

Dunedin City District Plan
DISTRICT PLAN CHANGE 10
Transportation Rules and Definitions
Decision Incorporating Submissions

29 September 2010

1.0 INTRODUCTION

District Plan Change 10: Transportation Rules and Definitions makes a number of improvements to the rules and assessment matters of District Plan Section 20: Transportation, and reviews associated definitions in District Plan Section 3: Definitions. These improvements resolve concerns raised during a recent evaluation of Section 20, and include: provision for bus shelters within the road reserve and in other road corridors; clarification of the wording of certain rules and definitions; and updating of certain design standards and terminology. The plan change also makes a number of minor amendments of a consequential nature to transportation-related rules and assessment matters in other parts of the District Plan.

Seven submissions were received on Plan Change 10. Two further submissions were received in response to these submissions. All submissions were received within notified timeframes.

Of the seven primary submissions received, one submission supports the whole plan change, one submission supports certain provisions in the plan change, two submissions oppose certain provisions in the plan change, two submissions support one provision of the plan change but oppose others, and one submission does not state either support or opposition.

Both further submissions were made in support of an original submitter who had supported one provision of the plan change but opposed other provisions.

2.0 HEARING

The hearing on Plan Change 10 took place on 7 April 2010. Councillor Colin Weatherall (Chair), Councillor Andrew Noone and Councillor Kate Wilson formed the Hearing Committee. Council staff in attendance were Ms Debbie Hogan (Senior Planner-Policy), Ms Jane Macleod (Planner-Policy) and Ms Jenny Lapham (Governance Support Officer).

Submitters present at the hearing were Mr Clifford Seque, representing the CJ and RM Seque Trust and the Otago Property Investors Association, and Mr Don Anderson. Submitters not in attendance were the Dunedin City Council City Planning department (in its capacity as submitter), McDonald's Restaurants (New Zealand) Limited, the New Zealand Transport Agency, the Otago Regional Council and Mr Tony Wallis.

Ms Macleod introduced the officer's report, giving a brief overview of the purpose of the plan change and the nature of the submissions received.

Cr Noone sought clarification from **Ms Macleod** regarding the involvement of the Council's Transportation Planning and Transportation Operations departments in the preparation of the plan change. **Ms Macleod** indicated that representatives from both departments had been closely involved in the drafting of the proposed changes.

Cr Weatherall clarified that the submission made on the plan change by **City Planning** had been authorised by the Chair of Planning and Environment Committee, in accordance with the Committee Structure and Delegations Manual 2007. **Ms Macleod** tabled a copy of the authorisation. The submitters in attendance, **Mr Anderson** and **Mr Seque**, indicated they had no issue with this.

Mr Clifford Seque spoke in opposition to the provisions of Plan Change 10 that would increase the minimum required length of car parks. He was concerned that this increase would make compliance with District Plan rules problematic on small sites and would result in a loss of land available for building, amenity etc. **Mr Seque** noted that many of the Council's public kerbside car parks do not comply with these minimum dimensions. **Mr Seque** also suggested that there is an increasing trend towards smaller vehicle sizes in New Zealand, and questioned whether larger car parks were necessary in the light of this trend.

Mr Don Anderson spoke in opposition to those provisions of Plan Change 10 that would impose more restrictive rules on existing properties. If these changes went ahead, the result would be that property owners whose properties did not comply with the new,

more restrictive, rules would not be able to obtain Certificates of Compliance.

Mr Seque then spoke again regarding the value brought to the city by residential developments on smaller sites, in particular student housing.

In relation to comments from submitters on the manoeuvring and parking space requirements, **Cr Wilson** queried why the 99 percentile vehicle had been selected as the basis for the rules and whether other percentiles had been considered, including the 85 percentile vehicle, for different zones or uses.

After some deliberation of the issues raised in submissions, the Committee determined that the hearing should be adjourned and requested that officers re-examine the more restrictive standards relating to car parking, manoeuvring and vehicle access that are proposed via the Plan Change. As a result, City Planning has drafted alternative provisions in consultation with the Transportation Operations and Transportation Planning departments. The Committee's decision is to incorporate these alternative provisions into the Plan Change, for reasons discussed in section 8.0 below.

3.0 DECISION OVERVIEW

Overall, the Committee's decision is that Plan Change 10 be confirmed, subject to amendments. The Plan Change as amended by the decisions set out in this report is attached in Appendix A.

4.0 BACKGROUND

4.1 Evaluation of District Plan Section 20: Transportation

The Dunedin City District Plan was made fully operative on 3 July 2006. In September 2008 the Planning and Environment Committee approved the initiation of work on a plan change to review District Plan Section 20: Transportation. As part of this work an evaluation of the section was undertaken. During the evaluation, Council staff sought feedback on the content and performance of the section both from the general public and from key stakeholders, such as surveyors, planners and key public agencies, who make frequent use of the section. The evaluation also took into account relevant research, resource consent data and public submissions, as well as discussion and assessment by staff. The evaluation was completed in July 2009.

The evaluation report recommended that an initial plan change be carried out to resolve minor anomalies with the rules and definitions in Section 20: Transportation. Plan Change 10 seeks to carry out this recommendation. The aims of the plan change are as follows:

- To clarify the relationship between the rules in the section and those in the District Plan zone sections (Rural, Residential, Industry etc).
- To provide cross-referencing between rules and policies.
- To clarify the wording of rules in the section.
- To review rules and appendices in the section in order to ensure consistency with current design standards.
- To extend the range of activities permitted in the road reserve and within formed road corridors outside the road reserve. Bus shelters and other street furniture should be permitted in these areas.
- To review requirements for the hard-surfacing of parking, manoeuvring and loading areas, and private ways, in recognition of the adverse environmental impacts of excessive hard-surfacing.

- To transfer Rule 18.5.9, which controls the distance of private ways from dwellings, from Section 18: Subdivision Activity to Section 20: Transportation, thereby ensuring that this rule is implemented consistently across all activities.
- To review assessment matters for parking in order to allow consideration of the impact of requiring on-site car parking provision on the availability of on-street car parks.
- To review assessment matters for loading in order to allow loading to take place within on-site car parking areas where appropriate.
- To review assessment matters for manoeuvring in order to recognise the circumstances in which it may be acceptable to allow reversing onto higher order roads.
- To introduce maximum widths for vehicle crossings, thereby increasing safety and ease of movement for pedestrians.
- To review the wording of definitions relating to transportation and addition of new definitions as required to ensure the clarity of all rules.

A second, more comprehensive review of Section 20: Transportation will follow, to be co-ordinated with related City Planning projects, including review of the District Plan Sustainability, Residential and Activity sections.

4.2 Consultation

The scope of Plan Change 10 was determined based on feedback from the general public and key stakeholders provided during the evaluation of Section 20: Transportation described in section 4.1 above. The specific amendments to plan provisions proposed via Plan Change 10 were then drafted in consultation with Council departments including City Planning, Transportation Operations and Transportation Planning. Many of the proposed changes reflect the current practice of the Transportation Operations department. The NZ Transport Agency were also consulted on the draft. In addition, the Plan Change was reviewed prior to notification by David Gamble of Traffic Plan Ltd.

5.0 LATE SUBMISSIONS

All submissions and further submissions were received within notified timeframes. All submissions are considered to be valid as they are in accordance with the requirements of the Act.

6.0 FURTHER SUBMISSIONS

Under Clause 8(1) of the First Schedule of the Act, the following persons may make further submissions:

- (a) *any person representing a relevant aspect of the public interest; and*
- (b) *any person that has an interest in the proposed policy statement or plan greater than the interest that the general public has; and*
- (c) *the local authority itself.*

The two further submissions received on Plan Change 10, numbered **PC-10-F1** and **PC-10-F2**, were submitted by **Clifford Seque** and by the **Otago Property Investors Association (OPIA)** respectively. The Committee consider that both further submitters meet the criteria set out in Clause 8(1).

Clifford Seque is a property investor and has extensive experience of property development; the changes proposed to Section 20: Transportation via Plan Change 10 would affect the development activities that **Mr Seque** undertakes. It is therefore accepted that **Mr Seque** has an interest in the plan change that is greater than that of the general public.

The **OPIA** represents the interests of property investors; this is considered to be a relevant aspect of the public interest.

Decision PC-10/6.0

The Committee's decision is:

- (i) to **accept** the further submissions of **Clifford Seque (PC-10-F1)** and the **Otago Property Investors Association (PC-10-F2)** for consideration, in accordance with Clause 8(1) of the First Schedule of the Resource Management Act 1991.

Reasons for Decision

- (i) It is considered that **Clifford Seque** and the **Otago Property Investors Association** qualify, under Clause 8(1), as parties who may make further submissions. **Mr Seque** has an interest in the plan change that is greater than that of the general public. The **OPIA** represents a relevant aspect of the public interest.

7.0 OVERVIEW

To facilitate the summary of submissions on this plan change and to ensure that decisions are made in relation to all the issues raised in submissions, submissions have been grouped in relation to the specific rules, or by the common themes, with which they are concerned. Where submissions have raised points that are relevant to a number of themes, these submission points have been included in relevant sections of the report. Submissions have been broken into the following themes:

- Support Entire Plan Change
- Definitions
- Rules - street furniture
- Parking and manoeuvring standards
- Loading standards
- Access standards
- Note to Plan Users regarding access standards
- Assessment matters

8.0 DECISIONS ON SUBMISSIONS

8.1 SUPPORT ENTIRE PLAN CHANGE

Submitter	Decision Sought	Further Submission
NZ Transport Agency (PC-10-4/a, 4/b & 4/c)	Requests that the plan change be accepted in its entirety.	-

Discussion

The **NZ Transport Agency (NZTA)** supports the entire plan change, with particular reference to proposed changes to Section 3: Definitions, Section 18: Subdivision and Section 20: Transportation. The NZTA support the plan change because the provisions that apply to the State Highway accurately reflect the "Accessway Standards and Guidelines" promoted in the NZTA Planning Policy Manual (August 2007), and will provide the scope and preconditions for maintaining and enhancing the safety, efficiency and functionality of the State Highway network.

Decision PC-10/8.1

The Committee's decision is:

- (i) to **accept in part** the submission of the **NZ Transport Agency (PC-10-4/a, 4/b and 4/c)**.

Reasons for Decision

- (i) Subject to the amendments made in this decision, Plan Change 10 is the most appropriate means of achieving existing objectives of District Plan Section 20: Transportation, and the purposes of the Resource Management Act 1991. As noted by the **NZTA**, the plan change contains provisions that will improve the safety, efficiency and functionality of State Highways.

8.2 DEFINITIONS

Submitter	Decision Sought	Further Submission
Otago Regional Council (PC-10-5/a, 5/b & 5/c)	Requests that the plan change be approved.	-

Discussion

The submission of the **Otago Regional Council (ORC)** supports the revised or new definitions of 'hard surface', 'road sign' and 'street furniture'. The **ORC** supports the revised definition of 'hard surface', which states that permeable materials may be used for hard surfacing, due to their support for the use of permeable surfacing where

appropriate to reduce stormwater quantity and improve stormwater quality. The **ORC** supports the new definitions of 'road sign' and 'street furniture' because these definitions, in combination with the proposed amendments to Rules 20.5.1 and 20.5.2 discussed below, facilitate the timely and more cost-effective installation of bus shelters, information signs and seats.

Decision PC-10/8.2

The Committee's decision is:

- (i) to **accept in part** the submission of the **Otago Regional Council (PC-10-5/a, 5/b and 5/c)** as it relates to support for the amendments to definitions.

Reasons for Decision

- (i) The section 32 evaluation associated with Plan Change 10 has assessed the costs and benefits of the amendments to the definitions, and the risks of acting and of not acting. The summary report concludes that the benefits outweigh the costs and that the risk of acting is low.

8.3 RULES 20.5.1 AND 20.5.2 – STREET FURNITURE

Submitter	Decision Sought	Further Submission
Otago Regional Council (PC-10-5/d and 5/e)	Requests that the plan change be approved.	-

Discussion

The **Otago Regional Council (ORC)** supports the amendments to Rules 20.5.1 and 20.5.2, which would provide for bus shelters and other street furniture as a permitted activity within the road reserve and within existing formed road corridors outside the road reserve, subject to performance standards relating to the scale of the street furniture and the minimum width of footpath available for movement past the furniture. The **ORC** supports these amendments on the grounds that they would facilitate the timely and more cost-effective installation of bus shelters, information signs and seats.

Decision PC-10/8.3

The Committee's decision is:

- (i) to **accept in part** the submission of the **Otago Regional Council (PC-10- 5/d and 5/e)** as it relates to support for the amendments to Rules 20.5.1 and 20.5.2.

Reasons for Decision

- (i) The section 32 evaluation associated with Plan Change 10 has assessed the costs and benefits of the amendments to Rules 20.5.1 and 20.5.2, and the risks of acting and of not acting. The summary report concludes that the benefits outweigh the costs and that the risk of acting is low.

8.4 RULE 20.5.5 - PARKING AND MANOEUVRING STANDARDS

Submitter	Decision Sought	Further Submission
Don Anderson (PC-10-1/a)	That the plan change be amended so that the more restrictive performance standards do not apply to existing land uses and buildings.	-
CJ and RM Seque Trust (PC-10-6/b)	That the Council retain existing District Plan provisions with respect to the minimum dimensions of car parking stalls.	Clifford Seque (PC-10-F1) and the Otago Property Investors Association (PC-10-F2) support the submission of the CJ and RM Seque Trust in its entirety.
CJ and RM Seque Trust (PC-10-6/c)	That the Council retain existing District Plan provisions with respect to the standard vehicle dimensions used to calculate required space for parking and manoeuvring.	Clifford Seque (PC-10-F1) and the Otago Property Investors Association (PC-10-F2) support the submission of the CJ and RM Seque Trust in its entirety.
Tony Wallis (PC-10-7/a)	Either that all performance standards for parking and manoeuvring be deleted from the District Plan, or that there be no change to existing standards. There should be no restriction on the use of turntables for vehicle manoeuvring.	-

Discussion

Plan Change 10 as notified proposes a number of amendments to the performance standards in Rule 20.5.5 and associated Appendices 20B and 20C, which set out requirements for the design of parking and manoeuvring space. Many of these proposed amendments are based on current best practice design standards as set out in AS/NZS 2890.1:2004 Parking facilities - Part 1: Off-street parking. Notably, the plan change as notified proposes that required parking and manoeuvring space be calculated to allow for the 99 percentile standard design vehicle taken from AS/NZS 2890.1:2004, with a 6.3m turning radius. As a result, in comparison with the rules currently in place in the District Plan, required parking space would be increased but required manoeuvring space would be reduced. This reflects the larger size but improved manoeuvrability of the standard design vehicle on which the revised rules would be based.

Written submissions

Don Anderson (PC-10-1/a) opposes all changes to performance standards within Rule 20.5.5 that would impose more restrictive standards for vehicle parking.

The **CJ and RM Seque Trust (PC-10-6/b & PC-10-6/c)** oppose both the proposed amendments to minimum stall depths for car parks, as set out in Table A.1 of Appendix 20B of the District Plan Transportation section, and the proposed amendments to the standard vehicle dimensions used to calculate required space for vehicle manoeuvring, as set out in Appendix 20C. The submission of the **CJ and RM Seque Trust** is supported in its entirety by the further submissions of **Clifford Seque (PC-10-F1)** and the **Otago Property Investors Association (PC-10-F2)**.

Tony Wallis (PC-10-7/a) opposes the proposed amendments to the standard vehicle dimensions and turning circle used to calculate required space for manoeuvring, as set out in Appendix 20C. **Mr Wallis** also opposes the proposed change to Rule 20.5.5(vi)(a), which states that manoeuvring capacity on a site is to be supplied without the need for a turntable.

Submissions presented at hearing

At the hearing, **Clifford Seque (PC-10-F1)**, also representing the **CJ and RM Seque Trust (PC-10-6/b and 6/c)** and the **Otago Property Investors Association (PC-10-F2)**, discussed the reasons for his opposition to the proposed increase in the minimum required length of parking stalls from 5.0m to 5.4m. **Mr Seque** was of the opinion that this increase would benefit only a small minority of very large vehicles, but would disadvantage property owners since the requirement to allocate more land for car parking would reduce the availability of land for buildings, amenity areas, etc. This would make compliance with District Plan provisions problematic, particularly at small sites and where infill housing is proposed. **Mr Seque** has experience of developing numerous small sites around the university campus.

Mr Seque pointed out that the Council itself does not comply with the proposed dimensions for parking spaces, since many public kerbside car parks are 5.0m or less in length – for example those on the north side of lower Stuart St between the Octagon and Castle St.

Mr Seque also noted that a 1994 survey of the length of vehicles in New Zealand found that the 50th percentile of vehicles was 4.23m. Since 1994, due to increasing fuel prices and eco-friendly attitudes, it is **Mr Seque's** view that there has been a trend towards smaller vehicles.

Mr Seque tabled a site plan showing a residential development that he undertook in 2003. He noted that, under the proposed new rules for car park dimensions, more parking space would have been required for this development, with the result that less land would have been available for building, and it would have been necessary to reduce the size of the dwelling in order to comply with District Plan rules. **Mr Seque** also spoke of the value that residential developments on small sites, particularly those for students, bring to the city.

In response to questions from the Committee, **Mr Seque** indicated that the size of car parks based on the existing standards had not caused any problems at his developments in the past. **Mr Seque** confirmed that, if the existing 5.0m minimum car park length were not retained, he would prefer a minimum length of 5.2m to the proposed 5.4m.

Don Anderson (PC-10-1/a) discussed the implications of the more restrictive rules proposed in the plan change, in relation not only to parking and manoeuvring but also to vehicle loading and access. **Mr Anderson** pointed out that he had no brief from any particular property owner, but had submitted on the plan change due to his concerns about the effects that the proposed, more restrictive, rules would have on all existing properties. **Mr Anderson** considered that these rules would effectively prevent property owners from being able to obtain Certificates of Compliance from City Planning in cases where there was non-compliance with the new rules. **Mr Anderson** did not consider that the planner's report addressed these effects.

By way of an example, **Mr Anderson** discussed the case of the Smith City building in Filleul St. This building was established in the mid-1970s and complied with all planning requirements in place at that time. Smith City's lease expired last year, and a client of **Mr Anderson's** wanted to reopen the retail shop within the existing building. The client sought a Certificate of Compliance from the Council to guarantee that he could undertake this activity. However, because the height of the existing building was less than the 9m minimum height required in the Central Activity Zone, a Certificate of Compliance could not be issued. This was the case even though the 9m minimum height rule only came into effect after the Smith City building had been built. Permitted activities need to meet all relevant conditions, including those relating to building height. As a result, a resource consent application would be required to alter the building and establish the activity.

In the same way, **Mr Anderson** was of the opinion that the introduction of more restrictive rules in the District Plan Transportation Section as proposed via Plan Change 10 would remove rights that owners of existing properties have enjoyed until now.

Mr Anderson discussed the provisions of Plan Change 10 that would result in more restrictive rules. Proposed Rule 20.5.5(iv) relates to queuing space at car parking areas. Up to now, where a site has more than one access way, it was permissible to divide the required minimum queuing space between them. However, under proposed Rule 20.5.5(iv) the division of queuing space would no longer be allowed, and so those existing car parks with more than one access way, and where required queuing space had been divided in accordance with the existing rule, would become non-complying. In **Mr Anderson's** view, this would be unjust. The same applies to other rule changes proposed via Plan Change 10 including, among others, proposed Rule 20.5.5(vi), which would alter the standard vehicle design by which required manoeuvring space is calculated.

Mr Anderson stated that, while these new standards may well be justified for new developments or for any modification of an existing development that requires a resource consent application, they should not apply to an existing land use that fully complied with the District Plan at the time of its development. This would avoid the new rules preventing property owners from obtaining Certificates of Compliance.

Mr Anderson requested that the performance standards for vehicle parking and manoeuvring set out in Rule 20.5.5, as well as those for loading and access set out in Rules 20.5.6 and 20.5.7, should be amended so that the more restrictive rules introduced via Plan Change 10 do not apply to currently existing land use activities.

In response to questions from the Committee, **Mr Anderson** stated that if the proposed rules were altered as he requested, they would need to be worded in a way that avoided providing for activities that had not been lawfully established. **Mr Anderson** considered that if a development had not complied with planning requirements at the time it was established, it should not be exempt from the new rules.

