-0458:035 KiwiRail

²⁶¹ DPR-0458:035 KiwiRail

TRAN-Rule Requirements

TRAN- Location of works REQ1		
All zones	1. The land transport infrastructure the forming of any road works or activity are <u>is on land that has:</u> ²⁶² a) an average slope of less than 20°; and b) a gradient no steeper than 1:6 vertical.	Activity status where compliance is not achieved: 2. When compliance with any of TRAN- REQ1.1 is not achieved: DIS

TRAN- Vehicle crossing access restrictions REQ2		
RESZ CMUZ	1. The vehicle crossing is formed: a. within a road where the posted speed	Activity status where compliance is not achieved:

²⁶² DPR-0375:050 NZTA

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- limit is 60km/hr or less; and
- b. ~~where the site is solely used to accommodate a utility structure; or~~²⁶³
- c. where the activities on the site(s) using the vehicle crossing generate less than 100ecmv/d.

2. When compliance with any of TRAN- REQ2.1 is not achieved: RDIS

Matters for discretion

3. The exercise of discretion in relation to TRAN-REQ2.2 is restricted to the following matters:

- a. ~~TRAN-MAT1.2 Safety and efficiency~~
- b. TRAN-MAT1.1 Visibility²⁶⁴
- c. TRAN-MAT2.3 Site access
- d. TRAN-MAT2.4 Vehicle crossing design and location
- e. TRAN-MAT2.5 Number and type of vehicles

²⁶³ DPR-0358:101, DPR-0363:100, DPR-0384:108, DPR-0374:106 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd

²⁶⁴ DPR-0414:025 Kainga Ora

TRAN- Siting of vehicle crossings REQ4

Note: Vehicle crossing separation distances are measured along the edge of the carriageway parallel to the centreline of the road, between the full height kerb or edge of the vehicle crossing seal and the full height kerb or seal edge of the adjoining vehicle crossing.

All zones

1. Vehicle crossing(s) shall:
 - a. comply with TRAN-TABLE4 Intersection Separation as illustrated in TRAN-DIAG1 Intersection Separation; and
 - b. be located a minimum distance of 10m from the end of any splitter or approach island to a roundabout; and
 - c. comply with TRAN-TABLE5 Sight Distances as illustrated in TRAN-DIAG2 Sight Distances. and
 - d. not be formed within a State Highway.

Activity status where compliance is not achieved:

2. When compliance with any of TRAN- REQ4.1 is not achieved: RDIS

Matters of discretion:

3. The exercise of discretion in relation to TRAN-REQ4.2 is restricted to the following matters:
 - a. TRAN-MAT1 Effects on the wider network
 - b. TRAN-MAT2 Vehicle crossings and access

Notification:

4. Any application arising from non- compliance with TRAN-REQ4.1.d shall not be subject to public notification. Absent their written approval, notice shall only be served on NZTA where the vehicle crossing accesses a State Highway.

All zones	<p>5. Vehicle crossing(s) shall be no closer than 30m to the intersection of any railway line when measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.</p>	<p>Activity status where compliance is not achieved:</p> <p>6.-<u>RDIS DIS</u></p> <p><u>Matters for discretion:</u></p> <p><u>(x). The exercise of discretion in relation to TRAN-REQ4.5 is restricted to the following matters:</u></p> <p><u>a. TRAN-MAT1.2 Safety and efficiency</u></p> <p><u>b. TRAN-MAT1.4 The outcome of any consultation with KiwiRail</u></p> <p><u>c. TRAN-MAT1.7 Characteristics of the site or use</u></p> <p><u>Notification:</u></p> <p><u>Any application arising from TRAN-REQ4.5 shall not be subject to public notification. Absent their written approval, notice shall only be served on KiwiRail ²⁶⁵</u></p>
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²⁶⁵ DPR-0458:036, DPR-0358:104, DPR-0363:103, DPR-0374:109, DPR-0384:111 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd, KiwiRail

