6. Transportation

6.1 Introduction

The transport network provides for the movement of people and goods, and is essential to the accessibility and functioning of the city. The establishment and use of an integrated transport network connects the city with other centres and countries and within the city provides for the safe and efficient movement of all travel methods. The network includes any state highway and local road, cycleway, footpath or shared path on and off roads and public transport routes and stops.

Responsible land use planning (such as enabling dense residential development in close proximity to local services and/ or the city centre) encourages development patterns that support a variety of travel methods, including walking cycling, and public transport.

The establishment, maintenance and use of transportation infrastructure such as roads, railways, and carparking areas can cause adverse effects on the surrounding environment; reducing amenity where the use of land for vehicle parking has become dominant and conflicting with the retention of heritage values and the promotion of good quality urban design. Such adverse effects need to be balanced with the practical transportation needs of the city.

In response to the issues, the Second Generation Plan (2GP) contains objectives, policies, and rules to manage issues relating to all travel modes, across all zones, with the intention of providing an integrated transport network that supports sustainable development and growth. A road classification system is used to group roads into categories, thereby enabling some of the rules in the 2GP to apply only to those roads in a particular category. The classification reflects not only the transportation function of a road but also its role in creating a ‘sense of place’ and its contribution to the surrounding environment; taking into account the surrounding land use and the role the road plays in contributing to the amenity values, identity, and quality of the public space of the adjoining area.

The proposed transportation provisions apply across the whole plan and are triggered by activities undertaken in management zones and major facilities, with parking and loading requirements sitting in the relevant zones as performance standards. There are also specific transportation activities relating to the maintenance and development of transportation infrastructure.

It is also noted that access to a range of travel methods such as public transport services, cycleways, and pedestrian walkways is a key factor in reducing private vehicle use and associated demand for car parking. These matters sit outside the provisions of the District Plan but are integral to reducing demand in terms of parking and encouraging use of alternative methods of transport.

6.2 Objectives and Policies

Objective 6.2.1	
Transport infrastructure is designed and located to ensure the safety and efficiency of the transport network for all travel methods while: a. minimising, as far as practicable, any adverse effects on the amenity and character of the zone; and b. meeting the relevant objectives and policies for any overlay zone, scheduled site, or mapped area in which it is located.	
Policy 6.2.1.1	Enable the operation, repair and maintenance of the roading network.
Policy 6.2.1.2	Require road signs to be designed and located to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network for all travel methods.
Policy 6.2.1.3	Only allow new roads or additions or alterations to existing roads where: a. the road is designed to provide for the needs of all users, as appropriate for the surrounding environment and **road classification hierarchy mapped area** b. the location and design of the road: i. minimises adverse effects on surrounding residential or other sensitive activities, including severance effects, changes to drainage patterns, and vibration, noise, glare and fumes from vehicle movements; ii. maintains or enhances the safety and efficiency of the overall transport network; and iii. minimises adverse effects on water bodies or the coast, areas of indigenous vegetation or other areas important for biodiversity, or identified landscape or natural character of the coast values.
Policy 6.2.1.4	Only allow passenger transportation hubs where they are located and designed to: a. allow for convenient connections with other travel methods; b. ensure the safety of users; c. maintain or enhance the safety and efficiency of the overall transport network; and d. maintain or enhance the amenity of the surrounding environment.
Policy 6.2.1.5	Only allow heliports where they are located and designed to: a. ensure the safety of users; b. maintain the amenity of the surrounding environment; and c. maintain or enhance the safety and efficiency of the overall transport network.

Objective 6.2.2	
Land use activities are accessible by a range of travel methods.	
Policy 6.2.2.1	Require land use activities whose parking demand either cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities to provide car parking either on or near the site at an amount that is adequate to: a. avoid excessive pressure on publicly available parking in the vicinity of the site (including on-street parking and off-street facilities); b. avoid or, if avoidance is not possible, adequately mitigate adverse effects on the availability of public parking in the vicinity of the site (including on-street parking and off-street facilities); and c. ensure accessibility for (as relevant) residents, visitors, customers, staff and students who have limited mobility, including disabled people, the elderly and people travelling with young children.
Policy 6.2.2.2	Enable the sharing of parking areas by different land use activities, where adequate accessibility for all users is maintained.
Policy 6.2.2.3	Only allow visitor accommodation and supported living facilities to locate on sites where customers and residents will have convenient walking access to centres, or frequent public transport services; access to other appropriate transport services; and/or an appropriate range of on-site services or facilities.

Objective 6.2.3	
Land use, development and subdivision activities maintain the safety and efficiency of the transport network for all travel methods.	
Policy 6.2.3.1	Require ancillary signs to be located and designed to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network.
Policy 6.2.3.2	Require tree planting and forestry to be set back a sufficient distance from roads to avoid road safety hazards caused by shading leading to ice formation.
Policy 6.2.3.3	Require land use activities to provide adequate vehicle loading and manoeuvring space to support their operations and to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network.
Policy 6.2.3.4	Require land use activities to provide the amount of car parking space necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not possible, adequately mitigated.
Policy 6.2.3.5	Only allow domestic animal boarding and breeding, rural ancillary retail and rural tourism to be accessed directly from a state highway with a speed limit of 80kmh or over where any adverse effects on the safety and efficiency of the state highway can be avoided or, if avoidance is not possible, adequately mitigated.
Policy 6.2.3.6	Only allow early childhood education and dairies where adequate short-term parking, and dropping off and picking up facilities are available, either on-site or on-street, to: a. allow for people to safely enter or exit vehicles; and b. maintain the safety and efficiency of the frontage road.
Policy 6.2.3.7	Only allow emergency services where the operational needs of the activity can be met in a way that maintains the safety and efficiency of the transport network.

Objective 6.2.3	
Land use, development and subdivision activities maintain the safety and efficiency of the transport network for all travel methods.	
Policy 6.2.3.8	Only allow high trip generating activities where they are designed and located to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network.
Policy 6.2.3.9	Only allow land use, development, or subdivision activities that may lead to land use or development, where there are no significant effects on the safety and efficiency of the transport network.
Policy 6.2.3.10	Require garages and carports to be set back an adequate distance from the road boundary to allow pedestrians and cyclists to see vehicles exiting before they cross the footpath, and to minimise the risk to pedestrians and cyclists from garage doors opening over the footpath.
Policy 6.2.3.11	Require buildings and structures located on or above the footpath to provide for the safe movement of vehicles, pedestrians and cyclists.
Policy 6.2.3.12	Only allow subdivision activities that involve new roads where roads are designed to: a. provide for the safe and efficient movement of vehicles, pedestrians and cyclists within the subdivision; b. provide adequate connections to surrounding areas, particularly for buses, pedestrians, and cyclists; and c. use materials that provide good urban design outcomes and provide good value with respect to on-going costs to ratepayers for maintenance if the roads are to be vested in Council.
Policy 6.2.3.13	Require subdivisions to be designed to ensure that any required vehicle access can be provided in a way that will maintain the safety and efficiency of the adjoining road and wider transport network.