Response to submissions

In response to both the written submissions and the cases presented by submitters at the hearing, the Committee requested that the officers re-examine the proposed changes to the parking and manoeuvring standards, to establish whether alternative solutions could be found that would both achieve the aims of the plan change as set out in section 4.1 of this report and minimise the degree to which the rules became more restrictive, particularly for existing activities. We were particularly concerned with the proposals relating to increased parking space requirements and to the division of queuing space. An increased requirement for parking space would reduce the amount of space available on-site for other requirements such as amenity areas. The removal of the ability to divide queuing space between multiple access points could discourage developers from providing more than one access point in cases where multiple accesses would be appropriate. Both changes could result in activities that currently comply with District Plan provisions becoming non-complying, thereby increasing resource consent requirements for owners, and we do not consider this desirable.

In the light of our concerns, the City Planning, Transportation Operations and Transportation Planning departments have identified alternative provisions in relation to these matters which we discuss below.

Plan Change 10 as notified proposed that required parking and manoeuvring space should be designed to accommodate a 99 percentile vehicle with 6.3m turning radius, as shown in AS/NZS 2890.1:2004. This would result in an increase in the stall depth required for 60° and 90° parking spaces, although required manoeuvring space and parking aisle width would be reduced in comparison to requirements in place in the operative Plan. In response to submissions, further consideration was given to this matter, to establish whether an alternative option could be identified that would minimise increases in required parking stall lengths.

Firstly, it was identified that it would be acceptable to require less parking and manoeuvring space for residential activities than for other types of activity. The 99 percentile vehicle depicted in AS/NZS 2890.1:2004 is similar in dimension to (although

slightly smaller than) a medium wheelbase Ford Transit van. While it is appropriate to require parking and manoeuvring space for a vehicle of this size to be provided in the case of, for example, commercial and community support activities, in the case of residential activities it would be acceptable to require space to accommodate a large car rather than a van. The 85 percentile vehicle depicted in AS/NZS 2890.1:2004 would be suitable for this purpose; this vehicle is similar in dimension to a Ford Falcon sedan. It should also be noted that drivers at residential sites are likely to become familiar with parking and manoeuvring in the space provided, and therefore need less space in order to be able to carry out the required manoeuvres effectively.

Although the reduction in required parking and manoeuvring space for residential activities could lead to increased difficulty in parking and manoeuvring for particularly large vehicles using residential sites, it is considered that it would be inefficient to base requirements for all residential activities on this minority of cases. It is also noted that standards in Section 20 are a minimum only; developers are free to provide additional parking and manoeuvring space at their discretion, provided that other requirements are met in relation to, for example, provision of amenity open space.

Secondly, AS/NZS 2890.1:2004 provides for the reduction in required parking stall length in cases where it is possible for a vehicle to overhang the end of the stall. This provision was not carried through into Plan Change 10 as notified; however if incorporated into the plan change it would allow for reduced provision of parking space, without a reduction in parking convenience, in many situations. Reduction in stall length should only be permitted where the overhang area belongs to the subject site and is not required as an amenity open space area or for vehicle, cycle or pedestrian access.

Overall, therefore, the officers propose that manoeuvring and parking space requirements should be based on the 85 percentile vehicle with 5.8m turning radius for residential activities, and the 99 percentile vehicle with 6.3m turning radius for all other activities. In addition, required stall depth should be reduced by 600mm where 600mm of suitable overhang space is available at the end of the stall. We consider that the benefits of these changes, in terms of increased efficiency in the use of land, outweigh the potential costs associated with reducing requirements for the provision of manoeuvring and parking space.

In relation to the division of queuing space, Plan Change 10 as notified proposed that, at parking areas with more than one access point, the right to divide required queuing space between the accesses without the need for resource consent should be removed. This would allow the Council to have input into how space should be divided, since in certain situations it may be appropriate to provide more queuing space at one access than another (e.g. where one access point led onto a busier road or was closer to an intersection). It would also resolve the uncertainty inherent in the operative rule, which allows queuing space to be divided but gives no guidance on how this should be done.

However, since this change could discourage developers from establishing more than one access point to a parking area, and would also lead to some existing developments becoming non-complying, the officers propose instead that the rule should allow queuing space to be divided 'in accordance with the proportion of traffic to be served by each access'. Although this wording does not state exactly how the space should be divided, it provides some guidance to developers and allows for space to be divided without resource consent in accordance with the individual circumstances of the site.

The Committee determine that the alternative provisions proposed by the officers should be incorporated into Plan Change 10. See Appendix A of this report, which sets out the plan change as amended by this decision.

In relation the issues raised by **Don Anderson (PC-10-1/a)**, we note that under section 10 of the Resource Management Act 1991 the performance standards revised via Plan Change 10 will not apply to existing land uses that were lawfully established before the standards become operative, provided that the effects of the use remain the same or similar in character, intensity and scale. **Mr Anderson's** concerns relate only to cases

where the character, intensity or scale of the activity at a site changes; in these situations, existing use rights do not apply.

However, we consider that the amendments made to Plan Change 10 in response to submissions significantly reduce the extent to which parking and manoeuvring standards become more restrictive. It is therefore not considered necessary to amend these rules so that they do not apply to currently existing land use activities, as requested by **Mr Anderson**. See section 8.6 of this report for discussion of and response to **Mr Anderson's** concerns in relation to changes to vehicle access standards.

With regard to the submission from **Mr Wallis (PC-10-7/a)** in opposition to the proposed change to Rule 20.5.5(vi)(a), which states that manoeuvring capacity on a site is to be supplied without the need for a turntable, we do not accept this submission. It is not considered appropriate to provide for turntables as a permitted method for providing required manoeuvring capacity, for the following reasons:

- In many situations, for example on steep sites and on sites containing multiple units, turntables may not be a suitable means of providing manoeuvring capacity.
- Turntables are costly, require maintenance and their lives are not permanent, particularly when compared to the lives of the buildings they serve. Where turntables are proposed, it is therefore appropriate to require resource consent so that a consent condition can be imposed relating to long-term maintenance.

However, to increase the clarity of this rule, we determine that the term 'manoeuvring capacity' proposed for use in Rule 20.5.5 should be replaced with the term 'manoeuvring area'.

Decision PC-10/8.4

The Committee's decision is:

- (i) to **accept in part** the submission of **Tony Wallis (PC-10-7/a)** as it relates to opposition to the proposal no longer to allow queuing space for multiple entry car parks to be divided as a permitted activity, by making the following amendment.
- (a) Amend Rule 20.5.5(iv) as follows:
- Queuing spaces***
- Space for onsite queuing for vehicles entering or exiting car parking areas shall be provided in accordance with Table 20.1. Where the parking area has more than one access, the required queuing space may be divided proportionally between the accesses, in accordance with the proportion of traffic volume to be served by each access. For the purposes of this rule, traffic volume means the number of inward vehicle movements per access per day.*
- (ii) to **accept in part** the submissions of **CJ and RM Seque Trust (PC-10-6/b and 6/c)** and **Tony Wallis (PC-10-7/a)** and the further submissions of **Clifford Seque (PC-10-F1)** and the **Otago Property Investors Association (PC-10-F2)** as they relate to proposed changes to the standard vehicle size used to calculate parking and manoeuvring standards, by making the following amendments.
- (a) Amend Rule 20.5.5(vi) as follows (deletions ~~scored out~~, additions underlined):
- (vi) ***On-site manoeuvring***
- (a) *All on-site manoeuvring areas for residential activities shall be designed to accommodate at least an 85 percentile design motor vehicle, as shown in Appendix 20C, unless otherwise specified. This manoeuvring area shall be provided without the need for a turntable.*

- ~~(a)(b)~~ *All on-site manoeuvring areas for non-residential activities shall be designed to accommodate at least a 99 percentile design motor vehicle, as shown in Appendix 20C, unless otherwise specified. This manoeuvring ~~capacity~~ area shall be provided without the need for a turntable.*
- ~~(b)(c)~~ *On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a national, regional, district or collector road, identified on District Plan Maps 73 and 74.*
- ~~(c)(d)~~ *For residential activities, ~~On-site~~ manoeuvring for ~~a 99~~ an 85 percentile motor vehicle shall be provided to ensure that no ~~99~~ 85 percentile motor vehicle is required to reverse onto or off a site where:*
 - (i) 5 or more parking spaces share a common access;*
 - (ii) 5 or more residential units share a common access; or*
 - (iii) The activity is on a rear site.*
- ~~(e)~~ *For non-residential activities, on-site manoeuvring for a 99 percentile motor vehicle shall be provided to ensure that no 99 percentile motor vehicle is required to reverse onto or off a site where:*
 - (i) 5 or more parking spaces share a common access; or*
 - (ii) The activity is on a rear site.*
- ~~(d)(f)~~ *Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring into or out of any required parking space.*
- ~~(g)~~ *Required on-site manoeuvring space may include any right of way that the site to which the manoeuvring requirements apply is legally entitled to use.*

- (b) Replace Appendix 20B Minimum Car Parking Space Dimensions and Appendix 20C 99 Percentile Motor Vehicle with the amended appendices as indicated in Appendix A of this report.

- (iii) to **reject in part** the submission of **Don Anderson (PC-10-1/a)** as it relates to the request that more restrictive performance standards for parking and manoeuvring should not apply to existing land uses and buildings.
- (iv) to **reject in part** the submission of **Tony Wallis (PC-10-7/a)** as it relates to the use of a turntable to provide required manoeuvring space.

Reasons for Decision

- (i) The amendment to Rule 20.5.5(iv) clarifies the existing rule, and specifies that queuing space should be divided according to the likely usage of the accesses. By retaining the ability to divide queuing space without need for resource consent, the amendment avoids the risk of discouraging developers from establishing more than one vehicle access in situations where multiple accesses would be desirable. We consider that the benefits of this amendment outweigh the costs and that the risk of acting is low.
- (ii) The amendments to required manoeuvring and parking space provide for the efficient use of land and recognise differences between residential and other activities. We consider that the benefits of the amendments outweigh the costs and that the risk of acting is low.

(iii)	The amendments made to Plan Change 10 in response to submissions reduce the extent to which parking and manoeuvring standards become more restrictive. We do not therefore consider it necessary to amend the rules so that they do not apply to currently existing land use activities. In relation to this matter it is noted that, under section 10 of the Resource Management Act 1991, the standards amended by Plan Change 10 will apply to existing land uses only where there is a change in the character, intensity or scale of the effects of the land use.
(iv)	It is not considered appropriate to provide for turntables as a permitted method for providing the required on-site manoeuvring capacity. The resource consent process will be used to ensure that turntables are not installed at sites where they are unsuitable, and to ensure that where turntables are installed they are properly maintained.

8.5 RULE 20.5.6 - LOADING STANDARDS

Submitter	Decision Sought	Further Submission
Don Anderson (PC-10-1/b)	That the plan change be amended so that the more restrictive performance standards do not apply to existing land uses and buildings.	-
CJ and RM Seque Trust (PC-10-6/c)	That the Council retain existing District Plan provisions with respect to the standard vehicle dimensions used to calculate required space for loading.	Clifford Seque (PC-10-F1) and the Otago Property Investors Association (PC-10-F2) support the submission of the CJ and RM Seque Trust in its entirety.

Discussion

Written submissions

Don Anderson (PC-10-1/a) opposes all changes to performance standards within Rule 20.5.5 that would impose more restrictive standards for vehicle loading.

The **CJ and RM Seque Trust (PC-10-6/c)** oppose proposed amendments to the standard vehicle dimensions used to calculate required space for loading, as set out in Appendix 20C. The submission of the **CJ and RM Seque Trust** is supported in its entirety by the further submissions of **Clifford Seque (PC-10-F1)** and the **Otago Property Investors Association (PC-10-F2)**.

Submissions presented at hearing

At the hearing, **Mr Seque** focussed on his opposition to proposed changes to performance standards for vehicle parking and manoeuvring, as discussed in section 7.4 of this report. **Mr Anderson** referred to changes to loading standards in Rule 20.5.6(ii) which would, in his view, make these standards more restrictive.

Response to submissions

As discussed in section 8.4, the Committee's decision is to amend the standard vehicle dimensions set out in Appendix 20C. Following the amendment, space to accommodate an 85 percentile vehicle will be required for residential activities, and space for a 99 percentile vehicle will be required for all other activities. However, this amendment will not affect loading standards, since there are no requirements for loading space for residential activities. Loading space for activities other than residential will be calculated based on the 99 percentile standard design vehicle with 6.3m turning radius (Appendix 20C), the 8 metre rigid truck (Appendix 20D) or the B train truck (Appendix 20E), depending on the gross floor area of the building.

For activities with a building gross floor area of 50m² or less, calculation of loading space will be based on the 99 percentile standard design vehicle with 6.3m turning radius. The required loading space in these cases will in fact be reduced, rather than increased, when compared with the status quo. This is because, although the 99 percentile vehicle is larger than the 90 percentile vehicle in use in the operative Plan, its turning radius is much smaller (6.3m compared with 8.0m). The required manoeuvring area for loading vehicles will therefore be reduced. No change is proposed to the minimum required size of the loading bay, since the existing minimum size is large enough to accommodate a 99 percentile vehicle.

Decision PC-10/8.5

The Committee's decision is:

- (i) to **reject in part** the submission of *CJ and RM Seque Trust (PC-10- 6/c)* and the further submissions of *Clifford Seque (PC-10-F1)* and the *Otago Property Investors Association (PC-10-F2)* as they relate to opposition to the proposed changes to loading standards.
- (ii) to **reject in part** the submission of *Don Anderson (PC-10-1/b)* as it relates to the request that more restrictive performance standards for loading should not apply to existing land uses and buildings.

Reasons for Decision

- (i) The proposed changes to performance standards for loading will not result in more restrictive standards.
- (ii) The section 32 evaluation associated with Plan Change 10 has assessed the costs and benefits of the amendments to loading standards, and the risks of acting and of not acting. The summary report concludes that the benefits outweigh the costs and that the risk of acting is low.

8.6 RULE 20.5.7 - ACCESS STANDARDS

Submitter	Decision Sought	Further Submission
Don Anderson (PC-10-1/c)	That the plan change be amended so that the more restrictive performance standards do not apply to existing land uses and buildings.	-
Tony Wallis (PC-10-7b)	That the existing minimum sight distances from vehicle crossings onto State Highways remain unchanged.	-
Tony Wallis (PC-10-7c)	That the minimum distances between vehicle crossings and intersections be re-chosen, so that when combined with the proposed new method for measuring distance between vehicle crossings and intersections, there is no overall change.	-
CJ and RM Seque Trust (PC-10-6/d)	That the Council either delete the last sentence of paragraph (b) of the exemptions to Rule 20.5.7, Table 20.4, thereby including vehicle crossings serving multiple units in the exemption, or modify the provision to provide for a specified level of multi-unit development that is acceptable within each zone.	Clifford Seque (PC-10-F1) and the Otago Property Investors Association (PC-10-F2) support the submission of the CJ and RM Seque Trust in its entirety.

Submitter	Decision Sought	Further Submission
City Planning (PC-10-2)	That the wording of proposed new Rule 20.5.7(iv)(f) be altered to read: 'There shall be a minimum distance of one metre between a residential unit and a vehicle access where: <ul style="list-style-type: none"> The residential unit and the vehicle access are within the same computer freehold register, and The vehicle access serves one or more other residential units.' 	-
Tony Wallis (PC-10-7d)	That proposed new Rule 20.5.7(iv)(h), which would set a maximum downhill gradient for the 5m of driveway that abuts a road or footpath, not be included in the District Plan.	-

Discussion

Written submissions

Don Anderson (PC-10-1/c) opposes all changes to performance standards that would impose more restrictive standards for vehicle access, including all proposed changes to Rule 20.5.7. **Mr Anderson** opposes these amendments because, in his view, they would further erode property rights as they relate to existing properties. **Mr Anderson** requests that the plan change be amended so that the more restrictive performance standards do not apply to existing land uses and buildings.

Rule 20.5.7(ii) sets out minimum sight distances from vehicle crossings onto State Highways in the Airport, Rural Residential and Rural Zones and in the Southwest Sawyers Bay portion of the Industrial 1 Zone. The proposed change to this rule would increase minimum sight distances, reflecting best practice standards as set out the NZ Transport Agency (NZTA) Planning Policy Manual. **Tony Wallis (PC-10-7b)** opposes this change on the grounds that, in his view, the minimum sight distances are already excessive. In addition, he notes that the minimum sight distances in the NZTA Planning Policy Manual, from which the proposed new distances have been adapted, are suggestions and that it is not compulsory for the Council to adopt them. **Mr Wallis** requests that the minimum sight distances currently specified in the Plan remain unchanged.

Rule 20.5.7(iii)(a) sets out how to measure the minimum required distances between vehicle crossings and intersections that are set out in Table 20.4 of Rule 20.5.7(iii). The proposed amendment to this rule, and the addition of a diagram in associated Appendix 20J, would provide a clearer, illustrated explanation of how to measure these distances. **Tony Wallis (PC-10-7c)** opposes the effect of the proposed change to Rule 20.5.7(iii)(a) and the addition of associated Appendix 20J, on the grounds that the revised method has the effect of increasing the minimum required distance between vehicle crossings and intersections. **Mr Wallis** requests that these minimum distances be adjusted, so that there is no overall change in the effect of the rule.

Rule 20.5.7(iii)(b) sets out the circumstances in which vehicle crossings are exempt from compliance with Table 20.4, which specifies the minimum distances required between vehicle crossings and intersections. Currently, the exemption applies in cases where the minimum distances specified in the table do not allow any vehicle crossing to be established on any road frontage of a site, due to the configuration of the boundaries of the site. The proposed change clarifies that the exemption applies only at sites where no vehicle crossing whatsoever would otherwise be permitted. It also excludes vehicle crossings that serve multiple units from the exemption, meaning that it would always be

necessary to apply for resource consent to establish a vehicle crossing serving multiple units, if that crossing breached the minimum distances from intersections set out in Table 20.4. **The CJ and RM Seque Trust (PC-10-6/c)** oppose the exclusion from Rule 20.5.7(iii)(b) of vehicle crossings serving multiple units. In **the Trust's** view, this exclusion does not have sufficient regard to the effect of traffic generated at the crossing, or to the relative extent of vehicle movements when applied to the permitted baseline within each zone. **The Trust** request that the Council either include all vehicle crossings serving multiple units in the exemption set out in Rule 20.5.7(iii)(b), or modify the rule so that it provides for a specified level of multi-unit development that is acceptable within each zone.

The submission of the **CJ and RM Seque Trust** is supported in its entirety by the further submission of **Clifford Seque (PC-10-F1)** and the **Otago Property Investors Association (PC-10-F2)**.

New Rule 20.5.7(iv)(f) sets a minimum separation distance between vehicle accesses and dwellings. The rule is worded as follows:

(f) There shall be a minimum distance of one metre between any residential unit and any vehicle access that passes that unit on the way from the frontage road to another unit. The purpose of this performance standard is to prevent opening doors and windows on one unit from obstructing vehicle access to another. This standard shall not apply where:

- i There are no opening windows or doors that could obstruct the vehicle access, or*
- ii A fence, wall, hedge or similar structure prevents any opening doors or windows from obstructing the vehicle access.*

Rule 20.5.7(iv)(f) would replace Rule 18.5.9 in District Plan Section 18: Subdivision Activity, which Plan Change 10 proposes to delete. Rule 18.5.9 is worded as follows:

The boundary of any private way shall be a minimum of 1m from any dwelling.

The proposed replacement of Rule 18.5.9 with Rule 20.5.7(iv)(f) would address two concerns. Firstly, because Rule 18.5.9 sits in the Subdivision Activity section of the Plan rather than in the Transportation section, it applies only to applications involving a subdivision proposal. This means that the Council is currently unable to stipulate a minimum separation distance between private ways and dwellings when processing applications not involving the subdivision of land (i.e. applications for building consent for permitted developments and applications for land use consent).

Secondly, Rule 18.5.9 applies to all private ways. The definition of 'private way' is relatively broad; it includes not only vehicle accesses but also 'common land' and 'common property'. This means that the existing rule can have the unintended effect of requiring separation distance between dwellings and, for example, shared amenity areas and footpaths. Instead, Rule 20.5.7(iv)(f) focuses on requiring separation between vehicle accesses and dwellings.

However, since the public notification of proposed Plan Change 10, it has been drawn to the attention of **City Planning (PC-10-2)** that the proposed wording of the Rule 20.5.7(iv)(f) does not address all potential safety and amenity issues that may arise when dwellings are located closer than 1m to vehicle accesses. The current wording of the rule focuses on the potential obstruction of vehicle accesses by opening doors and windows, by requiring the 1m separation distance only in situations where windows or doors on a dwelling may block the vehicle access. However, this wording does not address the following potential issues:

- The potential for hazard due to there being no buffer area for persons stepping out from doorways or behind the walls of the dwelling onto the vehicle access.
- The potential for vehicles to collide with the dwelling given the lack of separation.
- Reduced efficiency in travelling along a vehicle access due to more care being required to avoid collision with the dwelling.