All zones	<p>7. Where a vehicle crossing(s) is to be formed within an arterial road²⁶⁶ it shall comply with the minimum access separation distances illustrated in <u>TRAN-DIAG3</u> and in TRAN-DIAG4. <u>TRAN-TABLE (replacement)</u>.²⁶⁷</p>	<p>Activity status where compliance is not achieved:</p> <p>8. When compliance with TRAN-REQ4.7 is not achieved: RDIS</p> <p>Matters for discretion:</p> <p>9. The exercise of discretion in relation to TRAN-REQ4.8 is restricted to the following matters:</p> <ul style="list-style-type: none"> a. TRAN-MAT1 Effects on the wider network b. TRAN-MAT2.3 Alternative access arrangements c. TRAN-MAT2.4 Vehicle crossing design and location d. TRAN-MAT2.5 Number and type of vehicles
All Zones	<p>10. No vehicle crossing(s) shall be located on Hoskyns Road between State High 1 and Jones Road.</p>	<p>Activity status where compliance is not achieved:</p> <p>11. When compliance with any of TRAN- REQ4.10 is not achieved: NC</p>

²⁶⁶ DPR-0375:068 NZTA

²⁶⁷ Ibid

TRAN-REQ5	Vehicle crossing design and construction	
GRUZ MPZ GRAZ SKIZ TEZ	<p>5. Vehicle crossing(s) (<u>excluding those on a State Highway²⁶⁸</u>) shall comply with the following standards:</p> <ul style="list-style-type: none"> a. TRAN-DIAG5 where the vehicle crossing provides access to a residential unit on a Local Road; or b. TRAN-DIAG6 where the vehicle crossing provides access to either: <ul style="list-style-type: none"> i. a residential unit not on a Local Road; or ii. any other activity on a Local Road, Arterial Road, or Collector Road; and c. TRAN-DIAG7 where the vehicle crossing provides access to any activity that has over 100 ecmv/d.²⁶⁹ 	<p>Activity status where compliance is not achieved:</p> <p>6. When compliance with any of TRAN- REQ5.5 is not achieved: RDIS</p> <p>Matters of discretion:</p> <p>7. The exercise of discretion in relation to TRAN-REQ5.6 is restricted to the following matters:</p> <ul style="list-style-type: none"> a. TRAN-MAT2 Vehicle crossings and access

²⁶⁸ DPR-0375:054 NZTA

²⁶⁹ DPR-0375:054 NZTA

TRAN- Accessway design and formation REQ7		
GRUZ	12. Where access is shared to more than six sites this shall be via a road.	Activity status where compliance is not achieved: 13. When compliance with TRAN- REQ7.12 is not achieved: DIS
CMUZ GIZ RESZ	14. Where access is shared to more than six sites this shall be via a road. <u>15. Where access is shared to more than nine sites this shall be via a road.</u>	Activity status where compliance is not achieved: 16. When compliance with TRAN- REQ7.14 is not achieved: NC <u>DIS</u> <u>17. When compliance with TRAN-REQ7.15 is not achieved: NC²⁷⁰</u>

²⁷⁰ DPR-0156:003, DPR-0409:029, DPR-0358:107, DPR-0363:106, DPR-0374:112, DPR-0384:114. Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd, Peter Stafford and Hughes Development

TRAN- Vehicle manoeuvring REQ16		
All zones	<p>1. All activities shall provide sufficient on-site manoeuvring to ensure that vehicles do not reverse either onto or off a site which has access:</p> <ul style="list-style-type: none"> a. To a State Highway or Arterial Road; or b. To a Collector Road where three or more vehicle parking spaces are required <u>provided</u>; or²⁷¹ c. To an accessway that serves a site with six or more vehicle parking spaces. <p>2. Parking and loading areas are formed so that vehicle operators do not need to undertake more than one reverse manoeuvre to exit the parking space or loading area.</p> <p>Note: Two vehicle parking spaces may be provided in tandem where on-site manoeuvring is provided to ensure that vehicles do not reverse either onto or off the site.</p>	<p>Activity status when compliance is not achieved:</p> <p>3. When compliance with TRAN-REQ16.1<u>a</u> is not achieved: NC</p> <p>4. <u>When compliance with TRAN-REQ16.1b or c is not achieved: DIS</u>²⁷²</p> <p>4 <u>5</u>-When compliance with TRAN-REQ16.2 is not achieved: DIS</p>