Objective 6.2.4	
Parking areas, loading areas and vehicle accesses are designed and located to: a. provide for the safe and efficient operation of both the parking or loading area and the transport network; b. facilitate the safe and efficient functioning of the transport network and connectivity for all travel methods.	
Policy 6.2.4.1	Require parking and loading areas, including associated manoeuvring and queuing areas, to be designed to ensure: a. the safety of pedestrians travelling on footpaths and travelling through parking areas; b. that vehicle parking and loading can be carried out safely and efficiently; c. that any adverse effects on the safe and efficient functioning of the transport network is avoided, or if avoidance is not possible, would be no more than minor; d. the safe and convenient access to and from parking and loading areas for vehicles, pedestrians and cyclists; and e. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths.

Objective 6.2.4	
Parking areas, loading areas and vehicle accesses are designed and located to: a. provide for the safe and efficient operation of both the parking or loading area and the transport network; b. facilitate the safe and efficient functioning of the transport network and connectivity for all travel methods.	
Policy 6.2.4.2	Require all driveways to be designed to ensure: a. the surfacing and gradient of the driveway allows it to be used safely and efficiently; b. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths. c. the width of the driveway is sufficient to allow the type and number of vehicles likely to be using it to do so safely and efficiently; and d. sufficient distance is provided between shared driveways and dwellings.
Policy 6.2.4.3	Avoid new loading areas that require access over a Primary Pedestrian Street Frontage, unless any adverse effects on pedestrian safety and ease of movement would be insignificant.
Policy 6.2.4.4	Require vehicle accesses to be limited in number and width, in order to avoid or, if avoidance is not possible, adequately mitigate adverse effects on: a. pedestrian safety and ease of movement; and b. the safety and efficiency of the transport network.
Policy 6.2.4.5	Require new vehicle accesses to be located a sufficient distance from intersections to avoid or, if avoidance is not possible, adequately mitigate adverse effects on safety and efficiency due to: a. vehicles queuing to enter the crossing hindering the efficient functioning of the intersection; and b. confusion over whether indicating vehicles are seeking to turn at the crossing or the intersection creating safety problems.
Policy 6.2.4.6	Require sufficient visibility to be available at vehicle crossings to minimise the likelihood of unsafe vehicle manoeuvres.
Policy 6.2.4.7	Require vehicle accesses onto state highways in the rural zones, rural residential zones and all strategic roads as identified in the road classification hierarchy mapped area to be designed to: a. safely accommodate the type and number of vehicles likely to be using the access; and b. avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the frontage road.

Rules

Rule 6.3 Activity Status

6.3.1 Activity status introduction

1. The activity status table in Rule 6.3.2 shows the activity status of transportation activities across all zones, provided any performance standards shown in the far right column are met. The activities in the transportation category are listed in the nested table in Section 1.6.
2. Performance standards apply to permitted, controlled, and restricted discretionary activities.
3. If a permitted or controlled activity does not meet one or more performance standards, then the activity status of the activity will become restricted discretionary, unless otherwise indicated by the relevant performance standard.
4. If a restricted discretionary activity does not meet one or more performance standards, then the activity status remains restricted discretionary, unless otherwise indicated in the performance standard.

Legend

Zone key	Zone/overlay zone name
—	No additional provisions apply or not relevant
P	Permitted activity
C	Controlled activity
RD	Restricted discretionary activity
D	Discretionary activity
NC	Non-complying activity

6.3.2 Activity status of transportation activities

Activity		Activity status	Performance standards
1.	Operation, repair and maintenance of the roading network	P	a. Design and location - road signs b. Vehicle access design and location
2.	New roads or additions or alterations to existing roads	D	
3.	New roads or additions or alterations to existing roads, where part of an approved subdivision consent	RD	a. Design and location - road signs b. Vehicle access design and location c. Setback from scheduled tree
4.	Passenger transportation hubs	D	
5.	Heliports	D	

Note 6.3A - Other requirements outside of the District Plan

1. The Heritage New Zealand Pouhere Taonga Act 2014 makes it unlawful for any person to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site without the prior authority of Heritage New Zealand. If you wish to do any earthworks that may affect an archaeological site, you must first obtain an authority from Heritage New Zealand before you begin. This is the case regardless of whether the land on which the site is located is designated, or the activity is permitted under the District Plan or Regional Plan or a resource or building consent has been granted.
2. The Heritage New Zealand Pouhere Taonga Accidental Discovery Protocol (Appendix A8) manages archaeological sites which may be discovered as a result of earthworks. The protocol applies to any area, not just scheduled archaeological sites.

Note 6.3B - Other relevant District Plan provisions

1. Earthworks are managed through the management and major facilities zone sections.

Rule 6.4 Notification

1. Applications for resource consent for high trip generating activities will be publicly notified in accordance with s95A(2) of the RMA, including the following activities:
    1. service stations, including additions or alterations that create additional fuel pumps;
    2. restaurant - drive through, including additions or alterations that create additional drive through windows;
    3. early childhood education - large scale;
    4. schools; and
    5. quarrying (defined as part of mining).
2. The NZ Transport Agency will be considered an affected person in accordance with s95B of the RMA where their written approval is not provided with respect to the following applications for resource consent:
    1. high trip generating activities on state highways;
    2. any new vehicle accesses onto state highways; and
    3. a subdivision that proposes to have access onto a state highway.
3. With respect to resource consent applications for the following activities, manawhenua will be considered an affected person in accordance with s95B of the RMA where their written approval is not provided:
    1. all restricted discretionary activities that list 'effect on cultural values of manawhenua' as a matter for discretion; and
    2. discretionary and non-complying activities in a **wāhi tūpuna mapped area** where the activity is identified as a threat to the **wāhi tūpuna mapped area** in Appendix A4.
4. In accordance with section 95B of the RMA, where an application is not publicly notified, Council will give limited notification to all affected persons.
5. All other activities are subject to the normal tests for notification in accordance with sections 95A-95G of the RMA.

Rule 6.5 Transportation Activities Performance Standards

6.5.1 Design and Location - Road Signs

1. Any road sign overhanging the footpath must, at its lowest point, be at least 2.6m above the footpath directly beneath the sign.
2. Road signs must not obstruct the carriageway.
3. The maximum area of road signs providing directional information is 0.25m². For road signs providing regulatory or warning information, there is no maximum area.
4. Road signs providing directional information must not be of a design or form that resembles signs providing regulatory or warning information.
5. Road signs providing directional information must not limit the visibility of road signs providing regulatory or warning information.
6. Road signs must not replicate the colours or shapes used for traffic control devices.

6.5.2 Setback from Scheduled Tree

New roads or additions or alterations to existing roads must comply with Rule 7.5.2.