- The aesthetic/amenity aspect of having a blank façade hard up against a vehicle access (e.g. no landscaping strip/generally blank facades is encouraged by the rule restricting obstructions such as doors or windows).

City Planning therefore request that the wording of Rule 20.5.7(iv)(f) to be amended as follows:

(f) There shall be a minimum distance of one metre between a residential unit and a vehicle access where:

- *The residential unit and the vehicle access are within the same computer freehold register, and*
- *The vehicle access serves one or more other residential units.*

New Rule 20.5.7(iv)(h) sets a maximum downhill gradient of 1 in 8 for the 5m of a vehicle access that immediately abuts the carriageway or footpath. This rule reflects best practice design standards as set out in NZS 4404:2004 Land Development and Subdivision Engineering, and recognises that vehicle accesses with steep downhill gradients near the road or footpath can be unsafe and can lead to the spread of gravel or other debris onto public roads and footpaths.

Tony Wallis (PC-10-7d) opposes this rule on the grounds that it is unnecessarily restrictive and will deny some property owners the benefits of off-street parking. **Mr Wallis** points out that the Council is not obliged to adopt the provisions of NZS 4404:2004. He also notes that consultation is underway on an updated version of the standard, which emphasises that local authorities can make their own decisions on how private ways should be designed and constructed. In the view of **Mr Wallis**, the justifications contained in the Section 32 report for the adoption of this rule are inadequate; the report states that steep gradients can be unsafe and can lead to the spread of debris onto public roads and footpaths. **Mr Wallis** questions whether steep vehicle accesses are unsafe in practice, and also points out that Rule 20.5.7(iv)(b) requires hard surfacing for the first 5m of a vehicle access to prevent the spread of debris into the public road.

Submissions presented at the hearing

At the hearing, **Mr Seque** focussed on his opposition to proposed changes to performance standards for vehicle parking and manoeuvring, as discussed in section 8.4 of this report. **Mr Anderson** referred to changes to access standards in Rule 20.5.7(ii) which would amend minimum sight distances required at vehicle accesses to State Highways in certain zones. He requested that all changes to access standards that result in more restrictive rules should be amended so that they do not apply to currently existing land use activities.

Response to submissions

In response to the points raised in submissions made in writing and presented at the hearing, the Committee's decision is to retain the proposed access standards as notified, with minor amendments, and provisions relating to existing activities. This decision has been reached based on the following assessment.

Rule 20.5.7(ii)

As **Mr Wallis (PC-10-7b)** submits, the longer minimum sight distances set out in revised Rule 20.5.7(ii) are more restrictive, and will result in a requirement for resource consent for certain activities that would be permitted under the operative Plan. The costs of the change have been considered through the section 32 assessment process, and have been judged to be outweighed by the benefits of improved road safety. The Committee accept the conclusion of the section 32 summary report on this matter. The Committee note that the change to Rule 20.5.7(ii) was drafted in discussion with the NZTA, the DCC Transportation Operations and Transportation Planning departments, and David Gamble of Traffic Plan Ltd.

Rule 20.5.7(iii)(a)

The purpose of the proposed change to Rule 20.5.7(iii)(a) and Appendix 20J is to clarify how distances between vehicle crossings and intersections should be measured. The existing wording of Rule 20.5.7(iii)(a) is difficult to interpret, and no diagram is provided to illustrate the rule. Currently, the distance is to be measured from the vehicle crossing to the 'kerb line, or formed hard surface edge' of the intersecting road. However, it is not always clear where the kerb line or edge begins. The diagram provided in new Appendix 20J clarifies this. As noted by **Mr Wallis (PC-10-7c)**, the effect of clarifying the method will be to increase the overall distance required in some cases. However, the increase will not be significant. The Committee consider it appropriate to retain the minimum distances set out in Table 20.4 of Rule 20.5.7 as notified.

Rule 20.5.7(iii)(b)

The Committee have considered the submission of the **CJ and RM Seque Trust (PC-10-6/c)**, relating to Rule 20.5.7(iii)(b), and are of the view that it is undesirable in any zone to allow vehicle crossings serving multiple units to be established close to intersections without the effects of such an activity first being considered through the resource consent process. The intention of the Rule 20.5.7(iii)(b) is to strike a balance between on the one hand making provision for vehicle access to properties close to intersections, and on the other ensuring road safety and efficient traffic flow in the vicinity of intersections by limiting the number of likely vehicle movements at such crossings. While it may, in some cases, be acceptable to allow a crossing serving multiple units to be constructed near an intersection, it is appropriate that effects are considered through the resource consent process, so that the Council's Transportation Operations department has the opportunity to have input into the design of the crossing and impose any conditions necessary to mitigate potential adverse impacts.

Rule 20.5.7(iv)(f)

Regarding the submission of **City Planning (PC-10-2)**, the Committee accept that the 1m separation distance should be required regardless of whether opening doors and windows may obstruct a vehicle access, and that the proposed revision to Rule 20.5.7(iv)(f) is appropriate to address the issues identified in the submission. However, we consider that some minor amendments to the wording proposed by **City Planning** will increase the clarity of the rule. Most notably, the rule should specify that the 1m separation distance applies between the dwelling and the formed width (rather than the legal width) of the vehicle access. It should also be noted that in cases where a new dwelling is proposed adjacent to an existing under-width access, the positioning of the new dwelling must allow the minimum 1m distance to be maintained in the event that, in the future, the width of the access is increased to the minimum required width as set out in Rule 20.5.7(v)(b). Finally, diagrams should be added to illustrate this rule.

Rule 20.5.7(iv)(h)

In relation to the submission of **Mr Wallis (PC-10-7d)** regarding Rule 20.5.7(iv)(h), the Committee acknowledge that the problem of the potential spread of debris from the first 5 metres of a vehicle access onto the road or footpath is addressed via Rule 20.5.7(iv)(b). However, the Committee recognise that stormwater runoff down a steep vehicle access can carry such debris from other parts of the site. In addition, at a vehicle access with a steep downhill gradient there is increased likelihood of vehicles losing control as they move onto the public road. For these reasons the Committee consider it appropriate to retain proposed Rule 20.5.7(iv)(h).

Grandparenting

Mr Anderson (PC-10-1/c) requests that the plan change be amended so that the more restrictive access standards do not apply to existing land uses and buildings. After considering the potential implications of the request, the Committee's decision is to adopt this approach, which is sometimes referred to as 'grandparenting', on a selective basis.

The Committee note that under section 10 of the Resource Management Act 1991 the

revised performance standards will not apply to existing land uses that are lawfully established before the standards become operative, provided that the effects of the use remain the same or similar in character, intensity and scale. However, where the character, intensity or scale of the activity changes, existing use rights no longer apply. The Committee acknowledge that this will lead to situations where vehicle accesses that have been designed to comply with the current standards may not comply with the proposed amendments, leading to a requirement for resource consent if a change to character, intensity or scale is proposed.

For many of the proposed rule changes, the Committee consider that the costs of these consent requirements will be outweighed by the benefits of the changes, and therefore that a grandparenting approach is not appropriate.

For example, where an activity has been established on a State Highway, and the visibility from the vehicle access does not comply with revised Rule 20.5.7(ii) which sets sight distance requirements in line with NZ Transport Agency guidance, the Council should be able to require that visibility is improved where there is a change in the character, intensity or scale of the activity at the site. Such a change may well increase the number of vehicle movements to and from the site, and therefore the level of risk associated with limited visibility from the access. In such a case mitigation measures could be taken to improve visibility, for example fencing and vegetation in the vicinity of the access could be altered.

In addition, where an activity has been established with a very wide vehicle crossing, and therefore does not comply with new Rule 20.5.7(v)(a) which sets a maximum width for vehicle crossings, the Council should be able to require that the design of that crossing is altered where there is a change in the character, intensity or scale of the activity at the site. Very wide vehicle crossings reduce ease of movement and safety for pedestrians. This problem could be exacerbated by a change in the nature of the activity at a site, since the number of vehicle movements to and from the site and/or the number of pedestrians in the vicinity of the site may increase.

However, the Committee have determined that a 'grandparenting' approach would be appropriate in relation to the following new rules to be introduced via Plan Change 10:

- Rule 20.5.7(iv)(f), which sets a minimum distance of 1m between residential units and vehicle accesses serving other residential units.
- Rule 20.5.7(iv)(g), which specifies that a maximum of 12 residential units may be served by a private way.
- Rule 20.5.7(iv)(h), which sets a maximum downhill gradient for the 5m of a driveway abutting the footpath or carriageway.

Where a change is proposed to an existing development that will mean it loses its existing use rights, there will be few practical measures that can be taken to increase compliance with these rules. Therefore, a grandparenting approach is appropriate in these particular cases; the rules should not apply to activities that were lawfully established prior to the date at which Plan Change 10 becomes operative, provided that there is no increase in non-compliance with the rules.

The Committee also note that a minor change to the wording of Rule 20.5.7(iv)(g) is required as follows:

...private ways ~~shall serve~~ may provide vehicle access to a maximum of 12 residential units.

This will decrease the restrictions imposed by the rule, by avoiding the unintended consequence of controlling the number of residential units to which private ways provide pedestrian/cycle access. The replacement of 'shall' with 'may' clarifies that private ways may provide vehicle access to any number of residential units, up to 12.

Decision PC-10/8.6

The Committee's decision is:

- (i) to **reject in part** the submissions of **Tony Wallis (PC-10-7/b, 7/c and 7/d)** and **CJ and RM Seque Trust (PC-10-6/d)** and the further submissions of **Clifford Seque (PC-10-F1)** and the **Otago Property Investors Association (PC-10-F2)** as they relate to opposition to the proposed amendments to performance standards for access.
- (ii) to **accept in part** the submission **City Planning (PC-10-2)** as it relates to Rule 20.5.7(iv)(f) and to **accept in part** the submission of **Don Anderson (PC-10-1/c)** as it relates to avoidance of the application of more restrictive performance standards to existing land uses and buildings, by making the following amendments.

(a) Amend Rule 20.5.7(iv)(f) as follows (deletions ~~scored out~~, additions underlined):

~~(f) There shall be a minimum distance of one metre between any residential unit and any vehicle access that passes that unit on the way from the frontage road to another unit. The purpose of this performance standard is to prevent opening doors and windows on one unit from obstructing vehicle access to another. This standard shall not apply where:~~

~~i. There are no opening windows or doors that could obstruct the vehicle access, or~~

~~ii. A fence, wall, hedge or similar structure prevents any opening doors or windows from obstructing the vehicle access.~~

(f) Except as specified in Rule 20.5.7(iv)(i), there shall be a minimum distance of one metre (as shown in Figure 20.1) between a residential unit and a formed vehicle access where:

- The residential unit and the vehicle access are within the same site, and
- The vehicle access serves one or more other residential unit(s).

As shown in Figure 20.2, where an existing formed vehicle access does not comply with the minimum required formed width specified in Table 20.7 of Rule 20.5.7(v)(b), a new residential unit shall be positioned to provide:

- The minimum one metre distance required by this rule, and
- Sufficient space to increase the formed width of the access to comply with Table 20.7.

[insert Figures 20.1 and 20.2 shown overleaf]

Figure 20.1 Minimum separation distance between residential unit and vehicle access

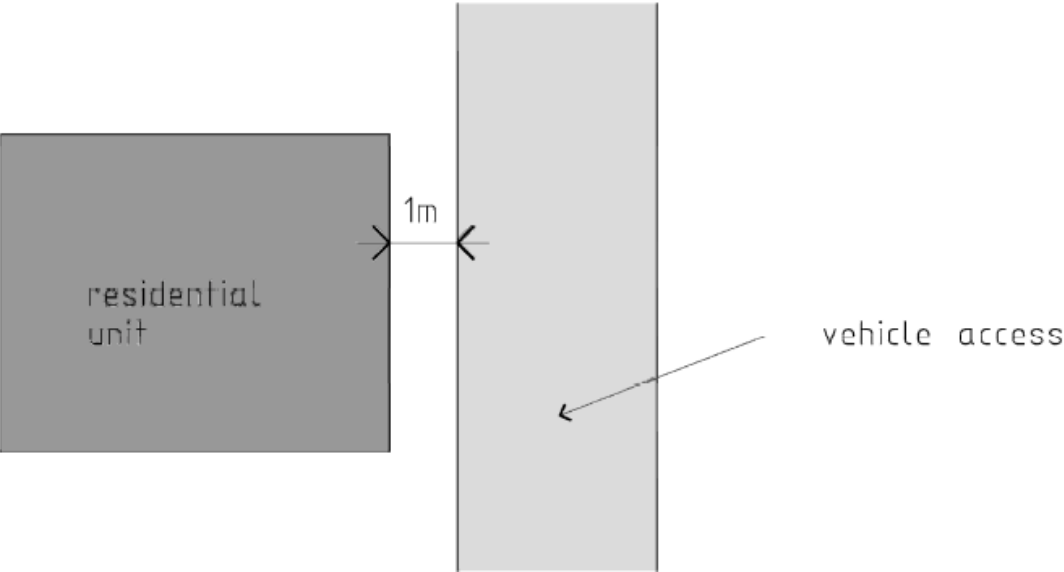
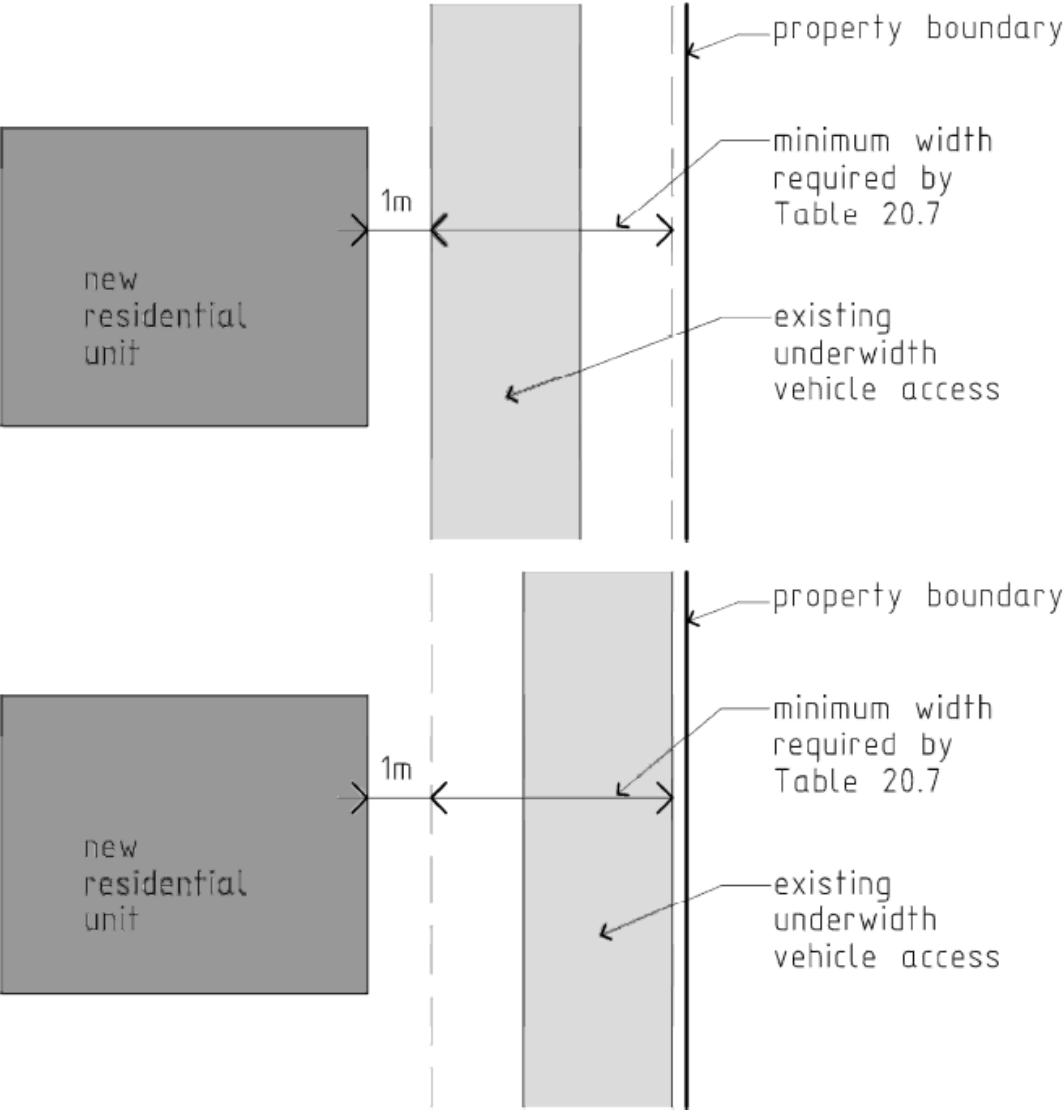


Figure 20.2 Minimum separation distance between new residential unit and existing under-width vehicle access: possible scenarios



(b) Amend Rule 20.5.7(iv)(g) as follows (deletions ~~scored out~~, additions underlined):

(g) Except as specified in Rule 20.5.7(iv)(i), private ways shall serve may provide vehicle access to a maximum of 12 residential units.

(c) Amend Rule 20.5.7(iv)(h) as follows (deletions ~~scored out~~, additions underlined):

(h) Except as specified in Rule 20.5.7(iv)(i), where vehicle accesses slope downhill towards the carriageway or footpath, the maximum grade for the 5m of the access immediately abutting the carriageway or the back of the footpath shall be no greater than 1 in 8.

(d) Insert new Rule 20.5.7(iv)(i) as follows:

(i) Rules 20.5.7(iv)(f), (g) and (h) shall not apply to activities that were lawfully established prior to 29 September 2010, unless a change to the activity increases the degree to which the activity does not comply with the relevant standard. For the avoidance of doubt, a change to an activity shall only be considered to increase non-compliance with Rules 20.5.7(iv)(f), (g) and (h) in the following circumstances:

- Rule 20.5.7(iv)(f): reduction in the distance between a residential unit and a formed vehicle access, where the existing distance is less than 1m.
- Rule 20.5.7(iv)(g): increase in the number of residential units served by an existing private way, where that private way serves 12 or more residential units.
- Rule 20.5.7(iv)(h): increase in the gradient of an existing vehicle access that slopes downhill towards a carriageway or footpath, where the gradient of that access exceeds 1 in 8.

Note that lawfully established activities include those for which resource consent has been granted based on previously operative District Plan rules, as well as those lawfully established prior to the operation of any District Plan rule.

Reasons for Decision

- (i) The proposed clarification of the method for measuring the distance between vehicle crossings and intersections will have the effect of increasing the required distance in certain cases. However, since these increases will not be significant it is not considered necessary to reduce the minimum distances.
- (ii) It is not considered appropriate to allow vehicle crossings serving multiple units to be established close to intersections without resource consent. Although there may be situations where it is acceptable to establish such a crossing, input from the Council's Transportation Operations department regarding the design of the crossing is desirable to maintain road safety and the efficient flow of traffic.
- (iii) By setting a maximum permitted limit on the downhill gradient of the portion of a vehicle access that abuts the footpath or road, problems associated with debris being carried onto the road/footpath via stormwater will be reduced, and road safety increased.
- (iv) The revision to the wording of Rule 20.5.7(iv)(f) proposed by **City Planning** would address safety and amenity issues that may arise when vehicle accesses are located close to dwellings.

- (v) Adoption of the ‘grandparenting’ approach requested by **Mr Anderson** would remove mechanisms for improving road safety, traffic flow and ease of movement for pedestrians if applied to certain rules. However, in other cases this approach is appropriate. The alterations to the wording of Rules 20.5.7(iv)(f), (g) and (h) and the introduction of new Rule 20.5.7(iv)(i) will ease resource consent requirements for established land uses in cases where there would be little benefit to requiring consent.