²⁷¹ DPR-0207:017 SDC

²⁷² DPR-0414:031 Kainga Ora

TRAN- Surface of vehicle parks and loading areas REQ17

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1. All vehicle parking, loading and associated access provided ~~required~~ for non-residential activities shall be formed, sealed, and drained.
2. The outline of all vehicle parks provided ~~required~~ for residential activities shall be permanently marked. ²⁷³

Activity status where compliance is not achieved:

3. When compliance with any of TRAN-REQ17.1 or TRAN-REQ17.2 are not achieved: RDIS

Matters of discretion:

4. The exercise of discretion in relation to TRAN-REQ17.3 is restricted to the following matters:

- a. TRAN-MAT4.8 Circulation and access

²⁷³ DPR-0207:018 SDC

TRAN- Intersection spacing REQ20

All zones (excluding PREC6)

1. The spacing between road intersections complies with the separation distances listed in TRAN-TABLE 8.41²⁷⁴.
2. Where new roads are proposed on a site subject to any ODP:
 - a. The intersection spacing is designed for the proposed (future) speed limit within the ODP area and on immediately adjoining roads.

Activity status where compliance is not achieved:

3. When compliance with any of TRAN- REQ20.1 or TRAN-REQ20.2 are not achieved: RDIS

Matters of discretion:

4. The exercise of discretion in relation to TRAN-REQ20.3 is restricted to the following matters:
 - a. TRAN-MAT1.1 Visibility
 - b. TRAN-MAT1.2 Safety and efficiency
 - c. TRAN-MAT1.5 Road formation

Notification:

5. Any application arising from TRAN- REQ20.3 shall not be subject to public notification.

²⁷⁴ DPR-0375:059 NZTA

TRAN- Landscape Strip for Parking Areas REQ28		
CMUZ KNOZ	<p>1. All new on-site <u>car</u>²⁷⁵ parking shall establish and maintain a continuous landscape strip that complies with the following:</p> <p>a. The landscape strip is located between the road and adjacent parking area and does not extend across vehicle crossings or pedestrian accesses; and</p> <p>.....</p>	<p>Activity status when compliance not achieved:</p> <p>2. When compliance with TRAN-REQ28.1 is not achieved: RDIS</p> <p>.....</p>

²⁷⁵ DPR-0207:020 SDC

TRAN-Matters for Control or Discretion

TRAN-MAT1	Effects on the wider network
All zones	<ol style="list-style-type: none"> 1. Any effects on the visibility and safety of pedestrians, cyclists or motorists. 2. Any effects, including cumulative effects, on traffic safety or the efficiency <u>and effectiveness</u>²⁷⁶ of land transport infrastructure. 3. The outcome of any consultation with the NZTA where the activity or works directly affect a State Highway. 4. The outcome of any consultation with KiwiRail where the activity or works directly affect the rail network. 5. Whether the physical form of the road will minimise any effect on access. 6. Any relevant crash history of the road in the vicinity of the site. 7. Any characteristics of a proposed activity or site that make compliance unnecessary, including expected traffic generation volumes and the types of vehicles.

²⁷⁶ DPR-0375:061 NZTA

TRAN-MAT4	Parking areas
CMUZ GIZ GRUZ	<ol style="list-style-type: none"> 1. The ability for vehicle parking leases or formal sharing arrangements to make efficient use of the parking resource that is available on alternative sites where the peak operating periods of activities do not coincide. 2. The availability of public parking facilities on nearby roads. 3. Options to encourage mode-shift towards walking, cycling, and other modes to reduce the need for on-site parking, including by providing safe pedestrian and cycle connections through the parking area. 4. Whether there is likely to be a lower demand for mobility parking than is required by the Plan based on anticipated demand and the nature of the activities being undertaken on the site. 5. Whether mobility parking on the site is needed based on the size and nature of the vehicle parking area and the location of the activity relative to the vehicle parking area. 6. Whether appropriate provision has been made to ensure the parking area provides levels of amenity that are consistent with the environment in which it is being established. 7. Whether provision is made for safe and efficient vehicle circulation and access arrangements, including for pedestrians and cyclists. 8. <u>The ease and safety of access to the activity from any mobility parking provided off-site²⁷⁷</u>