Rule 6.6 Parking, Loading and Access Performance Standards

6.6.1 Car Parking Design

6.6.1.1 Minimum parking space dimensions

a. Parking spaces provided for residential activities must have the following minimum dimensions, to allow for 85th percentile design motor vehicles (**Figure 6.14H**):

1. Parking angle		2. Stall width	3. Aisle width	4. Stall depth
i.	90º	2.5m	5.8m	5m
ii.	60º	2.5m	4.9m	5m
iii.	45º	2.5m	3.9m	5m
iv.	30º	2.5m	3.1m	5m
v.	0º (parallel) - on one side	2.3m	3.3m (one-way aisle width) 6.3m (two-way aisle width)	6m
vi.	0º (parallel) - on both sides	2.3m	6.6m	6m

b. Parking spaces provided for all other activities must have the following minimum dimensions, to allow for 99th percentile design motor vehicles (**Figure 6.14F**):

1. Parking angle		2. Stall width	3. Aisle width	4. Stall depth
i.	90º	2.5m	6.2m	5m
ii.	60º	2.5m	5.1m	5m
iii.	45º	2.5m	4.2m	5m
iv.	30º	2.5m	3.45m	5m
v.	0º (parallel) - on one side	2.3m	3.3m (one-way aisle width) 6.3m (two-way aisle width)	6m

1. Parking angle		2. Stall width	3. Aisle width	4. Stall depth
vi.	0º (parallel) - on both sides	2.3m	6.6m	6m

c. Except:
   i. For angle parking at 30º, 45º and 60º on one side, with parallel parking on the other, the minimum aisle width is 6.3m.
   ii. Where parking spaces are bounded by permanent obstructions higher than 150mm (such as walls, fences or columns):
      1. The minimum stall widths must be increased by 300mm 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, in the case of angled parking spaces.
      2. The minimum stall depth must be increased by 300mm if one end of the parking space is obstructed or by 600mm if both ends are obstructed and the parallel parking spaces must be located at least 300mm clear of permanent obstructions, in the case of parallel parking spaces.
   iii. For aisles bounded on one side by a permanent obstruction, the minimum aisle width must be increased by at least 300mm.
   iv. At blind aisles (i.e. parking aisles that are closed at one end), the aisle must be extended at least 1m beyond the last parking space and the last parking space must be widened by at least 300mm if it is bounded by a wall or fence.

d. Blind aisles must be designed so that it is possible for cars to turn around at the closed end of the aisle and drive out forwards.

e. Parking aisles used in off-street parking must be designed as follows.
   i. Parking aisles for 90º parking must be designed for two-way movement even though one-way movement may need to be imposed in some instances.
   ii. Parking aisles for 30º, 45º and 60º parking must be one-way, except where parallel parking is allowed on one side.
   iii. Mobility parking spaces must be provided at a parking angle of 90º and must provide a stall width of 3.6m.

f. Any activity that provides 50 or more parking spaces is considered to be high trip generating activities and are subject to Rule 6.10.

6.6.1.2 Minimum manoeuvring space dimensions for parking areas

a. Parking areas must provide manoeuvring space that ensures a motor vehicle is not required to reverse onto or off the site in any of the following circumstances:
   i. the site is directly accessed from a motorway, strategic, arterial, urban high density corridor, commercial centre street or collector, as per the **road classification hierarchy mapped area**;
   ii. the parking area provides for five or more non-residential activities;
   iii. the parking area provides for five or more parking spaces that share a common access; and/or
   iv. the activity is on a rear site.

b. The manoeuvring space required under Rule 6.6.1.2.a must be designed to accommodate the following vehicle sizes:
   i. for non-residential activities: 99th percentile design motor vehicle (**Figure 6.14F**)
   ii. for residential activities: 85th percentile design motor vehicle (**Figure 6.14H**).

c. The manoeuvring space required under Rule 6.6.1.2.a must be of an adequate size to avoid the need for:
   i. a turntable;
   ii. the vehicle specified in Rule 6.6.1.2.b.i to undertake more than one reverse manoeuvre when manoeuvring into or out of any required parking space; and
   iii. the vehicle specified in Rule 6.6.1.2.b.ii to undertake more than two reverse manoeuvres when manoeuvring into or out of any required parking space.

d. The manoeuvring space required under Rule 6.6.1.2.a may include any right of way that the site on which the manoeuvring is taking place is legally entitled to use.

6.6.1.3 Minimum queuing space for parking areas

a. The minimum on-site queuing space for vehicles entering or exiting parking areas is:

Number of parking spaces		Minimum queuing space length
i.	5-20	6m
ii.	21-50	12m
iii.	51-100	18m
iv.	101 +	24m

   v. 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 (number of vehicle movements per access per day) to reserved by each access.
   vi. Queuing space length is measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.

6.6.1.4 Gradient of parking areas

The gradient of parking areas provided for any activity other than standard residential must not exceed 1 in 20 in any one direction.

6.6.1.5 Surfacing and marking of parking areas

Parking areas (including associated access and manoeuvring areas) provided for any activity other than standard residential, must:

a. be designed to ensure that water will not pool on the surface of the parking area, and will enter an appropriate stormwater drain effectively;
b. be hard surfaced;
c. have individual parking spaces permanently marked; and
d. where there are five or more parking spaces in total provided in the parking area, mobility parking spaces must be permanently marked to reserve them for the use of people with mobility parking permits.

6.6.1.6 Lighting of parking areas

Parking areas must be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation, if all of the following circumstances apply:

a. the parking area is provided for any activity other than standard residential;
b. the parking area is designed to accommodate 4 or more vehicles; and
c. the parking area will be used at night.

6.6.1.7 Access to parking areas

a. Required parking spaces must be designed to allow vehicles using the spaces to enter and exit the site without the need to move a vehicle occupying any other parking or vehicle loading space on the site.

b. Parking areas must be accessed from a clearly defined vehicle crossing and the remainder of the parking area must be designed to be physically separated from, and inaccessible from, the road.

c. Except, Rule 6.6.1.7.a does not apply to cases in which no more than two parking spaces are required for single residential unit.

Note 6.6A - Copyright information

1. Rule 6.6.1.1.a and 6.6.1.1.b:
   a. Dimensions for all 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.
2. Rule 6.6.1.1.c:
   a. These clarifications and additions to the minimum parking space dimensions set out in Rules 6.6.1.2.a and 6.6.1.2.b 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.

6.6.2 Vehicle Loading Design

6.6.2.1 Minimum manoeuvring space dimensions for loading areas

a. Sufficient manoeuvring space must be provided to ensure that no vehicle accessing a vehicle loading area is required to reverse either onto or off a motorway, strategic, arterial, urban high density corridor, commercial centre street or collector, as identified in the **road classification hierarchy mapped area.**

b. In the Industrial Port Zone and the Major Facility Zone: port, loading areas must be designed and located to avoid the need for vehicles to reverse either onto or off any road. Refer turning circles 8m Rigid Truck (**Figure 6.14J**); B-train (**Figure 6.14K**); Coach (**Figure 6.14L**).

c. Vehicles must not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required loading space. Refer turning circles 8m Rigid Truck (**Figure 6.14J**); B-train (**Figure 6.14K**); Coach (**Figure 6.14L**).

d. Parking spaces and loading spaces may be serviced in whole or in part by a common manoeuvring area.