8.7 NOTE TO PLAN USERS

Submitter	Decision Sought	Further Submission
McDonald’s Restaurants (New Zealand) Ltd (PC-10-3/a)	<p>i. That a note be added at the start of Rule 20.5.7 stating that the location and design of vehicle accesses shall be in accordance with Rules 20.5.7(i) to (v) inclusive; that the ‘Note to Plan Users 2’ be moved to the end of the Rule; and that the ‘Note to Plan Users 2’ be amended as follows:</p> <p>‘Approval for any work in a road, including the establishment <u>construction</u> of access to properties, must be obtained from the relevant road controlling authority... In addition, uUnder section 51(2) of the Government Roding Powers Act 1989, the written permission of the NZTA must be obtained prior to the commencement of any work on any State Highway. Early consultation with the NZTA should be undertaken <u>is advised</u> for subdivision or development proposals adjacent to, or seeking access to, State Highways.’</p> <p>ii. That any other relief that will give effect to the submission is provided.</p> <p>iii. That any necessary consequential amendments are made.</p>	-

Discussion

McDonald’s Restaurants (New Zealand) Ltd (PC-10-3/a) requests that the ‘Note to Plan Users’ provided at the start of Rule 20.5.7 Vehicle Access Performance Standards be amended as detailed above. In their view, the current wording of the note appears to have the affect of a rule requiring NZ Transport Agency (NZTA) approval of the location and design of an access onto a State Highway, and of works within the State Highway reserve. It is the understanding of **McDonald’s Restaurants** that the District Plan cannot make it mandatory to obtain the consent of NZTA as a pre-requisite to approval of a land use resource consent application.

‘Notes to Plan Users’ are added to the District Plan to assist users in their interpretation of District Plan provisions, and also to alert them to other relevant legislation. Notes are advisory and do not have the effect of rules. The second note provided at Rule 20.5.7 highlights: that, under the Local Government Act 1974, approval must be obtained from the relevant road controlling authority prior to undertaking any work in a road; that, under the Government Roding Powers Act 1989, written permission from the NZTA must be obtained prior to commencing any work on a State Highway; that early consultation with the NZTA should be undertaken for subdivision and development proposals alongside State Highways; that there are special requirements under the Government Roding Powers Act 1989 for accesses onto Limited Access Roads; and that the NZTA should be consulted initially regarding development alongside these roads.

It is considered that the current wording of the note is clear and does not imply that the note is mandatory or has the effect of a rule. The format used, and the position at the start of the rule, is similar to that of other notes in the District Plan. The note does not seek to oblige District Plan users to obtain NZTA approval for work in the State Highway reserve; it is intended solely to alert users to their obligations under other legislation. The language used in the note is not considered to be misleading, since it states that users 'must' obtain the approvals stipulated in other legislation, but that they 'should' consult the NZTA at an early stage regarding development alongside State Highways. Early consultation with the NZTA is not a requirement of the legislation mentioned; it is nevertheless recommended by the Council, because early input from the NZTA will assist the applicant in the planning and design of their project and is likely to minimise costs.

The Committee do not consider that the amendments requested by **McDonald's Restaurant** are necessary in order to make clear that the Note to Plan Users does not have the effect of a rule requiring NZTA approval either of the location and design of an access onto a State Highway or of works within the State Highway reserve.

Decision PC-10/8.7

The Committee's decision is:

- (i) to **reject in part** the submission of **McDonald's Restaurants (New Zealand) Ltd (PC-10-3/a)** as it relates to the requested change in formatting and wording of Note to Plan Users 2 at Rule 20.5.7.

Reasons for Decision

- (i) It is considered that the proposed formatting and wording of the note are clear and will not mislead District Plan users.

8.8 ASSESSMENT MATTERS

Submitter	Decision Sought	Further Submission
CJ and RM Seque Trust (PC-10-6/d)	That the Council retain the intent of Assessment Matter 20.6.1(j).	Clifford Seque (PC-10-F1) and Otago Property Investors Association (PC-10-F2) support the submission of the CJ and RM Seque Trust in its entirety.
McDonald's Restaurants (New Zealand) Ltd (PC-10-3/b)	That Assessment Matter 20.6.1(k) be retained in the plan change.	-

Discussion

The **CJ and RM Seque Trust (PC-10-6/d)** support the addition of proposed Assessment Matter 20.6.1(j), which would allow the impact of the creation of on-site car parking on the quantity of available on-street parking to be taken into account when determining how much on-site parking should be provided at a site. This assessment matter will be relevant in cases where the creation of access to on-site car parks would result in the loss of on-street parking. In these cases, it may be appropriate for the Council to allow the establishment of fewer on-site car parks than would otherwise be

required by District Plan rules.

The Trust support this assessment matter because the provision of on-site parking in compliance with the District Plan can result both in the loss of a greater number of on-street spaces than are being provided on site and in unsafe vehicle movements being required on and off site.

The submission of the **CJ and RM Seque Trust** is supported in its entirety by the further submissions of **Clifford Seque (PC-10-F1)** and the **Otago Property Investors Association (PC-10-F2)**.

McDonald's Restaurants (New Zealand) Ltd (PC-10-3/b) supports the addition of proposed Assessment Matter 20.6.1(k), which would allow loading to take place within the on-site parking area, if it is possible to manage loading and parking within the same space in a satisfactory manner. **McDonald's Restaurants** support this assessment matter because management of parking and loading within the same area may be an efficient use of land in certain circumstances.

Decision PC-10/8.8

The Committee's decision is:

- (i) to **accept in part** the submissions of the **CJ and RM Seque Trust (PC-10-6/d)** and **McDonald's Restaurants (New Zealand) Ltd (PC-10-3/b)** and the further submissions of **Clifford Seque (PC-10-F1)** and the **Otago Property Investors Association (PC-10-F2)** as they relate to support for Assessment Matters 20.6.1(j) or 20.6.1(k).

Reasons for Decision

- (i) The section 32 evaluation associated with Plan Change 10 has assessed the costs and benefits of the proposed new assessment matters, and the risks of acting and of not acting. The summary report concludes that the benefits outweigh the costs and that the risk of acting is low.

9.0 MINOR CONSEQUENTIAL PLAN AMENDMENTS

The following amendments to the District Plan are made in accordance with Clause 16(2) of the First Schedule to the RMA, which states that:

"A local authority may make an amendment, without further formality, to its proposed policy statement or plan to alter information, where such an alteration is of minor effect, or may correct any minor errors."

The following changes do not alter the effect of the plan change and have no wider effects on existing District Plan provisions.

Changes to Rules 20.5.5(v)(b) and 20.5.6(i)(j) are required to make clear that requirement to drain hard surfaced areas only applies if impermeable surfacing material is used. The changes are a consequence of the alteration via Plan Change 10 of the District Plan definition of 'hard surface'. The revised definition specifies that permeable surfaces are an acceptable form of hard surfacing. Permeable surfaces, by definition, do not need to be drained.

Changes to Rules 8.12.2(iv)(c) and 8.12.2(xi)(a) are required to replace the term 'access strip' with the term 'access leg'. These changes are a consequence of the introduction via Plan Change 10 of a new definition of the term 'access leg'. The term 'access strip' (as defined in the Act) means land required for public access to water, whereas 'access leg' means land required for access from a frontage road to a rear site. Access leg is therefore the correct term for use in these rules.

Decision PC-10/9.1

The Committee's decision is:

- (i) to **amend** Rule 20.5.5(v)(b) as follows, pursuant to Clause 16(2) of the First Schedule of the Resource Management Act 1991:
 - (b) *The surface of all parking, associated access and manoeuvring areas (except parking areas for residential activities requiring 5 or less car parking spaces) shall be formed, hard surfaced and, if impermeable surfacing is used, drained, and parking spaces permanently marked.*
- (ii) to **amend** Rule 20.5.6(i)(j) as follows, pursuant to Clause 16(2) of the First Schedule of the Resource Management Act 1991:
 - (j) *The surface of all loading areas, associated access and manoeuvring areas shall be formed, hard surfaced and, if impermeable surfacing is used, drained, and loading areas permanently marked.*
- (iii) to **amend** Rule 8.12.2(iv)(c) as follows, pursuant to Clause 16(2) of the First Schedule of the Resource Management Act 1991:
 - (c) *For the alternative density sites (300 m²) in 'Area A' of the East Taieri Structure Plan Residential 6 Zone, the maximum site coverage shall be 50% of site area. For rear sites, maximum site coverage shall be 50% of site area excluding the access ~~strip~~ leg.*

(iv) to **amend** Rule 8.12.2(xi)(a) as follows, pursuant to Clause 16(2) of the First Schedule of the Resource Management Act 1991:

(a) ***Minimum Area for Front and Rear Sites (excluding the access ~~strip~~ leg)***

(i) *East Taieri south of Cemetery Road 2000m²*

(ii) *East Taieri between McFadden Drive and Wingatui 1000m²*

(iii) ...

Reasons for Decision

(i) The changes to Rules 20.5.5(v)(b) and 20.5.6(i)(j) are a consequence of the alteration via Plan Change 10 of the District Plan definition of 'hard surface'; the amended definition specifically includes permeable surfaces, which do not need to be drained.

(ii) The changes to Rules 8.12.2(iv)(c) and 8.12.2(xi)(a) are a consequence of the introduction via Plan Change 10 of a new District Plan definition for 'access leg'.

Dunedin City Council Hearings Committee

Councillor Colin Weatherall (Chair)



Councillor Kate Wilson



Councillor Andrew Noone



Dated: 29 September 2010

APPENDIX A: PLAN CHANGE 10 AS AMENDED BY DECISIONS

Dunedin City District Plan
DISTRICT PLAN CHANGE 10
Transportation Rules and Definitions

Amendments to District Plan
(incorporating decisions on submissions)

September 2010

Resource Management Act (1991)

DUNEDIN CITY DISTRICT PLAN**DISTRICT PLAN CHANGE 10: Transportation Rules and Definitions**

(incorporating decisions on submissions)

District Plan Change 10 makes amendments to existing sections of Volumes 1 and 2 as summarised on the following table:

VOLUME 1 DUNEDIN CITY DISTRICT PLAN		
Section	Provision	Amendment
3 Definitions		Amend 'Hard surface'
		Amend 'Road'
		Amend 'Vehicle access'
		Add 'Access leg'
		Add 'Carriageway'
		Add 'Formed road corridor'
		Add 'Laneways'
		Add 'Limited Access Road'
		Add 'Local Road'
		Add 'Road reserve'
		Add 'Road sign'
		Add 'Street furniture'
		Add 'Tandem parking'
		Add 'Vehicle crossing'
8 Residential	Rule 8.7.2(iv)	Amend to replace the term 'access strip' with the term 'access leg'.
	Rule 8.7.2(xii)(a)(ii)	
	Rule 8.8.2(iv)	
	Rule 8.8.2(xi)(a)(ii)	
	Rule 8.9.2(xii)(a)(ii)	
	Rule 8.10.2(xi)(a)(ii)	
	Rule 8.11.2(xi)(a)(ii)	
9 Activity	Rule 9.5.2(viii)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 9.6.2(vii)(a)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 9.7.2(vii)(a)	Amend cross-referencing to Rule 20.5.6(ii).
10 Industry	Rule 10.5.2(iii)(a)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 10.5.2(iii)(b)	Amend cross-referencing to Appendix 20C.
	Rule 10.6.2(iv)(a)	Amend cross-referencing to Appendix 20C.
	Rule 10.7.2(iii)(a)	Amend cross-referencing to Appendix 20C.
	Rule 10.7.2(x)(a)(ii)	Amend to replace the term 'access strip' with the term 'access leg'.

VOLUME 1 DUNEDIN CITY DISTRICT PLAN		
Section	Provision	Amendment
11 Port	Rule 11.5.2(iv)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 11.6.2(iv)(b)	Amend cross-referencing to Appendix 20C.
18 Subdivision Activity	Rule 18.5.3	Amend to include references to revised Vehicle Access Performance Standards in Section 20: Transportation. Amend note to plan users.
	Rule 18.5.9	Delete
	Assessment Matter 18.6.1(m)	Amend to include assessment matter for fire fighting access.
20 Transportation	20.5 Rules	Amend 20.5 Rules as shown on pp13-23.
	20.6 Assessment of Resource Consent Applications	Amend 20.6 Assessment of Resource Consent Applications as shown on pp24-28.
	Appendix 20B	Replace Appendix 20B Minimum Car Parking Space Dimensions with the revised Appendix 20B Minimum Car Parking Space Dimensions, as shown on pp29-31.
	Appendix 20C	Replace Appendix 20C 90 Percentile Design Motor Car with the revised Appendix 20C Base Vehicle Dimensions and Swept Paths, as shown on pp32-35.
	Appendix 20G	Replace Appendix 20G Low Use Access Standard with the revised Appendix 20G, as shown on p36.
	Appendix 20H	Replace Appendix 20H Moderate Use Access Standard with the revised Appendix 20H, as shown on p37.
	Appendix 20I	Insert new Appendix 20I, as shown on p38.
	Appendix 20J	Insert new Appendix 20J Method to Determine Distance Between Vehicle Crossing and Intersection, as shown on p39.
25 Airport	Rule 25.5.3(iv)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 25.5.3(v)(c)(ii)	Amend cross-referencing to Rule 20.5.7(ii).

VOLUME 2 DUNEDIN CITY DISTRICT PLAN		
Section	Provision	Amendment
Legend for Zone Maps		Amend legend to replace the term 'formed road' with 'formed road corridor'.

VOLUME 1 AMENDMENTS

Amendments to existing provisions, and new provisions are shown as underlined. Deletions are shown as ~~struck out~~.

3 Definitions

The following changes are made to Section 3: Definitions:

Amend the following existing definitions:

Hard Surface

- ~~- means a surface which is not affected by vehicle movement in all weather conditions and includes tarsealing, paving stones or concrete.~~
- means a surface that withstands traffic movement without the need for frequent maintenance. Hard surfaces may be permeable or impermeable to water. Examples of hard surfaces include: laneways; permeable, pervious or porous paving; concrete; asphalt; paving stones; and chip seal. Hard surfaces do not include compacted gravel or earth/dirt tracks.

Road *

- ~~- Has the meaning as in section 315 of the Local Government Act 1974.~~
- means the whole of any land which is within a district, and which:
 - a. Was a road or street or public highway prior to April 1st 1979 or
 - b. Immediately before the inclusion of any area in the district was a public highway within that area; or
 - c. Was laid out by the council as a road or street after April 1st 1979; or
 - d. Is vested in the council for the purpose of a road as shown on a deposited survey plan; or
 - e. Is vested in the council as a road or street pursuant to any other enactment;

Road includes:

- a. Any access way or service lane which: was under the control of any council prior to April 1st 1979; or was laid out or constructed by or vested in any council as an access way or service lane after April 1st 1979; or was declared by the Minister of Works and Development as an access way or service lane after April 1st 1979; or was declared by the Minister of Lands as an access way or service lane on or after the 1st day of April 1988.
- b. Every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof; -

but, except as provided in the Public Works Act 1981 or in any regulation under that Act, does not include a motorway within the meaning of that Act or the Government Roadway Powers Act 1989.

Vehicle access

- ~~- This is to provide access for vehicles from the road carriageway onto a site either directly or via a private way. The portion from the carriageway to the site boundary is controlled by Council's vehicle entrance specifications and the Local Government Act 1974. The private way and on site portion is covered by the District Plan.~~
- means that area of land over which a site or lot obtains vehicular access to and/or from a road, and includes the vehicle crossing. In addition to the vehicle crossing, the vehicle access may also include an access leg, a private way, common land as defined on a cross-lease or company-lease, or common property as defined in section 2 of the Unit Titles Act 1972.

Insert the following new definitions:

Access leg

- means a strip of land that provides access between the street frontage and a rear site.

Carriageway

- means the formed section of pavement between kerb and channel on kerbed roads, or between the outer edge-line of unsealed shoulders on unkerbed roads, constructed for the carriage of vehicles.

Formed road corridor

- means the carriageway and any adjoining pedestrian or cycle path(s).

Laneways

- means two strips of permanent material, such as concrete or asphalt, for driving on.

Limited Access Road

- means any road declared to be a Limited Access Road under section 88 of the Government Rounding Powers Act 1989, section 346A of the Local Government Act 1974, or the corresponding provision of any former enactment.

Local Road

- means a road whose main purpose is to provide access to adjoining properties.

Road Reserve

- means an area of land held by the Council or the Crown, with the express purpose of being used for, or having the potential to be used for, roading or access purposes.

Road sign

- means any sign required for one of the following purposes:
 - a) 'regulatory' (including speed limit and parking signs), that is, it instructs road users by requiring or prohibiting specified actions in using a road;
 - b) 'warning', that is, it informs road users of hazards or of other features requiring a safe response on or near a road;
 - c) 'advisory', that is, it provides road users with information or guidance (including information about destinations, routes, amenities, distances, street name signs and place names).

Street furniture

- means any structure that is necessary to the functioning of the road or that caters to the needs of road users, and includes but is not limited to structures such as bus shelters, taxi shelters, information fixtures for bus passengers, cycle parking facilities, litter bins, drinking fountains, public seating and public art. Street furniture does not include public toilets.

Tandem parking

- means the arrangement of two parking spaces such that it is necessary to pass through one space to gain vehicular access to the other.

Vehicle crossing

- means that area of land between the carriageway and the portion of the site boundary across which vehicle entry and/or exit to and/or from the site is obtained. Includes any culvert, bridge or kerbing. Vehicle crossings are controlled by the Council's vehicle entrance specifications and the Local Government Act 1974 as well as by rules in the District Plan. Vehicle crossings may form part of a vehicle access.

8 Residential

The following changes are made to Section 8: Residential:

Amend Rule 8.7.2(iv) as follows:

(iv) **Maximum Site Coverage**

Front Sites	40% of site area
Rear Sites	40% of site area excluding the access strip <u>access leg</u>

Amend Rule 8.7.2(xii)(a)(ii) as follows:

(xii) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	500 m ²
(ii)	Rear Site	500 m ² excluding the access strip <u>access leg</u>

Amend Rule 8.8.2(iv) as follows:

(iv) **Maximum Site Coverage**

Front Sites	50% of site area
Rear Sites	50% of site area excluding the access strip <u>access leg</u>

Amend Rule 8.8.2(xi)(a)(ii) as follows:

(xi) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	300 m ²
(ii)	Rear Site	300 m ² excluding the access strip <u>access leg</u>

Amend Rule 8.9.2(xii)(a)(ii) as follows:

(xii) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	250 m ²
(ii)	Rear Site	250 m ² excluding the access strip <u>access leg</u>

Amend Rule 8.10.2(xi)(a)(ii) as follows:

(xi) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	200 m ²
(ii)	Rear Site	200 m ² excluding the access strip <u>access leg</u>

Amend Rule 8.11.2(xi)(a)(ii) as follows:

(xi) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	1000 m ²
(ii)	Rear Site	1000 m ² excluding the access strip <u>access leg</u>

Decision PC-10/9.1(iii)

Amend Rule 8.12.2(iv)(c) as follows:

- (c) For the alternative density sites (300 m²) in 'Area A' of the East Taieri Structure Plan Residential 6 Zone, the maximum site coverage shall be 50% of site area. For rear sites, maximum site coverage shall be 50% of site area excluding the ~~access strip~~ access leg.

Decision PC-10/9.1(iv)

Amend Rule 8.12.2(xi)(a) as follows:

- (a) **Minimum Area for Front and Rear Sites (excluding the ~~access strip~~ access leg)**
- | | | |
|-------|-------------------------------------------------|---------------------|
| (i) | East Taieri south of Cemetery Road | 2000 m ² |
| (ii) | East Taieri between McFadden Drive and Wingatui | 1000 m ² |
| (iii) | ... | |

9 Activity

The following changes are made to Section 9: Activity:

Amend Rule 9.5.2(viii) as follows:

(viii) **Loading and Access**

For all activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases there are no vehicle loading requirements, but where provided, loading areas shall comply with the performance standards in Section 20 (Transportation). Access requirements for all activities shall comply with the performance standards in Section 20 (Transportation). *[Amended by Consent Order 20/12/01]*

Amend Rule 9.6.2(vii)(a) as follows:

(vii) **Loading and Access**

- (a) For the following activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases for the following activities there are no loading requirements. Access requirements for the following activities shall comply with the performance standards in Section 20 (Transportation): *[Amended by Consent Order 20/12/01]*

- (i) Recreational Activity.
(ii) Residential Activity.

Amend Rule 9.7.2(vii)(a) as follows:

(vii) **Loading and Access**

- (a) For the following activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases for the following activities there are no loading requirements. Access requirements for the following activities shall comply with the performance standards in Section 20 (Transportation):
[Amended by Consent Order 20/12/01]
- (i) Permitted activities in Rule 9.7.1(iii), (vi) and (vii).
 - (ii) Recreational Activity.
 - (iii) Residential Activity.
 - (iv) Community Support Activity.