²⁷⁷ DPR-0207:16 SDC

TRAN- High Trip Generating Activities
MAT8

All zones(Transplant existing text into below table).²⁷⁸

Basic ITA	Full ITA
<ol style="list-style-type: none"> Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road). Whether the design and layout of the proposed activity maximises opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes. Whether the ITA has been prepared by a suitably qualified and experienced transport specialist and has been approved by SDC. 	<ol style="list-style-type: none"> Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road). Whether the design and layout of the proposed activity maximises <u>promotes</u>²⁷⁹ opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes. Having particular regard to the level of additional traffic generated by the activity and whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure and construction work associated with the activity. Whether there are any effects from the anticipated trip generation and how they are to be mitigated where activities will generate more than 250hvm/d. Whether the ITA has been prepared by a suitably qualified and experienced transport specialist and has been approved by SDC.²⁸⁰

²⁷⁸ DPR-0375:049 and 063, DPR-0409:034 NZTA, Hughes Developments

²⁷⁹ DPR-0358:136, DPR-0363:135, DPR-0374:141, DPR-0384:143 Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd

²⁸⁰ DPR-0358:136, DPR-0363:135, DPR-0374:141, DPR-0384:143 Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd

TRAN-Schedules

TRAN-SCHED1 - Accessways

TRAN - Minimum requirements for shared accessways
TABLE3

Zone	Potential number of sites (Excludes sites with direct road frontage)	Length (m)	Legal width (m)	Carriageway width (m)	Turning area	Passing bay
RESZ MPZ TEZ GRAZ SKIZ	1	Any length 0-90	3.5	3.0	Optional	Optional
		<u>Over 90</u>	<u>4.5</u>	<u>4</u>		
	2-3	Any length 0-90	4.5	3.0	Optional	Optional
		<u>Over 90</u>	<u>5.5</u>	<u>4</u>		
	4-6	0-50	5.0	3.5	Optional	Optional
	4-6	Over 50	6.5	4.5	Required ²⁸¹ Optional	Required
CMUZ/GIZ/KNOZ/BORTZ All lengths			7.0	5.5	Required	Optional
GRUZ DPZ	1-3	Any length 0-90	4.5	3.0	Required	Optional
		<u>Over 90</u> ²⁸²	<u>5.5</u>	<u>4</u>		