6.6.2.2 Gradient of loading areas

The gradient of loading areas must not exceed 1 in 20 in any one direction.

6.6.2.3: Surfacing and marking of loading areas

Loading areas, including associated access and manoeuvring areas, must:

a. be hard surfaced;

b. be designed to ensure that if impermeable surfacting is used, water will not pool on the surface of the parking area, will enter an appropriate stormwater drain effectively; and

c. be permanently marked.

6.6.2.4 Lighting of loading areas

Loading areas, including associated access and manoeuvring areas, that are used at night must be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.

6.6.2.5 Access to loading areas

a. Required vehicle loading spaces must be designed to allow vehicles using the spaces to enter and exit the site without the need to move a vehicle occupying any other parking or vehicle loading space on the site.

b. New vehicle loading areas must not be accessed from a **primary pedestrian street frontage.**

c. Loading areas that do not comply with Rule 6.6.2.5.b are non-complying activities.

6.6.3 Vehicle Access Design and Location

6.6.3.1 Maximum number of vehicle crossings

a. The maximum number of vehicle crossings permitted on each road frontage of any site is:

Frontage length		1. Local and Industrial	2. Collector	3. Arterial (less than 100km/hr) and Urban High Density Corridor	4. Strategic
i.	0m - 18m	1	1	1	1
ii.	18m - 60m	2	1	1	1
iii.	60m - 100m	3	2	1	1
iv.	100m - 200m	3	3	2	1
v.	200m or greater	3	3	2	

b. No new vehicle crossings are permitted onto a Commercial Centre Street.

Note 6.6B: Other relevant Plan provisions

1. New vehicle crossings are not allowed on a **primary pedestrian street frontage** (see Rule 18.6.15.b).

6.6.3.2 Minimum sight distance from a vehicle crossing

a. The minimum sight distance from a new vehicle crossing onto any state highway:

Speed (km/h)		Sight distance (m)
i.	50	113
ii.	60	140
iii.	70	170
iv.	80	203
v.	90	240
vi.	100	282

b. The minimum sight distance from a new vehicle crossing onto any road other than a state highway:

Speed (km/h)		Sight distance (m)
i.	50	55
ii.	60	73
iii.	70	92
iv.	80	114

Speed (km/h)		Sight distance (m)
v.	90	139
vi.	100	165

c. Sight distances are measured from the points shown on Figure 6.14M.

d. In the rural and rural residential zones, vehicle accesses must contain clear sight triangles, as shown in Figure 6.14M. The clear sight triangle must be on the road side of any gate and visibility must not be obstructed by fences, structures, vegetation or any barrier above a height of 800mm.

6.6.3.3 Minimum sight distance from a vehicle crossing

a. The minimum sight distance from a new vehicle crossing onto any road other than a state highway:

Speed (km/h)		Sight distance (m)
i.	50	55
ii.	60	73
iii.	70	92
iv.	80	114
v.	90	139
vi.	100	165

b. Sight distances are measured from the points shown on Figure 6.14M.

c. In the rural and rural residential zones, vehicle accesses must contain clear sight triangles, as shown in Figure 6.14M. The clear sight triangle must be on the road side of any gate and visibility must not be obstructed by fences, structures, vegetation or any barrier above a height of 800mm.

Note 6.6C - Copyright information

1. Rule 6.6.6.3:
   a. Minimum sight distances from new vehicle crossings are calculated in accordance with Austroads Approach Sight Distance (ASD) values

6.6.3.4 Minimum distances of new vehicle crossing from intersections

a. The minimum distance of a new vehicle crossing from intersections on roads where the speed limit is less than 70kmh is as follows:

Frontage road		Intersecting road type		
		1. Arterial, urban high density corridor and commercial centre street	**2. Collector**	**3. Local**
i	Arterial, urban high density corridor and commercial centre streets	30m	30m	30m
ii.	Collector	20m	20m	10m
iii.	Local	20m	15m	10m

b. The minimum distance of a new vehicle crossing from intersections on roads where the speed limit is 70 - 90 kmh is as follows:

Frontage road		Intersecting road type		
		1. Arterial, urban high density corridor and commercial centre street	**2. Collector**	**3. Local**
i.	Arterial, urban high density corridor and commercial centre streets	100m	100m	100m
ii.	Collector and local	45m	45m	

c. Except, one vehicle crossing only may be constructed to provide access to the site, in the position that most nearly complies with Rules 6.6.3.5.a and 6.6.3.5.b.

d. The minimum distance of a new vehicle crossing from intersections on roads where the speed limit is greater than 90 kmh is as follows:

Frontage road		Intersecting road type		
		1. Strategic and Arterial, urban high density corridor and commercial centre street	**2. Collector**	**3. Local**
i.	Strategic and Arterial (includes urban high density corridor and commercial centre streets)	200m	200m	200m
ii.	Collector and Local	60m	60m	60m

e. The minimum distance of a new vehicle crossing from intersections on state highways is as follows:

Posted speed of state highway	Minimum distance between access and nearest intersection (on state highway)	Minimum distance between local authority road access and intersection with a state highway

i.	Less than 70km	30m	20m
ii.	70 - 89 km	100m	45m
iii.	Greater than 90 km	200m	60m

f. Distances will be measured as shown in **Figure 6.14Q.**

6.6.3.5 Standard of vehicle accesses onto state highways

a. Vehicle accesses onto state highways in the rural and rural residential zones must comply with the following:

1. Volume of traffic using vehicle access (ecm per day)		**2. Volume of traffic using state highway (volume per day)**	**Vehicle access design and sealing**	
			3. less than 1 movement per day of a vehicle weighing over 3.5 tonnes	**4. more than 1 movement per day of a vehicle weighing over 3.5 tonnes**
i.	1 - 30	less than 10, 000	(**see Figure 6.14N**)	(**see Figure 6.14O**)
ii.		more than 10, 000	(**see Figure 6.14O**)	(**see Figure 6.14O**)
iii.	31 - 100	less than 10, 000	(**see Figure 6.14O**)	(**see Figure 6.14P**)
iv.		more than 10, 000	(**see Figure 6.14P**)	(**see Figure 6.14P**)

b. Equivalent car movement (ecm) is calculated as follows:
   i. one car moving to and from a property equals 2 ecm;
   ii. one truck moving to and from a property equals 6 ecm; and
   iii. one truck and trailer moving to and from a property equals 10 ecm.

6.6.3.6 Surfacing of vehicle driveways

a. Vehicle driveways that adjoin a legal road that is hard surfaced, must be constructed with a hard surface for a minimum distance of 5m from the edge of the road.

b. In all zones other than the rural and rural residential zones, the full length of any driveway that serves 2 or more residential properties must be hard surfaced.