10 Industry

The following changes are made to Section 10: Industry:

Amend Rule 10.5.2(iii)(a) as follows:

(iii) **Loading and Access**

- (a) For the following activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases for the following activities there are no loading requirements. Access requirements for the following activities shall comply with the performance standards in Section 20 (Transportation):
[Amended by Consent Order 20/12/01]
- (i) Retail Activity.
 - (ii) Recreational Activity.
 - (iii) Vehicle and Boat Yards.
 - (iv) Residential Activity.
 - (v) Industrial Tourist Activity.
 - (vi) Loading and unloading of fishing vessels.

Amend Rule 10.5.2(iii)(b) as follows:

- (b) For the following activities loading and access shall comply with the performance standards in Section 20 (Transportation):
- (i) Industrial Activity and Service Activity with building gross floor area 50 m² or less.

Loading shall be provided for on the following basis:

Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.

Manoeuvre Area: To accommodate a 90th percentile design car motor vehicle as shown in Appendix 20C.

Amend Rule 10.6.2(iv)(a) as follows:

(iv) **Loading and Access**

For sites less than 400 m² there is no specific loading requirement except that one of the car parking spaces shall be able to be used for loading as required in Rule 10.6.2(iii). Access requirements shall comply with the performance standards in Section 20 (Transportation).

For sites 400m² or more the following apply:

- (a) For the following activities loading and access shall comply with the performance standards in Section 20 (Transportation):

- (i) Industrial Activity with building gross floor area 50 m² or less.

Loading shall be provided for on the following basis:

Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.

Manoeuvre Area: To accommodate a 90th percentile design ~~car~~ motor vehicle as shown in Appendix 20C.

Amend Rule 10.7.2(iii)(a) as follows:

(iii) **Loading and Access**

- (a) For the following activities loading and access shall comply with the performance standards in Section 20 (Transportation):

- (i) Industrial Activity with building gross floor area 50 m² or less.

Loading shall be provided for on the following basis:

Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.

Manoeuvre Area: To accommodate a 90th percentile design ~~car~~ motor vehicle as shown in Appendix 20C.

Amend Rule 10.7.2(x)(a)(ii) as follows:

(x) **Minimum Site**

- (a) Minimum Area

- | | |
|-------------------|----------------------------------------------------------|
| (i) Front Site | 500 m ² |
| (ii) Rear Site | 500 m ² excluding the access strip |
| <u>access leg</u> | |

11 Port

The following changes are made to Section 11: Port:

Amend Rule 11.5.2(iv) as follows:

(iv) **Loading and Access**

For all activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases there are no loading or access requirements, however any loading or access provided shall comply with the performance standards in Section 20 (Transportation).
[Amended by Consent Order, 20/12/01]

Amend Rule 11.6.2(iv)(b) as follows:

- (b) For the following activities loading and access shall comply with the performance standards in Section 20: Transportation.

- (i) Industrial Activity and Service Activity with building gross floor area 50 m² or less.

Loading shall be provided for on the following basis:

Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.

Manoeuvre Area: To accommodate a ~~90~~99 percentile design ~~car~~ motor vehicle as shown in Appendix 20C.

18 Subdivision Activity

The following changes are made to Section 18: Subdivision Activity:

Amend Rule 18.5.3 as follows:

Rule 18.5.3 Access

Every allotment shall have both legal access and vehicle access to a formed road, except in the Activity Zones where every allotment shall have legal access. The standards for access are identified in Rule 20.5.67(iv)(a), ~~(iv)(b)~~, ~~(iv)(c)~~ and (v) 'Vehicle Access Performance Standards' of the Transportation Section.

Note: ~~As access will involve work over legal road reserve, the road controlling authority must be contacted at the earliest stage of preparing an application for subdivision consent. For State highways, the Roding Authority is Transit New Zealand, and for other roads contact the Dunedin City Council.~~

Approval for any work in a road, including the establishment of access to properties, must be obtained from the relevant road controlling authority. Under section 317 of the Local Government Act 1974, the Dunedin City Council is the road controlling authority for all roads in the city, with the following exceptions:

- a. State Highways are under the control of the NZ Transport Agency (NZTA), unless the NZTA has delegated control to the council.
- b. Government roads are under the control of the Minister of Transport.

In addition, under section 51(2) of the Government Roding Powers Act 1989, the written permission of the NZTA must be obtained prior to the commencement of any work on any State Highway. Early consultation with the NZTA should be undertaken for subdivision or development proposals adjacent to, or seeking access to, State Highways. See the Note 2 in Rule 20.5.67 for more details. [Amended by Consent Order, 21/12/01]

Delete Rule 18.5.9 as follows:

Rule 18.5.9 Private Ways

~~The boundary of any private way shall be a minimum of 1 m from any dwelling.~~

Amend Assessment Matter 18.6.1(m) as follows:

- (m) Property access to and within subdivision including:
- the effect of any new intersections or accesses created by the subdivision on traffic safety and efficiency, including their gradient and location
 - the need to provide pedestrian access
 - any impact of roading and access on water bodies, ecosystems, drainage patterns and the amenities of adjoining properties
 - the need to provide for appropriate standards of street lighting or private access lighting having regard to the classification of the road or the access
 - the design and layout of parking, loading, and manoeuvring areas and associated vehicle crossings
 - the appropriateness of having a private way greater than 60 m in length
 - the appropriateness of having a private way in respect of the potential number of residential units that are to be served.
 - the need to provide access for fire fighting in accordance with the fire safety requirements of the New Zealand Building Code. See Acceptable Solution C/AS1 Part 8: Fire Fighting of New Zealand Building Code Compliance Document C Fire Safety.

20 Transportation

The following changes are made to Section 20: Transportation:

- *Replace existing Section 20.5 Rules (pages 20:3 to 20:18) and 20.6 Assessment of Resource Consent Applications (pages 20:19 to 20:22) with new Sections 20.5 and 20.6, as shown on pages 13 to 26. Amendments to the notified version made as a result of the hearing of submissions are shown as underlined. Deletions are shown as ~~struck out~~.*
- *Replace Appendix 20B Minimum Car Parking Space Dimensions (page 20A:2) with the revised Appendix 20B Minimum Car Parking Space Dimensions.*
- *Replace Appendix 20C 90 Percentile Design Motor Car (page 20A:3) with the revised Appendix 20C Base Vehicle Dimensions and Swept Paths.*
- *Replace Appendix 20G Low Use Access Standard (page 20A:7) with the revised Appendix 20G.*
- *Replace Appendix 20H Moderate Use Access Standard (page 20A:8) with the revised Appendix 20H.*
- *Insert new Appendix 20I.*
- *Insert new Appendix 20J Method to Determine Distance Between Vehicle Crossing and Intersection.*

20.5 Rules

Note to Plan Users:

1. Rules 20.5.1 to 20.5.4 apply throughout all District Plan zones and are additional to the zone rules.
2. The relevant zone rules apply to any activity that is not listed in Rules 20.5.1 to 20.5.4 and is proposed within the legal road reserve or within an existing formed road corridor that is not contained within the legal road reserve.
3. The performance standards for parking, loading and access listed in Rules 20.5.5 to 20.5.7 of this section apply as specified in the zone rules.

Rule 20.5.1 Permitted Activities *(Policies: 20.3.2, 20.3.3)*

The following activities are permitted activities within the legal road reserve and within existing formed road corridors that are not contained within the legal road reserve, provided that they comply with the relevant performance standards set out in Rule 20.5.2:

- (i) Maintenance of existing roads, which includes realignment, traffic and parking controls, road signs, lighting and landscaping, ~~within:~~
 - (a) ~~Legal road reserve.~~
 - (b) ~~On existing road not contained within a legal road reserve, provided that work is undertaken within the formed road corridor.~~
- (ii) Street furniture.

Rule 20.5.2 Performance Standards for Permitted Activities *(Policies: 20.3.2, 20.3.3)*

- (i) Street furniture provided for under Rule 20.5.1(ii) shall comply with the following performance standards:
 - (a) The maximum height of street furniture shall be 3.5m.
 - (b) The maximum area of ground covered by the street furniture shall be 9m², measured at any point above ground level.
 - (c) The maximum length of street furniture shall be 6.5m.
 - (d) The minimum unobstructed width of footpath available for pedestrian movement past street furniture shall be:
 - (i) 2.0m in the Central Activity Zone.
 - (ii) 1.2m in all other zones.

Note to Plan users:

1. Section 339 of the Local Government Act 1974 sets out the process that the Council must follow prior to erecting any shelter for use by public transport or taxi passengers. This process includes consultation with the owners and occupiers of land whose frontage is affected by the shelter.
2. Approval for the design and location of street furniture must be obtained from the relevant road controlling authority. Under section 317 of the Local Government Act 1974, the Dunedin City Council is the road controlling authority for all roads in the city, with the following exceptions:
 - State Highways are under the control of the NZ Transport Agency (NZTA), unless the NZTA has delegated control to the council.
 - Government roads are under the control of the Minister of Transport.In addition, under section 51(2) of the Government Roading Powers Act 1989, the written permission of the NZTA must be obtained prior to the commencement of any work on any State Highway.

Rule 20.5.23 Discretionary Activities (Restricted) *(Policies 20.3.1, 20.3.7)*

The following activities are discretionary activities (restricted):

- (i) At the intersection of roads with railway lines, within the visibility envelope defined in the diagram in Appendix 20A:
 - (a) The erection of a building.
 - (b) The erection of a fence which exceeds 1.5 m high (other than post and wire fences).
 - (c) Vegetation which exceeds 1.5 m high.

The Council's discretion is restricted to the effects on the visibility of road and rail traffic approaching the intersection point.

- (ii) Street furniture that does not comply with the performance standards listed in Rule 20.5.2. The Council's discretion is restricted to the effects on the amenity of the street and the effects on the safety and movement of pedestrians.

Rule 20.5.34 Discretionary Activities (Unrestricted) *(Policy 20.3.1)*

The following activities are discretionary activities (unrestricted). In assessing an application for discretionary activities (unrestricted), the Council shall have regard but not be limited to the matters identified in Section 20.6.12:

- (i) Road construction, where the activity has not been considered as part of an approved subdivision consent.

Rule 20.5.45 Parking Performance Standards *(Policies 20.3.1, 20.3.4)*

~~Note: Refer also to the appropriate zone provisions for specific car parking rules.~~

(i) Calculation of on-site parking requirements

- (a) Where an assessment of the required parking standards results in a fractional space, any fraction under one half shall be disregarded, except for staff car parking where any fraction under one half shall be counted as one space. Any fraction of one half and greater shall be counted as one space.
- (b) The area of any parking space or spaces provided and of vehicular access drives and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of spaces required or permitted.
- (c) When calculating the overall parking requirements for a development, the separation of areas into different activities will be required where the gross floor area of an activity (or public floor area or other such measurement that the standards for the relevant activity is based upon) exceeds 10% of the total gross floor space of the development. The total parking requirement for any development shall be the sum of the requirements for each area.

(ii) Location and availability of parking spaces

- (a) A motor vehicle occupying any parking space shall have ready access to a road at all times without the necessity of moving a motor vehicle occupying any other parking or loading space on the site, ~~except for where two parking spaces are required for a single residential activity they may be provided in tandem as provided for in Rule 20.5.5(ii)(b).~~
- (b) Subject to Rule 20.5.5(vi), where two parking spaces are required for a single residential unit, they may be provided in tandem.
- ~~(b)~~ (c) Parking spaces are to be provided on the site of the activity requiring them.

(iii) **Parking spaces for people with disabilities**

- (a) When car parks are provided in or associated with a building which is accessible to people with disabilities, all required car parking areas shall include spaces for people with disabilities provided at the rate of 1 for up to 10 total spaces provided, 2 for up to 100 total spaces provided, plus 1 for every additional 50 spaces.
- (b) The dimensions of all spaces shall comply with the appropriate dimensions in Appendix 20B.

Decision PC-10/8.4(i)(a)

(iv) **Queuing spaces**

Space for on-site queuing for vehicles entering or exiting car parking areas shall be provided in accordance with Table 20.1, ~~except where the parking area has more than one access the required queuing space may be divided between the accesses.~~ Where the parking area has more than one access, the required queuing space may be divided proportionally between the accesses, in accordance with the proportion of traffic volume to be served by each access. For the purposes of this rule, traffic volume means the number of inward vehicle movements per access per day.

Number of Car Parking Spaces	Minimum Queuing Space Length (metres)
5-20	6
21-50	12
51-100	18
101+	24

Table 20.1: Queuing Space Lengths

Queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.

(v) **Design of parking spaces**

- (a) The gradient for off-street parking surfaces for all non-residential activities shall be no more than 1 in 20 in any one direction.
- (b) The surface of all parking, associated access and manoeuvring areas (except parking areas for residential activities requiring 35 or less car parking spaces) shall be formed, hard surfaced and, if impermeable surfacing is used, drained, and parking spaces permanently marked.
- (c) All parking areas, excluding those for residential activities, which are designed to accommodate 4 or more vehicles and which are used at night shall be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.
- (d) The dimensions of all spaces shall comply with the appropriate dimensions in Appendix 20B.
- (e) All parking areas shall have clearly defined access and the remainder of the property road boundary shall have a physical barrier which separates the parking area from the road.
[Inserted by Consent Order, 20/12/01]

Decision PC-10/9.1(i)

(vi) **On-site manoeuvring**

Decision PC-10/8.4(ii)(a)

- (a) All on-site manoeuvring areas for residential activities shall be designed to accommodate at least an 85 percentile design motor vehicle, as shown in Appendix 20C, unless otherwise specified. This manoeuvring area shall be provided without the need for a turntable.
- (a)(b) All on-site manoeuvring areas for non-residential activities shall be designed to accommodate at least a 90-99 percentile design motor vehicle, as shown in Appendix 20C,

unless otherwise specified. This manoeuvring area shall be provided without the need for a turntable.

- ~~(b)~~(c) On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a national, regional, district or collector road, identified on District Plan Maps 73 and 74.
- ~~(e)~~(d) For residential activities On-site manoeuvring for an 90-85 percentile ~~car~~ motor vehicle shall be provided to ensure that no 90-85 percentile ~~car~~ motor vehicle is required to reverse onto or off a site where:
 - (i) ~~Any site is required to provide 5 or more parking spaces~~ 5 or more parking spaces share a common access:-
 - (ii) 5 or more residential units share a common access ~~:-~~ or
 - (iii) The activity is on a rear site.
- ~~(e)~~ For non-residential activities, on-site manoeuvring for a 99 percentile motor vehicle shall be provided to ensure that no 99 percentile motor vehicle is required to reverse onto or off a site where:
 - ~~(i)~~ 5 or more parking spaces share a common access; or
 - ~~(ii)~~ The activity is on a rear site.
- ~~(d)~~(f) Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring into or out of any required parking space.
- ~~(g)~~ Required on-site manoeuvring space may include any right of way that the site to which the manoeuvring requirements apply is legally entitled to use.

Rule 20.5.56 Vehicle Loading Performance Standards *(Policies 20.3.1, 20.3.4)*

- (i) **Design of loading areas**
 - (a) On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a national, regional, district or collector road identified on District Plan Maps 73 and 74.
 - (b) In the Port Zones, any loading areas shall be designed and located without the necessity for any vehicles to reverse from or onto any road.
 - (c) Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required loading space.
 - (d) Each loading space shall have unobstructed vehicular access to a road or service lane.
 - (e) The receipt and dispatch of goods and the removal of rubbish is to be provided for in such a way that will not conflict with car parking arrangements or with pedestrian movements.
 - (f) Parking spaces and loading spaces may be serviced in whole or in part by a common manoeuvring area which shall remain unobstructed.
 - (g) Loading areas shall not be accessed from 'Identified Pedestrian Frontages'.
 - (h) The gradient for all loading areas shall be no more than 1 in 20 in any one direction.
 - (i) All loading areas, associated access and manoeuvring areas which are used at night shall be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.

Decision PC-10/9.1(ii)

- (j) The surface of all loading areas, associated access and manoeuvring areas shall be formed, hard surfaced and, if impermeable surfacing is used, drained, and loading areas permanently marked.

- (ii) For activities, except Residential Activities, that involve construction of a new building on a site which fronts a State ~~h~~Highway, loading and access shall comply with the performance standards in Rules 20.5.5(i) and 20.5.6 and loading spaces shall be provided as follows:
- (a) Activities with building gross floor area 50 m² or less.
Loading shall be provided for on the following basis:
Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.
Manoeuvre Area: To accommodate a ~~90-99~~ percentile design ~~ear-motor vehicle~~ as shown in Appendix 20C.
- (b) Activities with building gross floor area greater than 50 m² but less than 2,500 m².
Loading shall be provided for on the following basis:
Minimum Size: 8 m long x 3.5 m wide x 3.8 m high.
Manoeuvre Area: To accommodate an 8 metre rigid truck as shown in Appendix 20D.
- (c) Activities with building gross floor area 2,500 m² or greater.
Loading shall be provided for on the following basis:
Minimum Size: 20 m long x 3.5 m wide x 4.4 m high.
Manoeuvre Area: To accommodate a B Train truck as shown in Appendix 20E.

[Inserted by Consent Order 20/12/01]

Rule 20.5.67 Vehicle Access Performance Standards (*Policies 20.3.1, 20.3.4, 20.3.5, 20.3.8*)

Note to Plan Users:

~~Note 1: This rule does not apply to farm paddock access tracks.~~

- ~~1. These performance standards do not apply to vehicle tracks on farms.~~

~~Note 2:-~~

~~Any work, including access to properties, that is to be undertaken on legal road reserve requires the permission of the road controlling authority. Transit New Zealand is the road controlling authority for State highways. Under section 51(2) of the Transit New Zealand Act 1989, the written permission of Transit New Zealand must be obtained prior to commencement of any work on any State highway. Early consultation with Transit New Zealand should be undertaken for subdivision or development proposals adjacent to, or seeking access to, State highways. For all other roads the road controlling authority is Dunedin City Council and the Transportation Planning Department should be contacted.~~

- ~~2. Approval for any work in a road, including the establishment of access to properties, must be obtained from the relevant road controlling authority. Under section 317 of the Local Government Act 1974, the Dunedin City Council is the road controlling authority for all roads in the city, with the following exceptions:~~

- ~~• State Highways are under the control of the NZ Transport Agency (NZTA), unless the NZTA has delegated control to the council.~~
- ~~• Government roads are under the control of the Minister of Transport.~~

~~In addition, under section 51(2) of the Government Roadings Powers Act 1989, the written permission of the NZTA must be obtained prior to the commencement of any work on any State Highway. Early consultation with the NZTA should be undertaken for subdivision or development proposals adjacent to, or seeking access to, State Highways.~~

Where the State ~~h~~Highway is declared a "Limited Access Road" (~~LAR~~) approval from ~~Transit New Zealand the NZTA~~ is required for new accesses or changes to existing accesses. The

objective of this control is to protect and maintain the safety and high level of traffic services on these routes which may otherwise be adversely affected by traffic generation of property alongside. Approval, under the provisions of the Transit New Zealand Government Roadway Powers Act 1989, is required for new accesses for subdivision purposes, and changes to existing accesses, and may be required for other development of land adjacent to Limited Access Roads. Transit New Zealand The NZTA should be consulted initially with respect to development along Limited Access Roads. The location of Limited Access Roads is shown in Planning Map 73. *[Inserted by Consent Order 20/12/01]*

(i) **Maximum number of vehicle accesses crossings**

The maximum number of vehicle accesses crossings permitted on each road frontage of any site ~~or comprehensive development~~ shall be in accordance with Table 20.2.

Frontage Length (m)	Local Road	Collector Road	National (less than 100km/h), Regional or District Road	National Road (100km/h)
0 - 18	1	1	1	1
18 - 60	2	1	1	1
60 - 100	3	2	1	1
100 - 200	3	3	2	1
200 or greater	3	3	2	2

Table 20.2: Max number of vehicle accesses crossings per road frontage *[Amended by Consent Order, 20/12/01]*

(ii) **Minimum sight distances from vehicle accesses crossings (applies only to State Highways)**

The minimum sight distance from any vehicle access crossing in the Airport Zone, Rural Residential or Rural Zone or at the Southwest Sawyers Bay portion of the Industrial 1 Zone, shall be in accordance with Table 20.3. *[Amended by Consent Order, 15/1/03 & Plan Change 3, 1/9/08]*

The sight distances shown in Table 20.3 shall be measured from the points shown on the diagram in Appendix 20F.

Speed Limit (km/h)	Sight Distance (m)	
	<u>Residential Activity</u>	<u>Other Activities</u>
50	45	80 115
60	65	105 140
70	85	140 170
80	115	175 205
90	140	210 240
100	170	250 285

Table 20.3: Minimum sight distances from vehicle accesses

(iii) **Distances of vehicle accesses crossings from intersections**

Any part of any vehicle accesses crossing shall not be located closer to the intersection of any roads than the distances specified in Table 20.4.