²⁸¹ DPR-0414:042 Kainga Ora

²⁸² DPR-0359:036 FENZ

	4-6	0-50	5.0	3.5	Required	Optional
	4-6	Over 50	6.5	5.0	Required	Required

TRAN-SCHED2 - Vehicle Crossings

TRAN - Vehicle crossing distances from intersections²⁸³
TABLE4

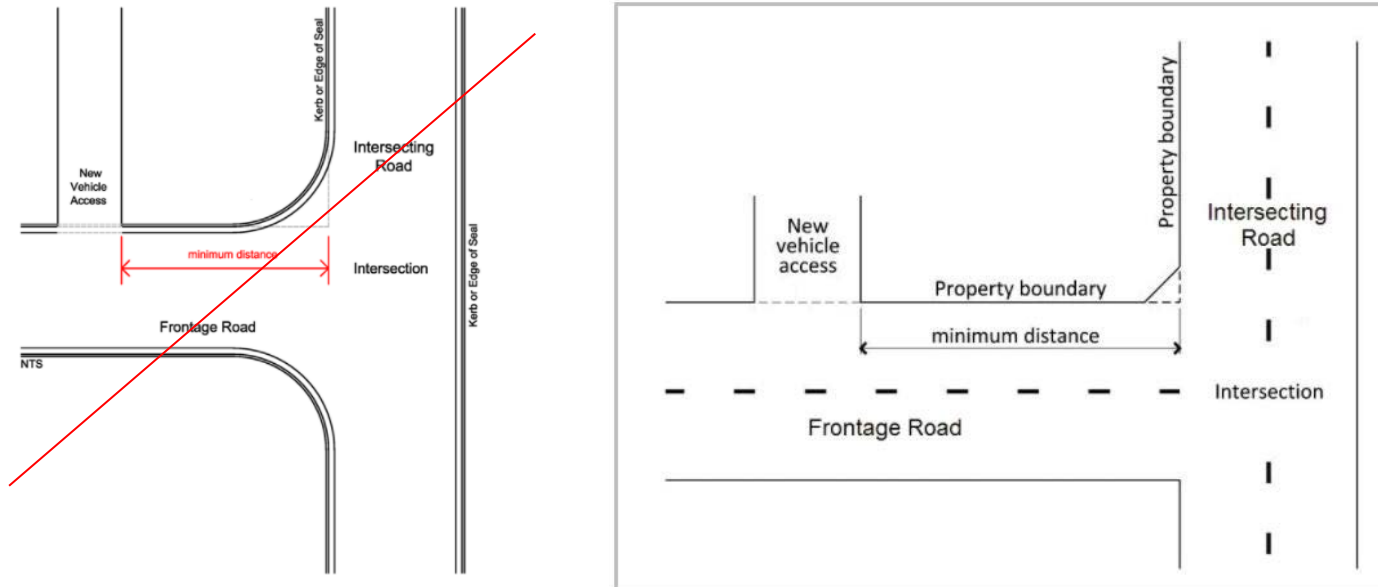
Intersection Road Types – Minimum distances (m)					
Frontage road	Posted speed Km/hr	State Highway	Arterial	Collector	Local
State Highway	Refer to NZTA's vehicle crossing design standards				
Arterial	≥50	100	100	100	100
	<50	30	30	30	30
Collector	≥50	75	75	60	60
	<50	30	30	30	25
Local	≥50	75	75	60	60
	<50	25	25	25	10

	<u>Minimum required distance between proposed vehicle crossing and any intersection.</u>
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²⁸³ DPR-0414:043 Kainga Ora

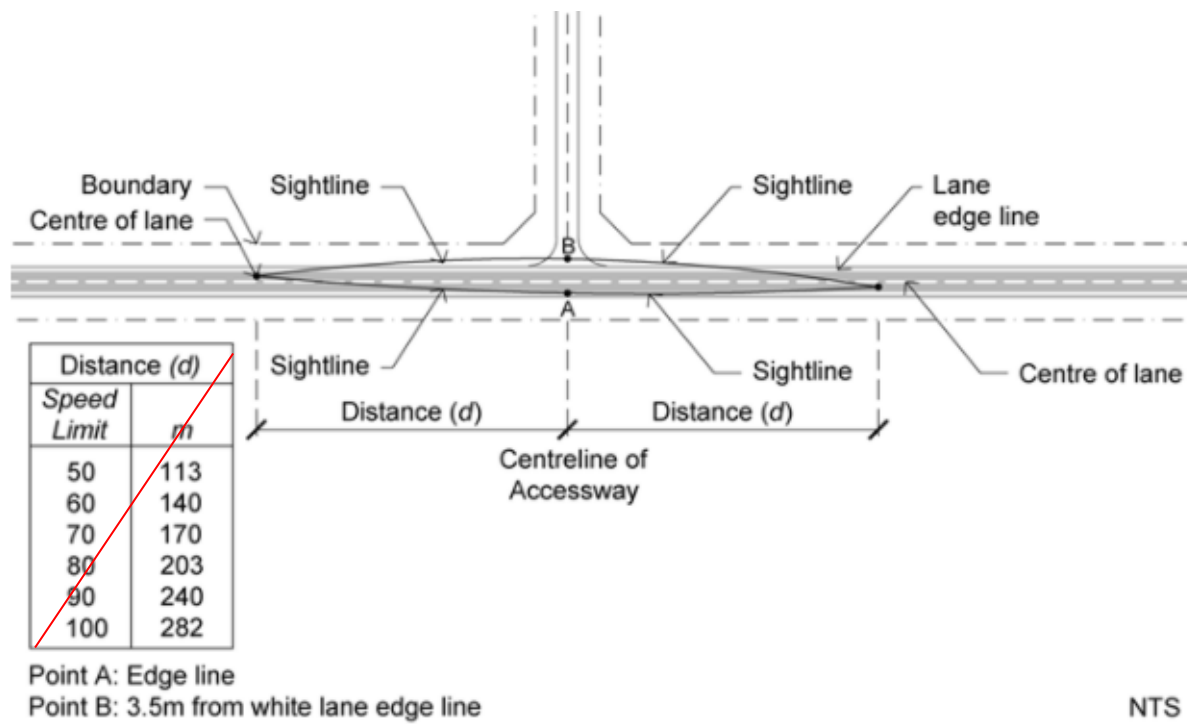
<u>Posted speed limit of frontage road (km/h)</u>	<u>Where the frontage road is a Local Road</u>	<u>Where the frontage road is not a Local Road</u>
<u>60 or less</u>	<u>20m</u>	<u>30m</u>
<u>70</u>	<u>45m</u>	<u>100m</u>
<u>80</u>	<u>45m</u>	<u>100m</u>
<u>90</u>	<u>60m</u>	<u>200m</u>
<u>100</u>	<u>60m</u>	<u>200m</u>
<u>Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing for the site may be constructed in the position which most nearly complies with the provisions of TRAN-TABLE4</u>		