6.6.3.7 Gradient of vehicle driveways

a. The maximum change in gradient without transition for vehicle driveways is 1 in 8 for summit grade changes or 1 in 6.7 for sag grade changes.

b. The gradient of the first 5.0 metres measured from the road boundary into the site must be no greater than 1 in 8.

6.6.3.8 Minimum distance between driveways and dwelling

Where a driveway serves more than one residential building, the driveway must be set back a minimum of 1m from any residential building see (**Figures 6.14D and 6.14E**)

6.6.3.9 Width of vehicle driveways

a. The minimum width of vehicle driveway is as follows:

All zones except rural and rural residential zones		1. Number of residential units served	2. Minimum legal width	3. Maximum width	4. Minimum formed width
i.	Residential activities	1-6	4.5m	6m	3m
ii.		7 +	6.5m	9m	i. 3.5m for a vehicle that adjoins a 'local road'. ii. 5m for a vehicle adjoins any other road
iii.	All other activities	All	6m	9m	5m
Rural and rural residential zones					
iv.	Residential activities	1-3<	4m	6m	3.5m
v.		4 +	6m	6m	5m
vi.	All other activities	All	6m	9m	5m

Note 6.6D - General advice

1. 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 in 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 Dunedin City Council.
   b. government roads are under the control of the Minister of Transport.
2. 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. Early consultation with the NZTA should be undertaken for subdivision or development proposals adjacent to, or seeking access to, state highways.
3. Where the state highway has been declared a *limited access road,* approval from the NZ Transport Agency is required for new accesses or changes to existing accesses. The objective of this control is to protect the operation of state highway from uncontrolled property access that can affect the safety, efficiency, functionality and level of service of the state highway. Limited access roads are most commonly in areas with a heightened development pressure. The NZ Transport Agency should be consulted initially with respect to development along limited access roads.
4. 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.
5. Maximum grade changes without transition set out in Rule 6.6.3.7 are reproduced from AS/NZS 2890.1:2004 Parking facilities - Off-street car parking under Copyright Licence 000753.

Rule 6.7 General Performance Standards

Rule 6.7.1 Service Station Standards

1. Pumps must be located at least 7m from the road boundary and 12m from the midpoint of any vehicle crossing.
2. Service stations must provide 3 queuing spaces per pump and/or car wash.
3. Queuing spaces must not obstruct any footpath, cycleway or vehicle access.

Rule 6.7.2 Buildings and Structures Located on or Above the Footpath

1. Public amenities, network utilities poles and masts - small scale, and network utility structures (small and large scale), temporary signs and portable freestanding signs located on public footpaths must provide a minimum width of unobstructed area for pedestrian movement as follows:
    a. 3m in the Central Business District (CBD) Zone; and
    b. 1.5m in all other zones.
2. Public amenities, temporary signs and portable freestanding signs located on public footpaths must:
    a. be located in line with any other permanent or temporary obstruction present on the footpath at that location, otherwise at the kerb edge of the footpath; and
    b. not be located within 2.0m of an intersection or pedestrian crossing location; and
    c. not be located at the kerb directly adjacent to a bus top, taxi stand, mobility parking or an Authorised Vehicles Only parking space; and
    d. signs must not be painted, drawn, chalked or otherwise created on the surface of any footpath.
3. Signs that overhang a footpath must:
    a. be 2.5m above the footpath at their lowest point;
    b. hang perpendicular to the footpath;
    c. not extend past the edge of any verandah; and
    d. be a minimum of at least 500mm from the road's edge
4. Ancillary signs, temporary signs, and public amenities, must not:
    a. obstruct the visibility of any traffic control device; and
    b. compromise sight lines from road intersections and vehicle crossings.

Rule 6.7.3 Signs Visible from Roads

1. The minimum letter height of signs designed to be read by passing motorists must be:
    a. 120 mm where the speed limit is less than 70km per hour; and
    b. 160mm where the speed limit is greater than 70km per hour.
2. No sign shall be of a design or form such that it resembles or conflicts with traffic signs.
3. Illuminated and digital signs must:
    a. have the sign's light source shielded so that its glare does not extend beyond the sign;
    b. have all floodlights or concealed lighting directed solely on the sign;
    c. not use images that are flashing or animated;
    d. have a minimum display time of 10 seconds per image; and
    e. have a maximum luminance (cd/m²) of:

i. 2000 where the sign has an illuminated area of up to 0.5m²;
ii. 1600 where the sign has an illuminated area of above 0.5m² to 2m²;
iii. 1200 where the sign has an illuminated area of above 2m² to 5m²;
iv. 1000 where the sign has an illuminated area of above 5m² to 10m²; and
v. 800 where the sign has an illuminated area above 10m².

Rule 6.8 Subdivision Performance Standards

6.8.1 Access

a. Every resultant site must have legal and physical access (a vehicle access) to a formed road, except if:
   i. the resultant site is being created for reserve or as a result of a road closure; or
   ii. minimum car parking is not required by the relevant Plan provisions, in which case only legal access to a formed road is required.

b. Vehicle accesses required by Rule 6.8.1.1 must be located and constructed in accordance with Rule 6.6.3.

Note 6.8A - Other requirements outside of the District Plan

1. For subdivisions that will access a state highway, approval from the New Zealand Transport Agency will be required.

Rule 6.9 Assessment of Restricted Discretionary Activities (Performance Standard Contraventions)

Rule 6.9.1 Introduction

1. Restricted discretionary activities will be assessed in accordance with section 104 and 104C of the RMA, meaning only those matters to which Council has restricted its discretion will be considered, and Council may grant or refuse the application, and, if granted, may impose conditions with respect to matters over which it has restricted its discretion.
2. Rules 6.9.2 - 6.9.6:
   a. list the matters Council will restrict its discretion to; and
   b. provide guidance on how consent applications will be assessed, including:
      i. relevant objectives and policies, with respect to s104(1)(b)(vi);
      ii. potential circumstances that may support a consent application;
      iii. general assessment guidance; and
      iv. conditions that may be imposed.
3. Rules 6.9.3 apply to performance standards located in the management and major facility zones; Rule 6.9.4 applies to performance standards for transportation activities; Rule 6.9.5 applies to performance standards for parking, loading and access standards; Rule 6.9.6 applies to general performance standards.

6.9.2 Assessment of all performance standard contraventions	
Performance standard	Guidance on the assessment of resource consents
1. All performance standard contraventions	*Potential circumstances that may support a consent application include:* a. The degree of non-compliance with the performance standard is minor. b. The need to meet other performance standards, site specific factors including topography, make meeting the standard impracticable. c. Non-compliance with a development performance standard would improve the design of the development in a way that would result in positive effects and better achieve the identified objectives and policies of the Plan. *General assessment guidance:* d. Where more than one standard is contravened, the combined effects of the contraventions should be considered.

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)		
Performance standard	Matters of discretion	Guidance on the assessment of resource consents
1. Access (subdivision)	a. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Subdivisions are designed to ensure that any required vehicle access can be provided in a way that will maintain the safety and efficiency of adjoining roads and the wider transport network (Policy 6.2.3.13).