Roads where the speed limit is less than 100 km per hour					
Frontage Road	Intersecting road type (distance in metres)				
	National	Regional	District	Collector	Local
National	70	70	70	55	35
Regional	70	70	70	55	35 6
District	70	70	70	55	35
Collector	40	40	40	40	20
Local	25	25	25	25	20

Roads where the speed limit is 100 km per hour					
Frontage Road	Intersecting road type (distance in metres)				
	National	Regional	District	Collector	Local
National	275	275	180	180	180
Regional	180	180	180	180	90
District	180	180	180	90	90
Collector	90	90	90	60	60
Local	90	90	90	60	60

Table 20.4: Minimum distances of vehicle ~~accesses~~ crossings from intersections**Clarification of, and exemptions to, Table 20.4**

- (a) ~~Distances shall be measured along the boundary parallel to the centre line of the roadway of the frontage road from the kerb line, or formed hard surface edge of the intersecting road. Where the roadway is median divided, the edge of the median nearest to the vehicle access shall, for the purposes of this clause, be deemed the centre line. Distances shall be measured as shown in Appendix 20J.~~
- (b) ~~For proposals not involving application for subdivision consent, where the boundaries of a site do not allow the provision of any vehicle access whatsoever in conformity with the above distances, a single vehicle access may be constructed in the position furthest from the intersection. The only exemption to this standard shall be for proposals not involving application for subdivision consent, where the minimum distances set out in Table 20.4 do not allow any vehicle crossing to be established on any road frontage of a site, due to the configuration of its boundaries. In these cases, a single vehicle crossing may be constructed in the position that most nearly complies with the provisions of Table 20.4. This exemption shall apply only at sites where no vehicle crossing whatsoever would otherwise be permitted, and shall apply to one vehicle crossing only at such sites. This exemption shall not apply to vehicle crossings serving multiple units.~~
- (c) For proposals involving applications for subdivision consent, ~~where the boundaries of a site do not allow the provision of any vehicle access whatsoever in conformity with the above distances~~ where the minimum distances set out in Table 20.4 do not allow any vehicle crossing to be established on any road frontage of a site, due to the configuration of its boundaries, this shall be a matter that Council retains discretion over.
- (d) National, regional, district and collector roads are identified on District Plan Maps 73 and 74. Local roads are all other roads.
- (iv) **Vehicle access standards**
- (a) For State ~~h~~Highways in Rural and Rural Residential zones the vehicle access shall not serve more than 100 equivalent car movements per day (ecm/~~4~~ per day) ~~and shall comply with the relevant diagrams in Appendix 20G or 20H. Vehicle access design shall be in accordance with Table 20.5.~~ For the Southwest Sawyers Bay portion of the Industrial 1 zone the only vehicle access shall be from State Highway 88 and shall comply with the relevant diagram in Appendix ~~20H~~20I. Equivalent car movement (averaged over one week) is calculated as follows: one car moving to and from a property equals 2 ecm; one truck moving to and from a property equals 6 ecm; and one truck and trailer moving to and from a property equals 10 ecm. *[Inserted by Consent Order 20/12/01 and amended by Consent Order 15/1/03]*

<u>Type of traffic using vehicle access</u>	<u>Volume of traffic using vehicle access (ecm per day)</u>	<u>Volume of traffic using State Highway (volume per day)</u>	<u>Vehicle access design</u>
<u><1 movement per day of a vehicle weighing over 3.5 tonnes</u>	<u>1-30</u>	<u><10,000</u>	<u>See Appendix 20G</u>
		<u>≥10,000</u>	<u>See Appendix 20H</u>
	<u>31-100</u>	<u><10,000</u>	<u>See Appendix 20H</u>
		<u>≥10,000</u>	<u>See Appendix 20I</u>
<u>>1 movement per day of a vehicle weighing over 3.5 tonnes</u>	<u>1-30</u>	<u>All</u>	<u>See Appendix 20H</u>
	<u>31-100</u>	<u>All</u>	<u>See Appendix 20I</u>

Table 20.5: Vehicle accesses onto State Highways in the Rural and Rural Residential Zones

- (b) In all cases where ~~the a~~ site adjoins a legal road ~~which that~~ is constructed of hard surfaced footpath or carriageway, ~~Council will require the vehicle access to be hard surfaced for a minimum length of 5m from the edge of the footpath or carriageway in order the vehicle access shall be hard surfaced from the edge of the existing hard surfacing on the footpath or carriageway to the property boundary and for a minimum of 5m inside that boundary. The purpose of this performance standard is~~ to prevent gravel or loose material from being carried onto the footpath or carriageway, and also to prevent damage to the edge of the existing footpath or carriageway and to the newly established vehicle crossing itself. For the purposes of this standard, laneways shall not be an acceptable form of hard surfacing.
- (c) In all zones other than Rural and Rural Residential, the full length of any private way that serves 2 or more units shall ~~is required to~~ be hard surfaced.
- (d) For proposals in the Rural or Rural Residential Zones, ~~the vehicle~~ accesses shall contain clear sight triangles, being triangles either side of the access, each triangle having as one side the 10 m length of the access centre line and another side being 10 m along the road boundary measured from the centre line of the access. The clear sight triangle shall be on the road side of any gate and visibility shall not be obstructed by fences, structures, vegetation or any barrier above a height of 800 mm.
- (e) ~~For proposals not involving applications for subdivision consent, v~~ Vehicle accesses shall be designed to minimise longitudinal gradients; and the maximum change in gradient without transition for all vehicular access shall be no greater than 8° 1 in 8 for summit grade changes or 1 in 6.7 for sag grade changes. [Source: Maximum grade changes without transition are reproduced from AS/NZS 2890.1:2004 under Copyright Licence 000753]

Decision PC-10/8.6(ii)(a)

- (f) Except as specified in Rule 20.5.7(iv)(i), there shall be a minimum distance of one metre (as shown in Figure 20.1) between a residential unit and a formed vehicle access where:

- The residential unit and the vehicle access are within the same site, and
- The vehicle access serves one or more other residential unit(s).

As shown in Figure 20.2, where an existing formed vehicle access does not comply with the minimum required formed width specified in Table 20.7 of Rule 20.5.7(v)(b), a new residential unit shall be positioned to provide:

- The minimum one metre distance required by this rule, and
- Sufficient space to increase the formed width of the access to comply with Table 20.7.

Figure 20.1 Minimum separation distance between residential unit and vehicle access

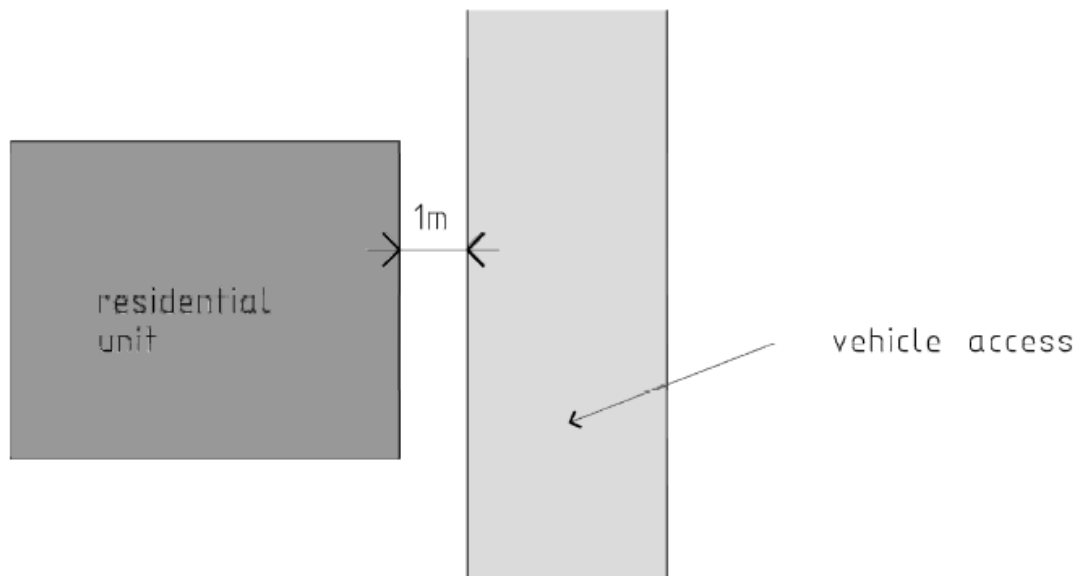
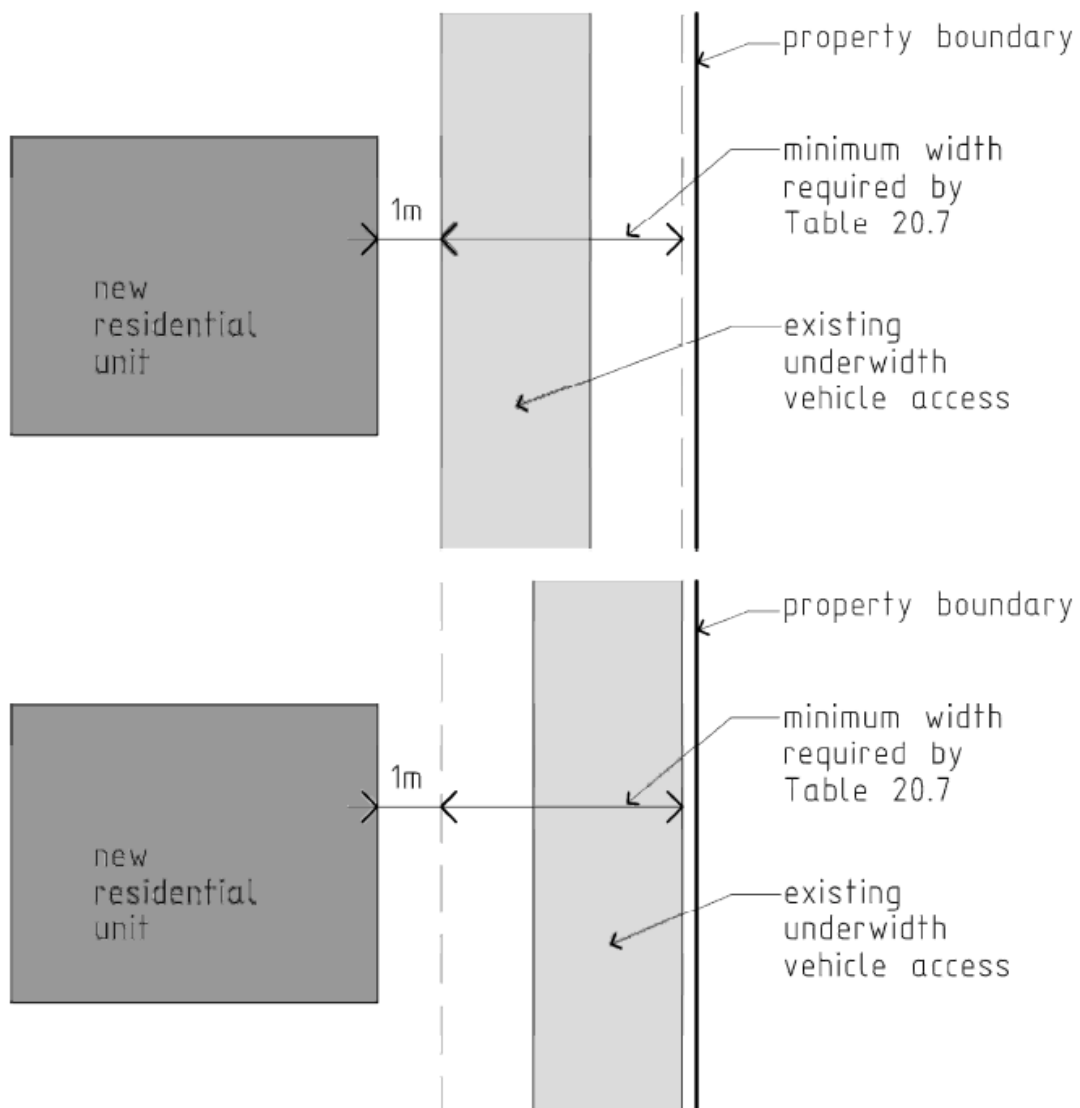


Figure 20.2 Minimum separation distance between new residential unit and existing underwidth vehicle access: possible scenarios



Decision PC-10/8.6(ii)(b)

- (g) Except as specified in Rule 20.5.7(iv)(i), private ways may provide vehicle access to a maximum of 12 residential units.

Decision PC-10/8.6(ii)(c)

- (h) Except as specified in Rule 20.5.7(iv)(i), where vehicle accesses slope downhill towards the carriageway or footpath, the maximum grade for the 5m of the access immediately abutting the carriageway or the back of the footpath shall be no greater than 1 in 8.

Decision PC-10/8.6(ii)(d)

- (i) Rules 20.5.7(iv)(f), (g) and (h) shall not apply to activities that were lawfully established prior to 29 September 2010, unless a change to the activity increases the degree to which the activity does not comply with the relevant standard. For the avoidance of doubt, a change to an activity shall only be considered to increase non-compliance with Rules 20.5.7(iv)(f), (g) and (h) in the following circumstances:

- Rule 20.5.7(iv)(f): reduction in the distance between a residential unit and a formed vehicle access, where the existing distance is less than 1m.
- Rule 20.5.7(iv)(g): increase in the number of residential units served by an existing private way, where that private way serves 12 or more residential units.
- Rule 20.5.7(iv)(h): increase in the gradient of an existing vehicle access that slopes downhill towards a carriageway or footpath, where the gradient of that access exceeds 1 in 8.

Note that lawfully established activities include those for which resource consent has been granted based on previously operative District Plan rules, as well as those lawfully established prior to the operation of any District Plan rule.

(v) **Dimension requirements for vehicle access on a site**

- (a) For all sites except those specified in Rules 8.9.2(ix)(c) and 9.8.2(viii)(a)(i) in Sections 8: Residential and 9: Activity, the maximum width of each vehicle crossing shall be in accordance with the standards set out in Table 20.6:

<u>Land Use</u>	<u>Maximum width (m)</u>
<u>Residential Activities</u>	<u>6.0</u>
<u>Other Activities</u>	<u>9.0</u>

Table 20.6: Maximum width standards for vehicle crossings

The width of a vehicle crossing shall be measured at the kerb or, in the absence of a kerb, at the edge of the carriageway. Where a vehicle crossing incorporates a dropped kerb, its width shall be measured as the width of the fully dropped kerb.

- (b) The minimum widths of All private ways and vehicular access on a site shall be in accordance with the standards set out in Table 20.57. For proposals involving applications for subdivision consent, the minimum legal width will be determined on the basis of the maximum number of units permitted under the relevant District Plan zone rules for that site.

Land Use	Number of Units Served	<u>Minimum Legal Width (min) (m)</u>	<u>Minimum Formed Width (min) (m)</u>
Urban Areas			
Residential Activities	1-3	3.5	3.0
	4-6	6.0	4.5
	6 or more <u>7-12</u>	6.0	5.0
Other Activities	All	6.0	5.0
Rural Areas			
Residential Activities	1-3	4.0	3.5
	4 or more <u>4-12</u>	6.0	5.0
Other Activities	All	6.0	5.0

Table 20.57: Minimum width standardsRequirements for private ways and vehicular access

Note to Plan users:

All vehicle accesses must comply with the fire safety requirements of the New Zealand Building Code. See Acceptable Solution C/AS1 Part 8: Fire Fighting of New Zealand Building Code Compliance Document C Fire Safety, which sets out vehicle access dimensions and design to allow access for fire fighting. Under this Acceptable Solution, a minimum access width of 4m is required to within 18m of at least one side of each building, except that when a building is sprinklered and has a fire riser main installed, access need only be to within 18m of the inlets to these systems. There are additional requirements for buildings containing 'SC and SD purpose groups' as defined in the Compliance Document; examples of such buildings include hospitals, care institutions and prisons.

20.6 Assessment of Resource Consent Applications

In assessing any application, in addition to the matters contained within the Fourth Schedule of the Resource Management Act 1991, the Council will have regard to, but not be restricted by the following matters:

20.6.1 Parking and Loading Provision

- (a) Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing location of buildings, access to the road, topography and utility location.
- (b) Whether there is an adequate alternative supply of parking or loading spaces in the vicinity.
- (c) Whether there is another site in the immediate vicinity that:
 - (i) Has available parking or loading spaces which are not required at the same time as the proposed activity.
 - (ii) Has a legal agreement bonding the loading or parking to the activity.
 - (iii) Is clearly associated with the activity through signage or other means.
 - (iv) Does not require pedestrian movements across national or regional roads.
 - (v) Is surrounded by compatible land use activities.
- (d) Whether a demonstrably less than normal incidence of parking or loading will be generated by the proposal, such as due to specific business practice, type of customer, public transportation.
- (e) Whether a significant adverse effect on the character and amenity of the surrounding area, particularly pedestrian amenity and safety, will occur as a result of providing or not providing the parking or loading space to the required standard.
- (f) The extent to which the safety and efficiency of the surrounding roading network would be adversely affected by parked and manoeuvring vehicles on the roads.
- (g) Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.
- (h) How the car park is separated from the street frontage, particularly where that street frontage is an 'Identified Pedestrian Frontage'.
- (i) In situations where angle parking is provided on a collector road, whether it may be appropriate to allow reversing from the site onto that road. *[Inserted by Consent Order: 1/6/04]*
- (j) Whether meeting parking requirements would result in a net reduction in the availability of parking in the vicinity of the site. This assessment matter will be relevant in cases where the creation of access to on-site car park(s) would result in the loss of on-street car park(s).
- (k) Whether it may be acceptable to allow loading to take place within on-site car parking areas, in cases where it may be possible to manage loading and parking within the same space in a satisfactory manner.

20.6.2 Queuing Spaces

- (a) Whether there would be any adverse effects on the safety or function of the frontage road.
- (b) The effect of queuing vehicles on the safety of pedestrians.

- (c) The extent to which the safe circulation of vehicles on the site will be affected.

20.6.3 Gradient and Surface of Parking and Loading Areas

- (a) Whether any parking spaces for people with disabilities are affected.
- (b) The total number of spaces affected by non-compliance or the extent of non-compliance.
- (c) Whether drainage facilities are adequately designed.
- (d) The effect on other sites in the area in terms of noise and dust nuisance.
- (e) Whether mud, stone, gravel or other material will be carried onto public roads or footpaths.
- (f) The number and type of vehicles using the area.
- (g) The type of surfacing.

20.6.4 Illumination of Parking and Loading Areas

- (a) The extent to which the facility is used during the hours of darkness.
- (b) Whether other light sources in the area give adequate light to provide security or visibility for users of the area and its surrounds.
- (c) Whether glare from the light source will adversely affect the safety and amenity of surrounding areas.
- (d) The effect on the general amenity of having an unlit parking and loading area.

20.6.5 On-Site Manoeuvring

- (a) Whether there would be any adverse effects on the safety or function of the frontage road.
- (b) The extent to which reversing vehicles will affect the safety of pedestrians and parking spaces available, both on and off the site.
- (c) Whether the peak hours of traffic generation coincide with the peak flows and vehicle queues on the frontage road(s).
- (d) The number and type of vehicles using the parking, loading, manoeuvring or access area.
- (e) Whether the required manoeuvring area can physically be accommodated on the site.
- (f) The speed and volume of traffic on the frontage road.
- (g) The extent to which drivers of reversing vehicles can both see and be seen by users of the frontage road (including pedestrians, cyclists and drivers).
- (h) The potential for vegetation or fencing to be altered to increase the visibility of, and/or visibility from, reversing vehicles.

20.6.6 Landscaping of Car Parking Areas

- (a) The extent of non-compliance.
- (b) The effect of any reduced landscaping, in terms of the scale and appearance of the car parking.
- (c) The extent to which the site is visible from adjoining sites, particularly those in the Residential Zones.

- (d) The nature of the activity which requires car parking.
- (e) The relative importance of landscaping on the particular site concerned, taking into account the visual quality of the surrounding environment, particularly where a low standard of visual amenity exists and improvement is necessary.
- (f) The extent that landscaping would impede visibility of motorists leaving a site to the frontage road or impede an adjacent footpath.

20.6.7 Maximum Number of Vehicle ~~Acesses~~Crossings

- (a) The extent to which extra vehicle ~~access(es)~~crossing(s) will adversely affect the safety and efficiency of the road.
- (b) Any cumulative effects of the introduction of extra ~~access-vehicle crossing~~ points in conjunction with access for other activities in the vicinity.
- (c) Whether the physical form of the road will minimise the adverse effects of the extra ~~access~~vehicle crossings, for example the presence of a solid median to stop right hand turns.