TRAN – Accessway separation from intersections²⁸⁴ DIAG1



²⁸⁴ DPR-0414:043 Kainga Ora

TRAN – Sight distance measurements and values – State Highway/Arterial Road²⁸⁵
DIAG2



²⁸⁵ DPR-0375:067 NZTA

TRAN – Vehicle crossing width requirements²⁸⁶
TABLE6

Zone	Width (m)	
	Minimum	Maximum
RESZ	Residential activities — 3.5m <u>3m</u> ²⁸⁷ <u>Residential activities servicing an accessway over 90m – 4m</u> ²⁸⁸ Non- residential activities – 4m	Residential activities — 6m Non-residential activities – 7m
CMUZ GIZ (excluding PREC6) KNOZ	5m	7m or 8m for shared crossings
PREC6 PORTZ	5m	12m

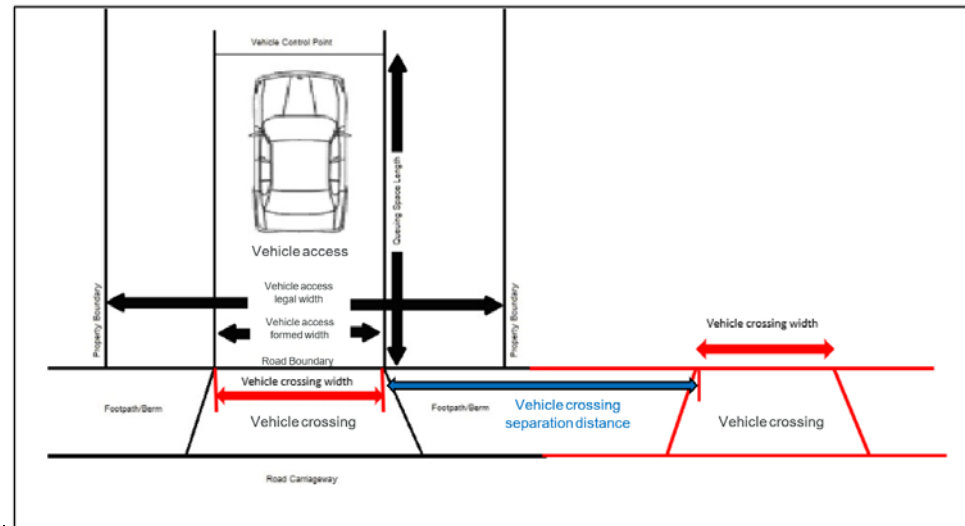
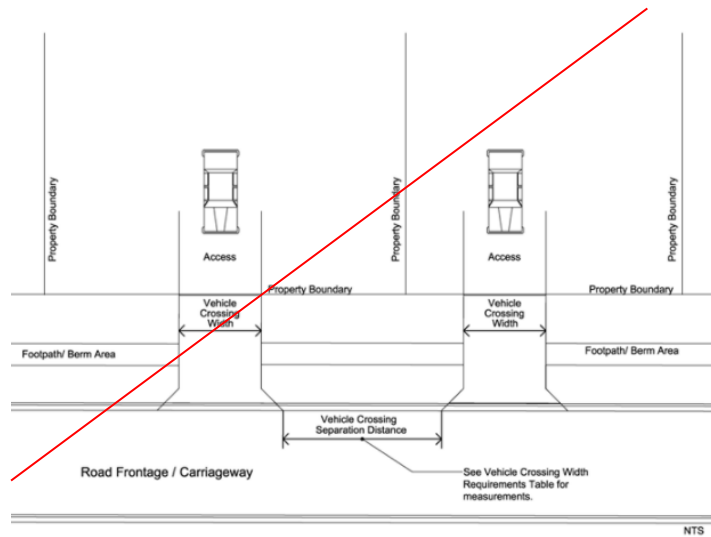
²⁸⁶ DPR-0414:045 Kainga Ora