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
2.	Boundary setbacks (Rule 15.6.14.1.ix.3)	a. Effects on health and safety	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Garages and carports are set back from the road boundary an adequate distance to allow pedestrians and cyclists to see vehicles exiting before they cross the footpath, and to minimise the risk to pedestrians and cyclists from garage doors opening over the footpath (Policy 6.2.3.10).
3.	Density (Papakāika) in residential zones	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Land use or development has no significant effects on the safety and efficiency of the transport network (Policy 6.2.3.14).
4.	Forestry and tree planting setbacks	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Tree planting and forestry are set back a sufficient distance from all roads with a posted speed environment of greater than 50km/hr to avoid road safety hazards caused by shading leading to ice formation (Policy 6.2.3.2).
5.	Location • domestic animal boarding and breeding • rural ancillary retail • rural tourism	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Any adverse effects on the safety and efficiency of the state highway can be avoided or, if avoidance is not possible, adequately mitigated (Policy 6.2.3.5) *Potential circumstances that may support a consent application include:* iii. There are relatively low traffic volumes and/or vehicle speeds on the stretch of the state highway that the site is accessed from.
6.	Minimum car parking	a. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.2 ii. Land use activities whose parking demand cannot be met by the public parking supply or would significantly affect the availability of that supply for surrounding activities: 1. provide car parking either on or near the site at an amount that is adequate to avoid excessive pressure on publicly available parking in the vicinity of the site (including on-street parking and off-street facilities); 2. avoid or, if avoidance is not possible, adequately mitigate adverse effects on the availability of public parking for existing or permitted activities; and 3. ensure accessibility for (as relevant) residents, visitors, customers, staff and students who have limited mobility, including disabled people, the elderly and people travelling with young children (Policy 6.2.2.1).

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)		
Performance standard	Matters of discretion	Guidance on the assessment of resource consents
		Potential circumstances that may support a consent application iii. The establishment of required car parking would result in a net loss in the availability of on-street parking in the vicinity of the site. iv. The applicant proposes to use the same space on-site to fulfil both minimum car parking and minimum vehicle loading requirements, and can demonstrate that this space will be managed so that both the parking and loading demands of the land use activity will be met. v. The proposed activity is taking place on an existing site that does not have a vehicle access and one or more of the following circumstances apply: 1. it is not practicable to create a vehicle access that would comply with Rule 6.6.3.5 because the site is located on or near an intersection; 2. it is not practicable to create a vehicle access that would comply with Rule 6.6.3.8 because the site is located on or near a steep slope or cliff; 3. it is not practicable to create a vehicle access that would comply with Rule 6.6.3.11 because the site has no frontage to a legal road, and any existing access way is not wide enough to meet Rule 6.6.3.9. vi. The applicant is proposing to provide a sufficient number of parking spaces to meet the minimum car parking performance standard, but some or all of these parking spaces are to be provided on a site other than the site on which the land use activity is taking place, and all of the following conditions are met: 1. all required mobility parking spaces will be provided on the same site as the land use activity; 2. all required parking spaces are within 250m of the site on which the land use activity is taking place; 3. all required parking spaces are legally available to users of the land use activity via binding long term agreement; and 4. there are/will be adequate safe pedestrian crossing points for pedestrians moving between the parking area and the site, if there are roads to cross. vii. The applicant is able to demonstrate that, due to current usage rates of public parking in the vicinity of the site, the parking demand of the activity will not result in parking occupancy within 250m of the site exceeding 80% average daily occupancy (9am to 5pm) in residential zones, or 85% average daily occupancy in all other zones (excluding rural and rural residential), after the activity is established (see Special Information Requirements - Rule 6.13.1).

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)		
Performance standard	Matters of discretion	Guidance on the assessment of resource consents
		viii. If parking spaces shared with other land use activities are not exclusively available to the activity during its hours of operation, the applicant is able to demonstrate that the shared parking spaces will meet the parking demand generated by users of the activity. ix. The establishment of required car parking would require significant earthworks that would cause land instability or result in costs that were disproportionate to the total value of the development. x. The establishment of required car parking would unavoidably result in significant adverse effects on: 1. the safety or efficiency of the transport network; 2. streetscape amenity; or 3. heritage values. xi. In balancing consideration of accessibility (Objective 6.2.2) with consideration of significant adverse effects on other values, Council will generally prefer to avoid significant adverse effects on land instability, heritage, streetscape amenity and the safety and efficiency of the transport network, in accordance with Objectives 6.2.3 (safety and efficiency of the transport network), 13.3.1 to 13.3.3 (scheduled heritage items), 7.2.1 (significant trees), and 15.2.3 (heritage streetscape character) and 15.2.4 (streetscape amenity).
	b. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. The amount of car parking space necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not possible, adequate mitigation is provided (Policy 6.2.3.4). *Potential circumstances that may support a consent application include:* iii. The parking demand likely to be generated by the activity means the number of parking spaces provided will be sufficient to avoid overspill parking. iv. Although the activity may result in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network.

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
7.	Minimum vehicle loading	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Adequate vehicle loading space is provided to support the activity's operations and to avoid or, if avoidance is not possible, mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.3). *Potential circumstances that may support a consent application include:* iii. Adequate additional loading space is available on an adjacent or nearby site via binding long-term agreement. iv. Although the activity may result in the need for the loading of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network. v. The applicant proposes to use the same space on-site to fulfil both minimum car parking and minimum vehicle loading requirements, and can demonstrate that this space will be managed so that both the parking and loading demands of the land use activity will be met.
8.	Number, location and design of ancillary signs	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Ancillary signs are located and designed to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.1). *Potential circumstances that may support consent application include:* iii. The location of the sign will not obstruct or obscure sightlines, pedestrian and cycling or vehicle access.

6.9.4 Assessment of transportation activities performance standard contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
1.	Design and location - road signs	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.1 ii. Road signs are designed and located to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.1.2). *Potential circumstances that may support a consent application include:* iii. The relevant road controlling authority has provided approval for the proposed design and location of the sign. iv. Overhanging signs positioned less than 2.6m above the footpath are considered unlikely to adversely affect pedestrian safety or connectivity, due for example to low volumes of pedestrians on the footpath or the presence of existing structures that limit pedestrian movement in the vicinity of the proposed sign.
2.	Setback from scheduled tree	a. Effects on long term health of tree	See Rule 7.6