20.6.8 Access Design and Maximum Gradient for Vehicle Access on a Site

- (a) Whether the vehicle access serves more than one site and the extent to which other users may be adversely affected.
- (b) The extent of any adverse effects on the safety or function of either the frontage road or the vehicle access itself.
- (c) The effect on the safety of vehicles and pedestrians on and off-site.
- (d) Whether drainage facilities are adequately designed.
- (e) Whether mud, stone, gravel or other material will be carried onto public roads or footpaths.
- (f) The number and type of vehicles using the area.
- (g) The distance between the property boundary and the edge of hard surfacing on the adjacent public road or footpath.
- (h) The environmental impacts of extensive areas of impermeable hard surfacing.

20.6.9 Minimum Distances of Vehicle ~~Acesses~~Crossings from Intersections

- (a) The extent to which any extra conflict may be created by vehicles queuing across the vehicle ~~access~~crossing; confusion between vehicles turning at the ~~access-vehicle crossing~~ or the intersection; and the need for drivers to assimilate information about the activity on the site.
- (b) The present or planned traffic controls at the intersection.
- (c) Matters identified in 20.6.11.

20.6.10 Minimum Sight Distances from Vehicle ~~Acesses~~Crossings

- (a) The extent to which traffic generated by the activity will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
- (b) Whether the speed and volume of vehicles on the road will mitigate or exacerbate the adverse effects of the ~~access-vehicle crossing~~ on the safety and efficiency of the frontage road.

- (d) Whether the geometry of the road will mitigate the adverse effects of the access-vehicle crossing.
- (e) The extent that the addition of acceleration, deceleration or solid medians will mitigate the adverse effects of the access-vehicle crossing.
- (f) The number and type of vehicles using the access-vehicle crossing.

20.6.11 Access for High Traffic Generating Activities

- (a) The actual or potential level of vehicle, cycle and pedestrian traffic likely to be generated from, and moving past, the proposed access-vehicle crossing point(s).
- (b) The extent to which the traffic using the access-vehicle crossing will adversely affect the traffic function and/or the safety of the surrounding road network.
- (c) Whether the present and projected vehicle, cycle and pedestrian flows along the frontage road will exacerbate any adverse effects created by extra on-street parking and manoeuvring associated with the site.
- (d) The ability to gain access to an alternative road which has a lesser traffic function and the environmental impacts on that alternative road in respect of residential amenities where relevant.
- (e) The extent to which the noise, vibration and fumes of vehicles using the access-vehicle crossing would affect surrounding activities, particularly residences.
- (f) The adverse effects of extra traffic, particularly heavy vehicles, generated by the development on the amenity and safety of surrounding residential streets.
- (g) The extent to which the physical form of the frontage road may mitigate the adverse effects of the extra vehicle movements generated for example, by the presence of a solid median to stop right hand turns.
- (h) Any cumulative effects of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity.
- (i) Whether the speed of vehicles travelling on the frontage road is likely to exacerbate the adverse effects of the access-vehicle crossing on the safety of road users.
- (j) The proximity of the access-vehicle crossing to other high traffic generating land use access-vehicle crossing points.
- (k) The extent to which any extra conflict may be created by vehicles queuing on the frontage road past the vehicle access-vehicle crossing.
- (l) The extent to which the traffic generated by the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
- (m) Whether the adverse effects of the traffic could be minimised/mitigated by on-street traffic management measures, including the installation of signals or pedestrian refuges.
- (n) Whether the frontage road forms part of the state highway network.
- (o) Whether the sight distances at the access-vehicle crossing are adequate to provide safe access/egress.
- (p) Whether the existing road width is adequate to allow vehicles to pass slowing or turning vehicles safely or could be enhanced by acceleration and deceleration lanes.

20.6.12 Road Construction

- (a) The extent of any positive or adverse effects on the amenity of the surrounding area with regard to, for example, connectivity, noise, vibration, glare and fumes.
- (b) The extent of any positive or adverse effects on the traffic function and/or the safety of the surrounding road network.
- (c) The extent of any positive or adverse effects on water bodies, ecosystems, and drainage patterns.
- (d) The extent to which the road will provide for the needs of all road users, including vehicle traffic, cycles and pedestrians.

Appendix 20B

Decision PC-10/8.4(ii)(b)

Minimum Car Parking Space Dimensions

Residential Activities (to allow for 85 Percentile Design Motor Vehicle):

Table A.1 Minimum car parking space dimensions

Type of User	Parking Angle	Stall Width (metres)	Aisle Width (metres)	Stall Depth (metres)	Stall Depth with End Overhang (metres) – see (i) below
All	90°	2.5	6.2	5.0	4.4
All	60°	2.5	5.0	5.3	4.8
All	45°	2.5	4.0	4.9	4.5
All	30°	2.5	3.1	4.2	3.9
All	0° (Parallel)	2.3	See Table A.2	6.0	6.0
People with disabilities	90°	3.6	6.2	5.0	4.4

Table A.2 Minimum aisle widths for parallel parking (metres)

	One way aisle	Two way aisle
Parallel parking on one side	3.3	6.3
Parallel parking on both sides	6.6	6.6

All Other Activities (to allow for 99 Percentile Design Motor Vehicle):

Table A.3 Minimum car parking space dimensions

Type of User	Parking Angle	Stall Width (metres)	Aisle Width (metres)	Stall Depth (metres)	Stall Depth with End Overhang (metres) – see (i) below
All	90°	2.5	6.0	5.2	4.6
All	60°	2.5	4.8	5.5	5.0
All	45°	2.5	3.8	5.1	4.7
All	30°	2.5	3.0	4.3	4.0
All	0° (Parallel)	2.3	See Table A.4	6.0	6.0
People with disabilities	90°	3.6	6.0	5.2	4.6

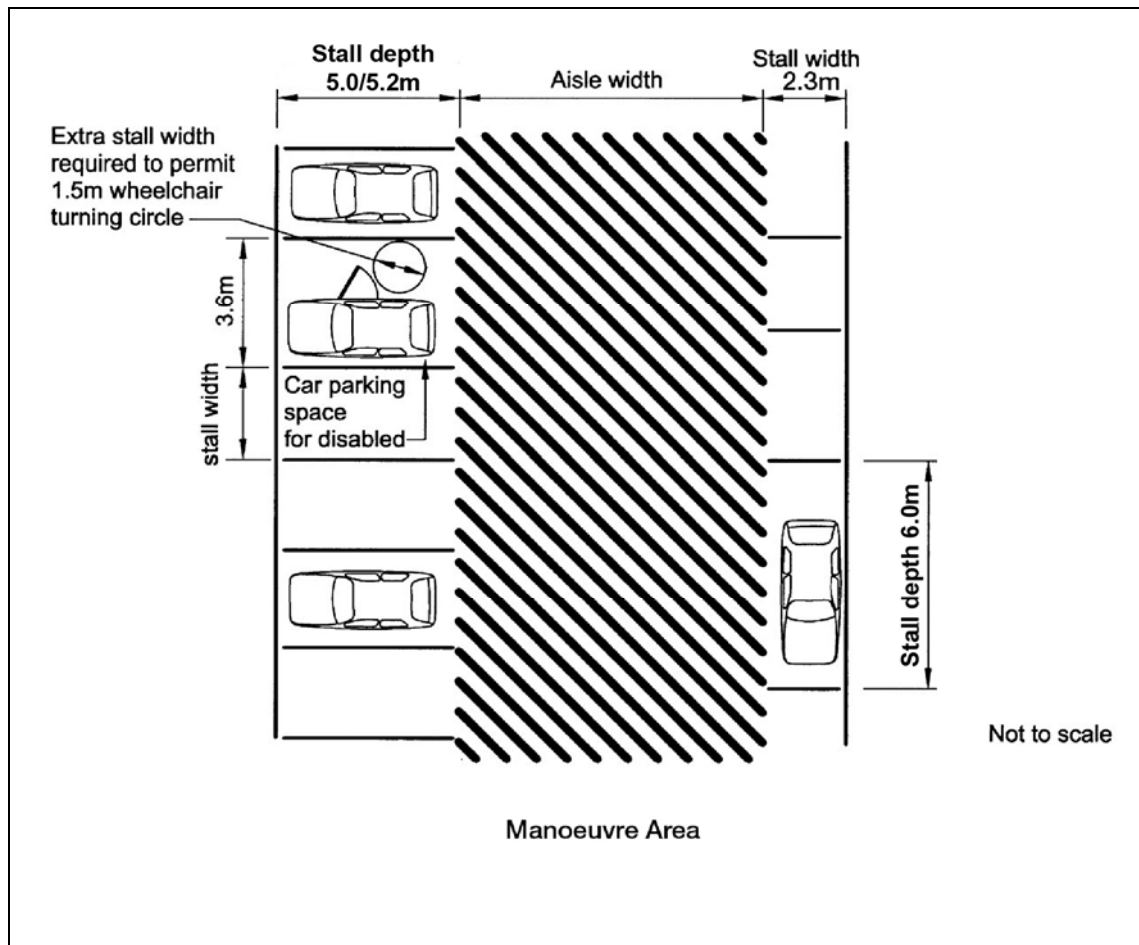
Table A.4 Minimum aisle widths for parallel parking (metres)

	One way aisle	Two way aisle
Parallel parking on one side	3.3	6.3
Parallel parking on both sides	6.6	6.6

Clarifications and additions to Tables A.1 to A.4:

- (i) End overhang
Stall depth may be reduced to the measurement indicated in the 'Stall Depth with End Overhang' column in the following circumstances:
 - a) It is possible for a vehicle to overhang the end of a space by 600mm – for example where the space abuts a lawn, a paved/surfaced area or a kerb or nib wall no more than 150mm in height; and
 - b) The 600mm overhang area is part of the site to which the car parking requirements apply and is not required as an access way for vehicles, cyclists or pedestrians or as an amenity open space area.
- (ii) Angle parking aisles
Parking angles used in off-street parking shall be as follows:
 - a) Parking aisles for 90° parking shall be designed for two-way movement even though one-way movement may need to be imposed in some instances.
 - b) Parking aisles for 30°, 45° and 60° parking shall be one-way, except where parallel parking is allowed on one side.
- (iii) Parallel parking on one side, angle parking on the other
For angle parking of 30°, 45° and 60° on one side, with parallel parking on the other, minimum aisle width shall be 6.3m.
- (iv) Parking spaces and aisles bounded by permanent obstructions
A permanent obstruction means any structure higher than 150mm, such as a wall, fence or column.
 - a) Minimum stall widths shall be increased by 300 mm where there is a permanent obstruction on one side of the parking space and by 600mm where there is a permanent obstruction on both sides of the parking space.
 - b) Where the aisle is bounded on one side by a permanent obstruction, the minimum aisle width shall be increased by at least 300mm.
 - c) Parallel parking spaces shall be located at least 300mm clear of permanent obstructions.
 - d) For parallel parking spaces, the minimum stall depth shall be increased by 300mm if one end of the parking space is obstructed or by 600mm if both ends are obstructed.
- (v) Blind aisles
 - a) At blind aisles (i.e. parking aisles that are closed at one end), the aisle shall be extended at least 1m beyond the last parking space and the last parking space shall be widened by at least 300mm if it is bounded by a wall or fence.
 - b) Blind aisles shall be designed so that it is possible for cars to turn around at the closed end of the aisle and drive out forwards.

On-site car parking dimensions are further illustrated below.



Source acknowledgements:

Tables A.1 to A.4

- Dimensions for car parking spaces for people with disabilities have been reproduced from AS/NZS 2890.6:2009 with the permission of Standards New Zealand under Copyright Licence 000753. Some modifications have been applied.
- Dimensions for all other car parking spaces have been calculated in accordance with Clause 2.4 of AS/NZS 2890.1:2004 with the permission of Standards New Zealand under Copyright Licence 000753.

Clarifications and additions to Tables A.1 to A.4

- These clarifications and additions have been reproduced from AS/NZS 2890.1:2004 with the permission of Standards New Zealand under Copyright Licence 000753. Some modifications have been applied.

Appendix 20C

Decision PC-10/8.4(ii)(b)

Base Vehicle Dimensions and Swept Paths

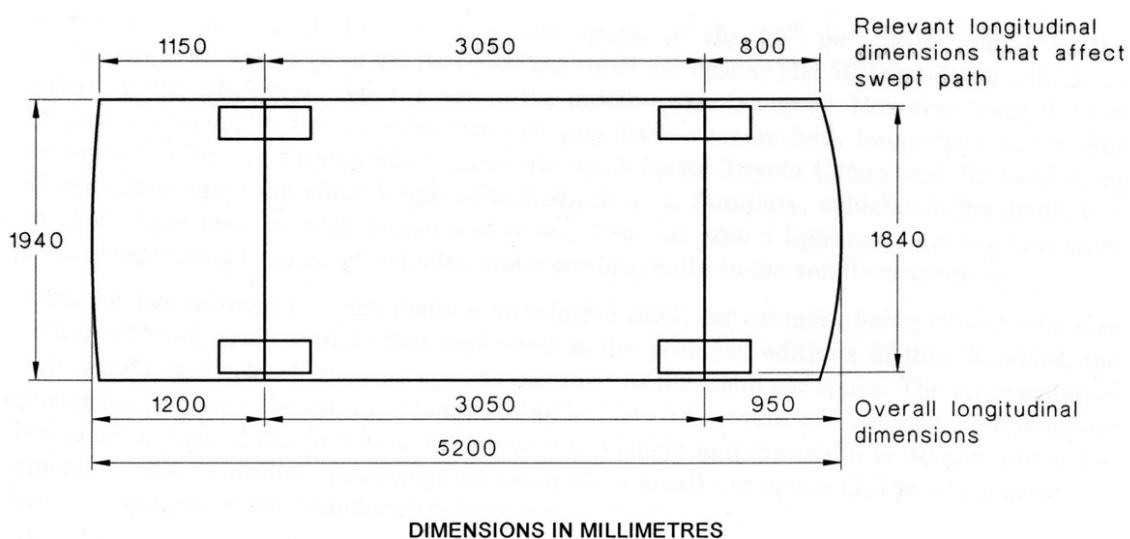
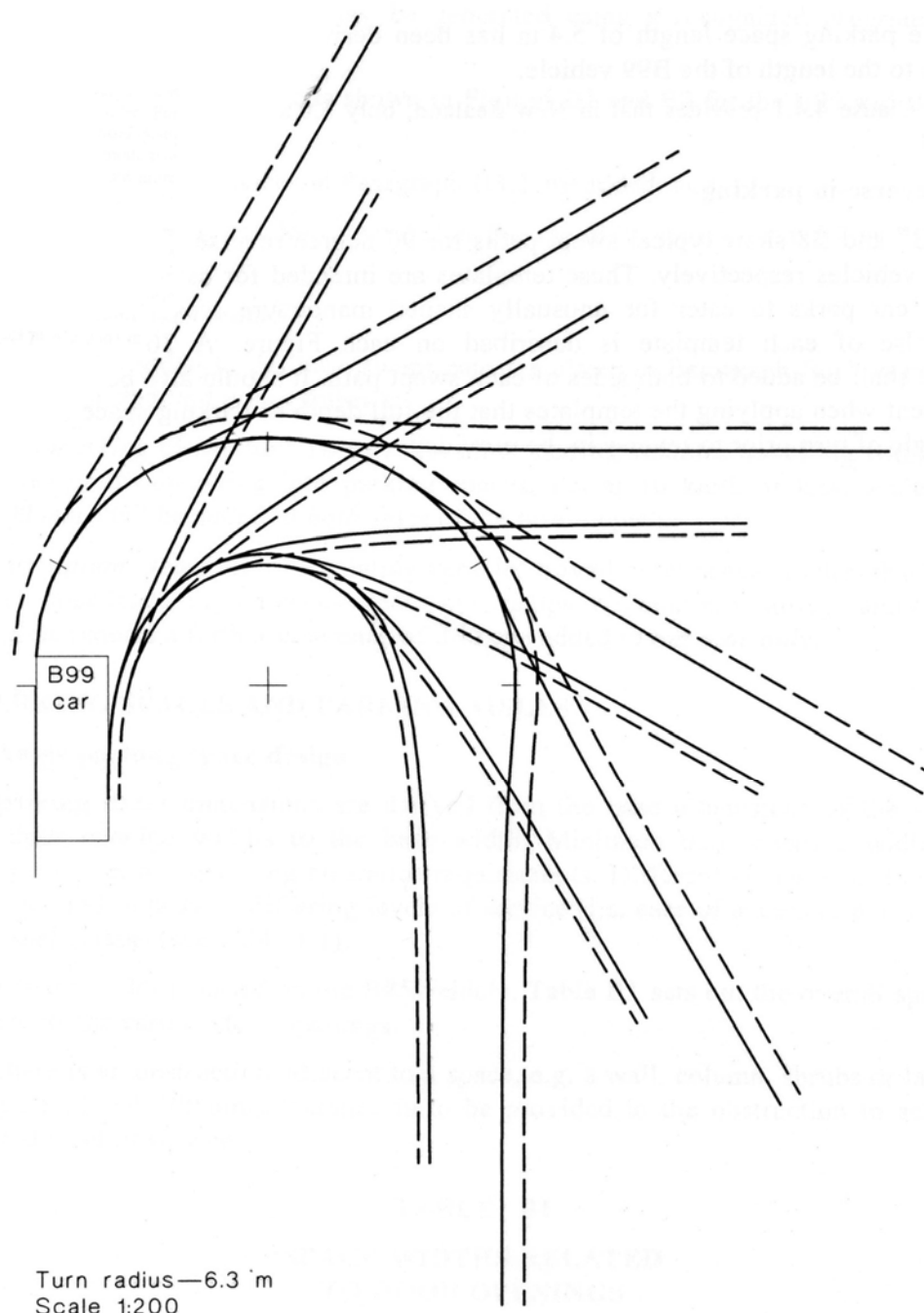


Figure A.1: 99 percentile design motor vehicle dimensions

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LEGEND:

- = Denotes the B99 base dimension swept path
- - - = Denotes the B99 design template which includes manoeuvring and circulation clearances, 300 mm on the inside and 600 mm on the outside

NOTE: This is the minimum radius turn for a B99 vehicle.