²⁸⁷ DPR-0414:045 Kainga Ora

²⁸⁸ DPR-0359:036 FENZ

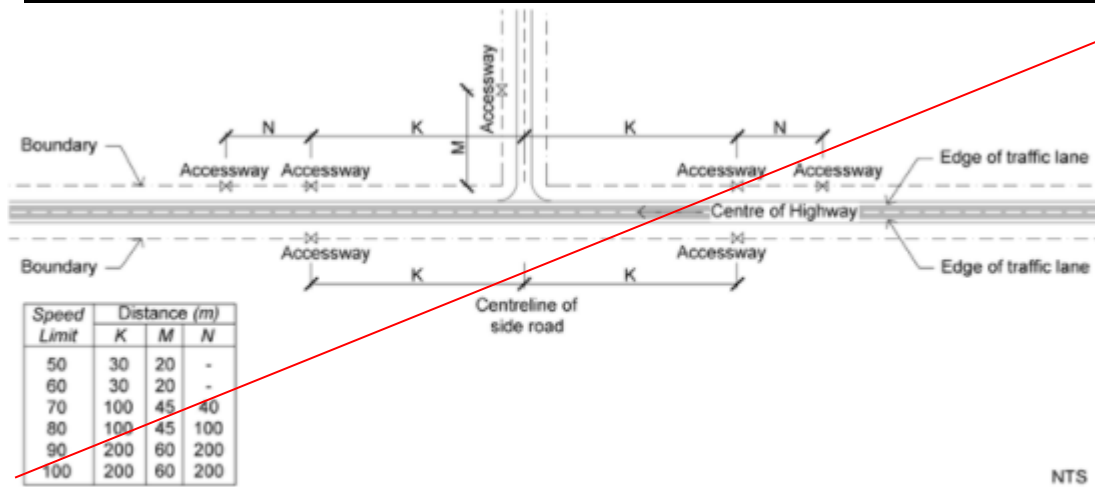
TRAN – Vehicle crossing widths and separation distances²⁸⁹