6.9.5 Assessment of parking, loading and access standards performance standards contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
1.	Car parking design (Minimum parking space dimensions)	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Vehicle parking can be carried out safely and efficiently (Policy 6.2.4.1b). *Potential circumstances that may support a consent application include:* iii. The proposed parking spaces are of a sufficient size to accommodate the vehicles likely to be using them.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
2.	Car parking design (Minimum manoeuvring space dimensions for parking areas)	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Vehicle parking can be carried out safely and efficiently (Policy 6.2.4.1b). iii. Any adverse effects on the safe and efficient functioning of the transport network are avoided or would be no more than minor (Policy 6.2.4.1b). *Potential circumstances that may support a consent application include:* iv. The proposed manoeuvring area will accommodate the vehicles likely to be using it. v. Volumes of traffic, cyclists and pedestrians using the frontage road are low and likely to remain low. vi. The parking area is unlikely to be used by heavy vehicles. vii. The peak hours of use of the loading area will not coincide with peak flows or vehicle queues on the frontage road. viii. Drivers of reversing vehicles can both see, and be seen by, pedestrians, cyclists and drivers of other vehicles. ix. Visibility of, and/or visibility from, reversing vehicles will be increased by altering vegetation, fencing and/or other structures.
3.	Car parking design (Minimum queuing space for parking areas)	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Vehicle parking can be carried out safely and efficiently (Policy 6.2.4.1b). iii. Any adverse effects on the safe and efficient functioning of the transport network are avoided, or if avoidance is not possible, would be no more than minor (Policy 6.2.4.1c). *Potential circumstances that may support a consent application include:* iv. The proposed queuing space is adequate for the numbers of vehicles considered likely to be using the parking area on a regular basis. v. Volumes of pedestrian, cycle and vehicle traffic using the frontage road are low. vi. The parking area is unlikely to be used by heavy vehicles. vii. The peak hours of use of the parking area will not coincide with peak flows or vehicle queues on the frontage road.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
4.	• Car parking design (access to parking areas) • Car parking design (gradient of parking areas) • Car parking design (lighting of parking areas) • Car parking design (minimum manoeuvring space dimensions for parking areas) • Car parking design (minimum queuing space for parking areas) • Car parking design (minimum parking space dimensions) • Car parking design (surfacing and marking of parking areas) • Vehicle loading design (access to loading area -Rule 6.6.2.5.a) • Vehicle loading design (gradient of loading areas) • Vehicle loading design (lighting of loading areas) • Vehicle loading design (minimum manoeuvring space dimensions for loading areas) • Vehicle loading design (surfacing and marking of parking areas)	a. Effects on safety and efficiency of the transport network and parking and loading areas	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Parking and loading areas, including associated manoeuvring and queuing areas, are designed to ensure: 1. the safety of pedestrians travelling on footpaths and travelling through parking areas; 2. that vehicle parking and loading can be carried out safely and efficiently; 3. that any adverse effects on the safe and efficient functioning of the transport network is avoided, or if avoidance is not possible, would be no more than minor; 4. the safe and convenient access to and from parking and loading areas for vehicles, pedestrians and cyclists; and 5. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths (Policy 6.2.4.1). *Potential circumstances that may support a consent application include:* i. For non-compliance with the gradient and surfacing standards: there is little likelihood of mud, stone, gravel or other material being carried onto public roads or footpaths due to the topography of the site or materials used. ii. For non-compliance with the lighting standards: 1. the parking or loading area will not be used frequently during the hours of darkness; or 2. other light sources in the area give adequate light to provide security and/or visibility for users of the parking or loading area and its surrounds iii. For non-compliance with access standards: 1. Volumes of pedestrian, cycle and vehicle traffic using the frontage road are low and likely to remain low. 2. The peak hours of use of the loading area will not coincide with peak flows or vehicle queues on the frontage road. 3. Drivers of reversing vehicles can both see, and be seen by, pedestrians, cyclists and drivers of other vehicles. 4. Visibility of, and/or visibility from, reversing vehicles will be increased by altering vegetation, fencing and/or other structures.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
5.	• Vehicle access design and location (gradient of vehicle driveways) • Vehicle access design and location (surfacing of driveways)	a. Effects on safety and efficiency of the transport network and parking, loading and access areas	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Driveways are designed to ensure: 1. the surfacing and gradient of the driveway allows it to be used safely and efficiently; 2. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths; 3. the width of the driveway is sufficient to allow the type and number of vehicles likely to be using it to do so safely and efficiently; and 4. sufficient distance is provided between shared driveways and dwellings (Policy 6.2.4.2).
6.	Vehicle access design and location (Maximum number of vehicle accesses)	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Vehicle accesses are limited in number and width, in order to avoid or, if avoidance is not possible, adequately mitigate adverse effects on pedestrian safety and ease of movement and the safety and efficiency of the transport network (Policy 6.2.4.4). *General assessment guidance:* iii. Estimates of future pedestrian traffic should take into account the location of the road in relation to the strategic pedestrian network, local centres and schools, and existing and permitted activities in the surrounding area that have the potential to increase pedestrian numbers with priority given to provisions for pedestrian safety and connectivity. *Potential circumstances that may support a consent application include:* iv. The current and likely future volume of pedestrian, cycle and vehicle traffic using the frontage road is low. v. Potential adverse effects from the additional vehicle crossing(s) are minimal due to the physical form of the road, for example the presence of a solid median to prevent right hand turns.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
7.	Vehicle access design and location (Minimum sight distance from vehicle crossing)	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2 ii. Sufficient visibility is available at vehicle crossing to minimise the likelihood of unsafe vehicle manoeuvres (Policy 6.2.4.6). *Potential circumstances that may support a consent application include:* iii. The speed and/or volume of traffic using the frontage road is low. iv. The volume of traffic that will be using the vehicle crossing is low. v. The peak hours of use of the vehicle access will not coincide with peak flows on the frontage road. vi. The addition of acceleration, deceleration or solid medians will adequately mitigate potential adverse effects on the safe and efficient functioning of the transport network. vii. The New Zealand Transport Agency have given their approval for the proposed reduced sight distance in relation to state highways.
8.	Vehicle access design and location (Minimum distances of new vehicle crossings from intersections)	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Vehicle crossings are located a sufficient distance from intersections to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the intersection caused by vehicles queuing and/or creating confusion over whether indicating vehicles are seeking to turn at the crossing or the intersection (Policy 6.2.4.5). *Potential circumstances that may support a consent application include:* iii. The volume of traffic using the frontage road is low. iv. The volume of traffic that will be using the vehicle crossing is low. v. Potential adverse effects will be adequately mitigated by the physical form of the road. vi. Potential adverse effects will be adequately mitigated by traffic controls at the intersection.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
9.	Vehicle access design and location (Vehicle accesses onto state highways)	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Require vehicle accesses onto state highways in the rural zones and rural residential zones, and all strategic roads as identified in the Road Classification Hierarchy in Appendix 6A to be designed to safely accommodate the type and number of vehicles likely to be using the access and avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the frontage road (Policy 6.2.4.7). *Potential circumstances that may support a consent application include:* iii. The NZ Transport Agency have given their approval for the proposed vehicle access design in relation to state highways.
10.	• Vehicle access design and location (gradient of vehicle driveways) • Vehicle access design and location (minimum distance between driveways and dwelling) • Vehicle access design and location (surfacing of vehicle driveways) • Vehicle access design and location (width of driveways)	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Driveways are designed to ensure: a. the surfacing and gradient of the driveway allows it to be used safely and efficiently; b. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths. c. the width of the driveway is sufficient to allow the type and number of vehicles likely to be using it to do so safely and efficiently; and d. sufficient distance is provided between shared driveways and dwellings (Policy 6.2.4.2).