Figure A.2: 99 percentile design motor vehicle 6.3m radius turn

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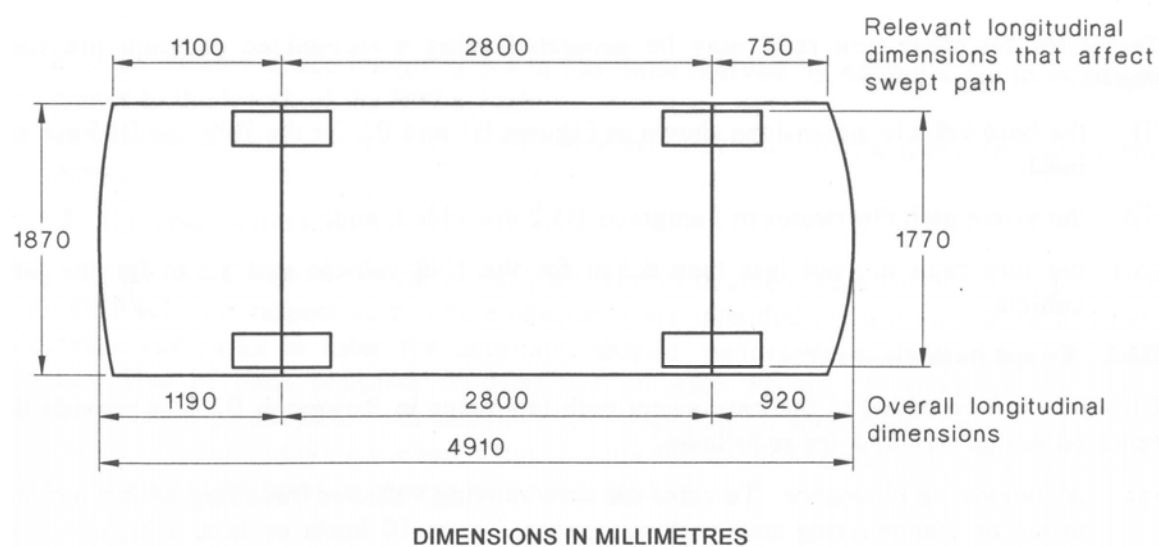


Figure A.3: 85 percentile design motor vehicle dimensions

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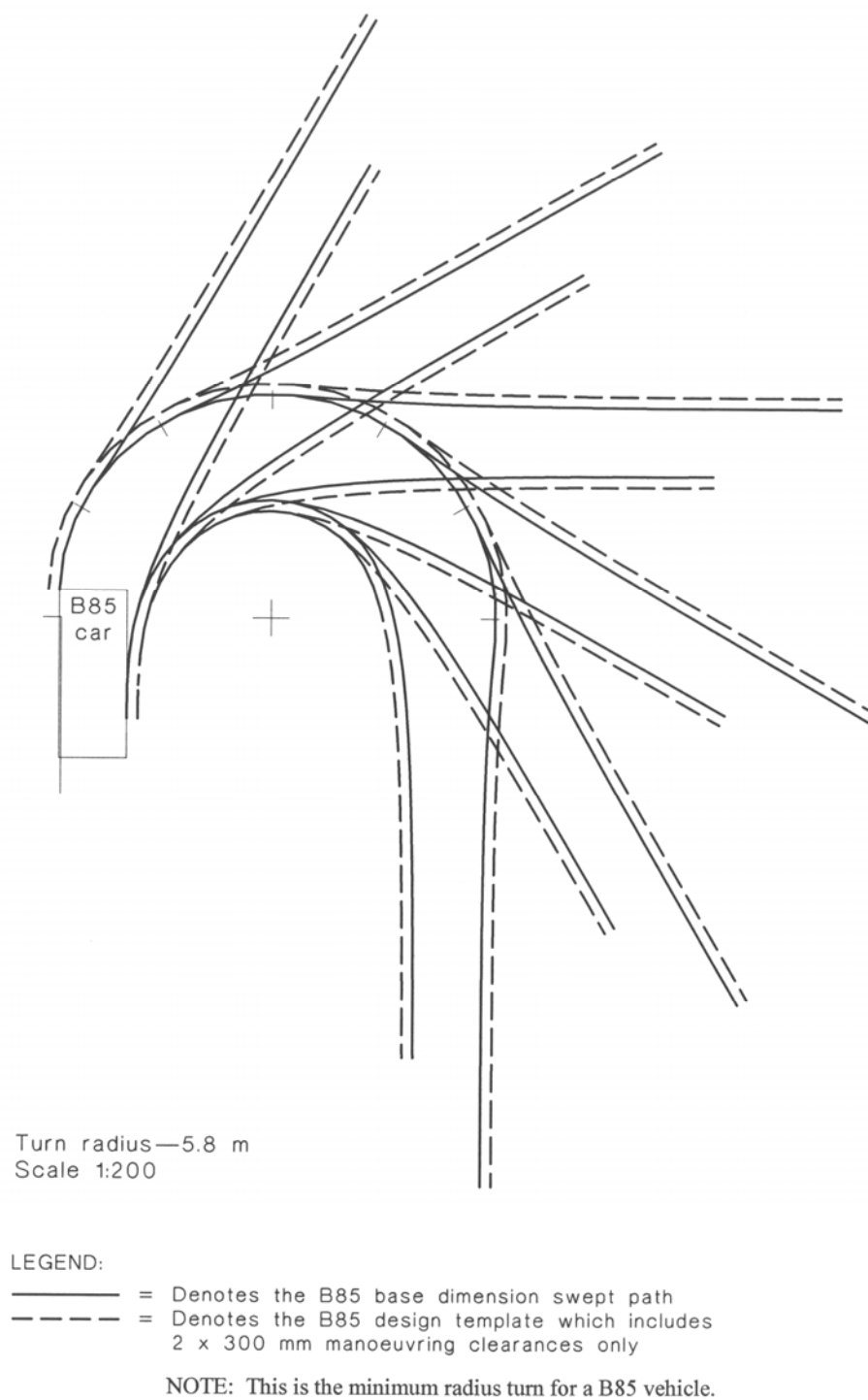
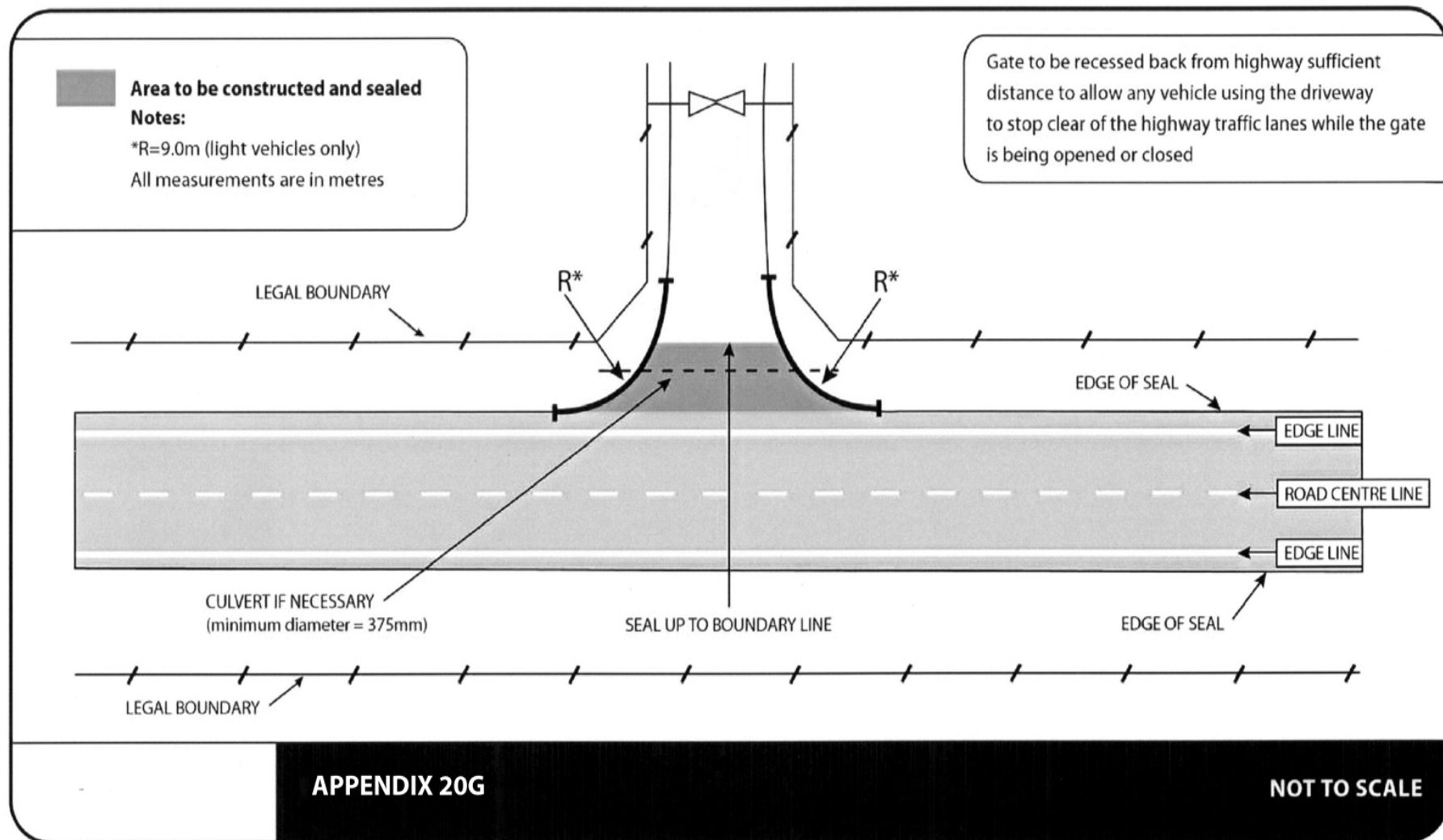
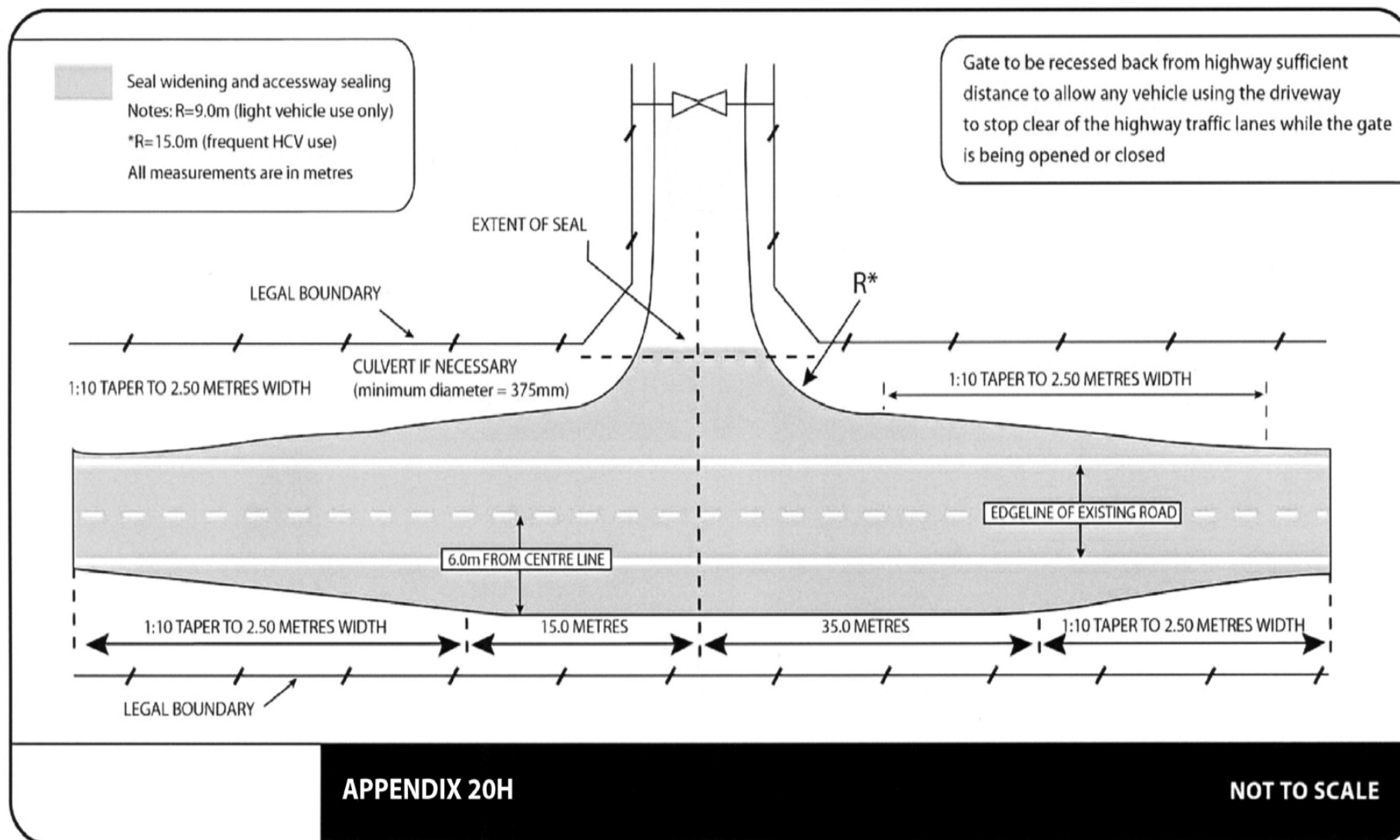


Figure A.4: 85 percentile design motor vehicle 6.3m radius turn

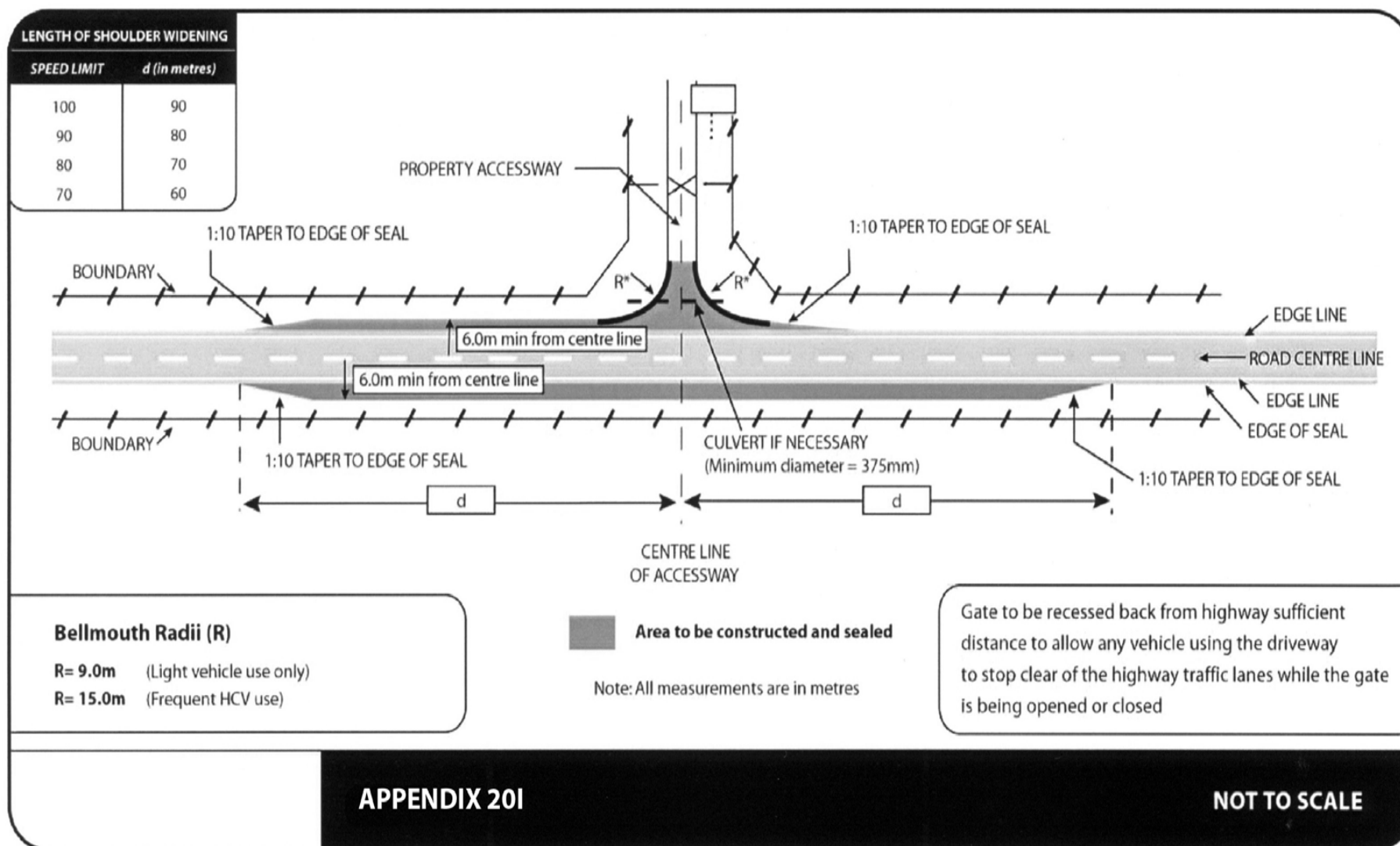
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Source: NZ Transport Agency Planning Policy Manual 2007



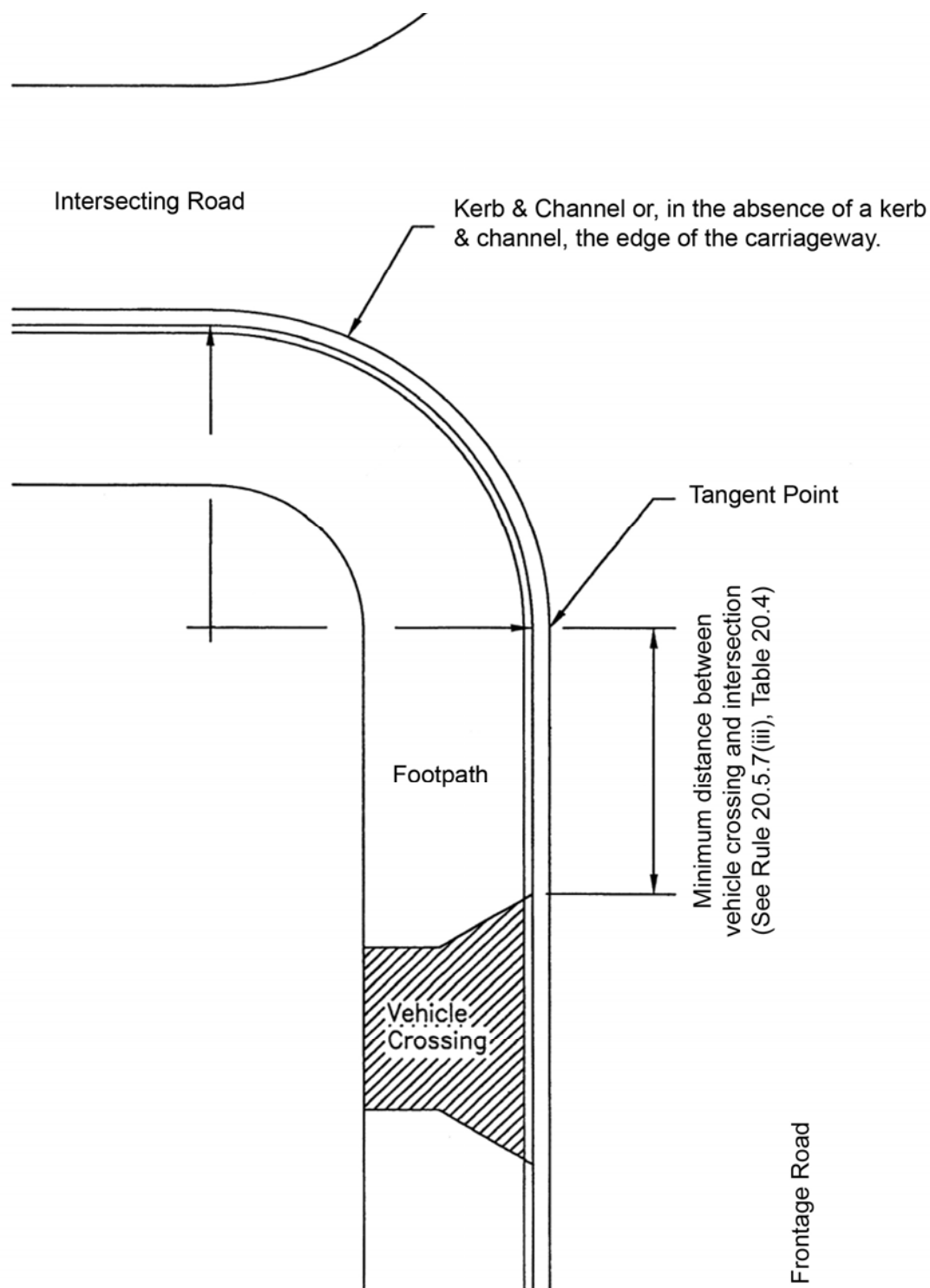
Source: NZ Transport Agency Planning Policy Manual 2007



Source: NZ Transport Agency Planning Policy Manual 2007

Appendix 20J

Method to Determine Minimum Distance Between Vehicle Crossing and Intersection



25 Airport

The following changes are made to Section 25: Airport:

Amend Rule 25.5.3(iv) as follows:

(iv) Loading and Access (Policy: 25.3.5)

For activities involving the construction of a new building that requires direct access onto State Highway 86 (Alanton to Airport Road), Rule 20.5.56(ii) applies.

For all other activities that require direct access onto any other public road, access shall comply with the performance standards in Section 20 Transportation.

Amend Rule 25.5.3(v)(c)(ii) as follows:

(v) Landscaping (Policy: 25.3.6)

- (a) Where open-air car parking is provided there shall be 4m² of planting for every 4 car parking spaces within that car parking area.
- (b) For any new building or outdoor storage area developed adjoining Miller Road, Otokia Road, Centre Road or the Rural Zone, landscaping to a minimum depth of 3 metres shall be provided and maintained along that boundary to create a visual and physical barrier to the adjoining road or zone.
- (c) The requirements of Rule 25.5.3(v)(a) and (b) shall not apply to:
 - (i) Any land under the Take Off and Approach Fans defined under designation D274 as shown in its entirety on District Plan Map 72; or
 - (ii) The width of any complying access onto a road and the minimum sight distances as required under Rule 20.5.67(ii).

VOLUME 2 AMENDMENTS

Legend for Zone Maps

The following changes are made to the Legend for Zone Maps:

Amend the legend as follows:

Formed Road Corridors in Road Reserve

Formed Road Corridors outside Road Reserve