DIAG3



²⁸⁹ DPR-0207:014 SDC

TRAN – Accessway separation from other accessways – Arterial Road²⁹⁰ DIAG4



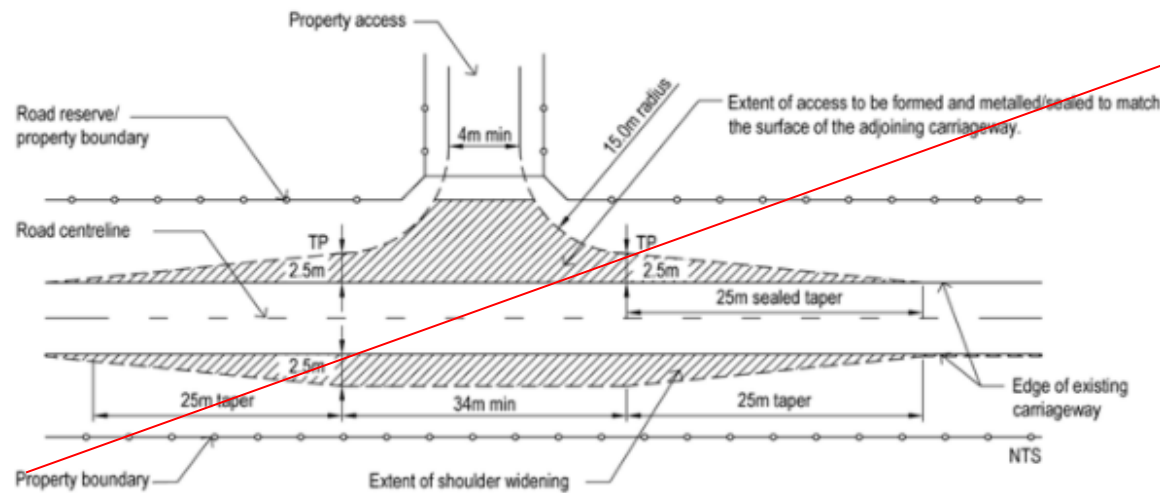
New TRAN-TABLE x

	<u>Type of road frontage</u>			
	<u>Frontage road speed limit (km/h)</u>	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>
<u>a</u>	<u>70</u>	<u>40</u>	<u>40</u>	<u>40</u>
<u>b</u>	<u>80</u>	<u>100</u>	<u>70</u>	<u>50</u>
<u>c</u>	<u>90</u>	<u>200</u>	<u>85</u>	<u>65</u>
<u>d</u>	<u>100</u>	<u>200</u>	<u>105</u>	<u>80</u>

²⁹⁰ DPR-0375:068 NZTA

Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing for the site may be constructed in the position which most nearly complies with the provisions of (new proposed) TABLE x.

TRAN – Vehicle crossing commercial and heavy design standard – All roads²⁹¹ DIAG7



²⁹¹ DPR-0375:054 NZTA

TRAN-SCHED3 - Road formation and operational standards

**TRAN - Road formation standards
TABLE7**

Road Type	Legal width		Carriageway width		Traffic lanes	Parking lanes	Specific provision for cycles (on road or off road)	Pedestrian provision
	Min	Max	Min	Max	Min no.	Min no.		Minimum
Local (in CMUZ, GUZ)	20	15	12	13	2	2 Both sides ²⁹²	Optional	Both sides
Local (in all other RESZ)	13	15 20 ²⁹³	7.5 7.5 ²⁹⁴	8	2	1	NA	One side

TRAN-SCHED5 – Parking, manoeuvring and loading spaces

**TRAN – Number of cycle spaces in all zones
TABLE9**

Activity	Cycle Space to be provided	
	Short term (visitors)	Long term (students/staff/residents)
<u>Comprehensive residential development:</u>	n/a	1 residents' space per unit where no garage is provided. 1 residents' space per unit where no garage is provided. ²⁹⁵

²⁹² DPR-0358:143, DPR-0363:142, DPR-0374:148, DPR-0384:150 Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd

²⁹³ DPR-0409:032 Hughes Development

²⁹⁴ DPR-0207:015 SDC

²⁹⁵ DPR-0207:012, DPR-0414:047 SDC and Kainga Ora

Residential unit:		
Recreation facility <u>Sports and recreation facilities</u> ²⁹⁶	1 space per 15 participants the facility is designed to accommodate for sport courts One space per 100m ² GFA for a gymnasium	Sport courts: NA 1 space per 300m ² GFA for agymnasium
Retirement village	1 space per 10 units for developments with 10 or more units. <u>1 space per 50 clients for visitor parking for supported residential care.</u>	n/a <u>1 space per 30 clients for long term parking for supported residential care.</u> ²⁹⁷

TRAN - Parking and loading area queuing space lengths
TABLE12

Number of on-site vehicle spaces	Minimum queuing space length (m)
4 <u>11-20</u> ²⁹⁸	5.5
21-50	10.5
51-100	15.5
101-150	20.5
151 or over	25.5

²⁹⁶ DPR-0207:013 SDC

²⁹⁷ DPR-0217:003 Summerset Villages Ltd

²⁹⁸ DPR-0414:048 Kainga Ora