6.9.6 Assessment of general performance standards contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
1.	Buildings and structures located on or above the footpath	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Buildings and structures located on or above the footpath to are located and designed to provide for the safe movement of vehicles, pedestrians and cyclists (Policy 6.2.3.11).
		a. Effects on health and safety	See Rule 9.4.3.1

6.9.6 Assessment of general performance standards contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
2.	Service station design	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Service stations are designed to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.9).
3.	Signs visible from roads	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Require ancillary signs to be located and designed to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.1). iii. Require buildings and structures located on or above the footpath to provide for the safe movement of vehicles, pedestrians and cyclists (Policy 6.2.3.11).

Rule 6.10 Assessment of Restricted Discretionary Activities

Rule 6.10.1 Introduction

1. Restricted discretionary activities will be assessed in accordance with section 104 and 104C of the RMA, meaning only those matters to which Council has restricted its discretion will be considered, and Council may grant or refuse the application, and, if granted, may impose conditions with respect to matters over which it has restricted its discretion.
2. Rule 6.10.2:
    a. lists the matters Council will restrict its discretion to; and
    b. provides guidance on how a consent application will be assessed, including:
        i. relevant objectives and policies, with respect to s104(1)(b)(vi);
        ii. potential circumstances that may support a consent application;
        iii. general assessment guidance; and
        iv. conditions that may be imposed.
3. Where a restricted discretionary activity does not meet a performance standard the following occurs:
    a. if the contravention of the performance standard defaults to **restricted discretionary** (which is the case, unless otherwise indicated in the performance standard) then:
        i. the activity, as a whole, will be treated as **restricted discretionary**; and
        ii. the matters of discretion are expanded to include the areas of non-compliance with the performance standard; and
        iii. the performance standard contravention will be assessed as indicated in Section 6.9; and
        iv. the matters of discretion in this section will be assessed as indicated.
    b. if the contravention of the performance standard defaults to **discretionary** then:
        i. the activity, as a whole, will be treated as **discretionary**; and
        ii. the performance standard contravention will be assessed as indicated in Section 6.11; and
        iii. the assessment guidance in this section will also be considered.
    c. if the contravention of the performance standard defaults to **non-complying** then:
        i. the activity, as a whole, will be **non-complying**; and
        ii. the performance standard contravention will be assessed as indicated in Section 6.12; and
        iii. the assessment guidance in this section will also be considered.

6.10.2 Assessment of restricted discretionary activities (activities located in zones)		
Activity	Matters of discretion	Guidance on the assessment of resource consents
1. • Ancillary Licensed Premises (Rec) • Campgrounds (Rec) • Cemeteries (Rural, Rec) • Community and leisure - large scale (Rec, Schools, Campus) • Conference, meeting and function (PPH, SSYP) • Crematoriums (Rural) • Domestic animal boarding and breeding (Rural) • Entertainment and Exhibition (PPH, SSYP) • Factory Farming (Rural) • Forestry (Rural residential) • Stand alone car parking (Rec) • Veterinary services - large animal practice (Rural, Rural Residential)	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Only allow land use, development, or subdivision activities that may lead to land use or development, where there are no significant effects on the safety and efficiency of the transport network (Policy 6.2.3.9)

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
2.	RD activities where no minimum parking performance standards is specified	a. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.2 ii. Where parking demand either cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities the activity will provide car parking either on or near the site at an amount that is adequate to: 1. avoid excessive pressure on publicly available parking in the vicinity of the site (including on-street parking and off-street facilities); 2. avoid or, if avoidance is not possible, adequately mitigate adverse effects on the availability of public parking in the vicinity of the site (including on-street parking and off-street facilities); and 3. ensure accessibility for (as relevant) residents, visitors, customers, staff and students who have limited mobility, including disabled people, the elderly and people travelling with young children (Policy 6.2.2.1). iii. Enable the sharing of car parking areas by different land use activities, where adequate accessibility for all users is maintained. (Policy 6.2.2.2). iv. The parking demand likely to be generated by the activity means the proposed number of parking spaces will be sufficient. v. Although the activity may result in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network.
		b. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Land use activities to provide adequate vehicle loading and manoeuvring space to support their operations and to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.3) iii. The activity provides the amount of car parking space necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not possible, adequately mitigated (Policy 6.2.3.4)

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
3.	RD activities where no minimum vehicle loading performance standard is specified		*Relevant objectives and policies:* i. Objective 6.2.3 ii. Land use activities to provide adequate vehicle loading and manoeuvring space to support their operations and to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.3)
4.	• Visitor accommodation, including ancillary (residential zones and NEC, NECC) • Supported living facilities (residential zones and neighbourhood centres) • Student Hostels (Campus)	a. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.2 ii. Visitor accommodation and supported living facilities are located on sites where customers and residents will have convenient walking access to centres, frequent public transport services, other appropriate transport services, and/or an appropriate range of on-site services or facilities (Policy 6.2.2.3). *General assessment guidance:* iii. Convenient walking access is to be determined taking into account the anticipated mobility levels of the intended customers or residents of the activity. *Possible circumstances that may support a consent application include:* iv. Examples of services and facilities required where supported living facilities are not within walking distance of a centre or frequent public transport services are medical series, personal services such as hairdressers, retail services such as dairies or café , and sport and leisure activities.
		b. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Visitor accommodation and supported living facilities provide the amount of car parking space necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not possible, adequately mitigated (Policy 6.2.3.4). *Possible circumstances that may support a consent application include:* iii. The parking demand likely to be generated by the activity means the proposed number of parking spaces will be sufficient. iv. Although the activity may result in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network.

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
5.	• Early childhood education - small scale (Rec, Res) • Early childhood education - large scale (Dunedin Hospital, Moana Pool, Otago Museum, Schools, Campus, Wakari Hospital) • Dairies (Residential zone) • (all zones except commercial and mixed use zones)	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Adequate short-term parking, and dropping off and picking up facilities are available, either on-site or on-street, to: 1. allow for people to safely enter or exit vehicles; and 2. maintain the safety and efficiency of the frontage road (Policy 6.2.3.6) *General assessment guidance*: iii. In assessing the safety of short-term parking and dropping off and picking up facilities, Council will consider the speed and volume of traffic and width of the road; and for early childhood education, particular regard will be given to whether children can enter and exit vehicles safely
6.	Emergency services (commercial mixed use zones, industrial zones, Taieri Aerodrome)	a. Effects on the safety and efficiency of the transport network.	*Relevant objectives and policies:* i. Objective 6.2.3 ii. The operational needs of the activity can be met in a way that maintain the safety and efficiency of the transport network (Policy 6.2.3.7).
7.	All RD high trip generating activities, including: • Early childhood education - large scale • Service stations • New parking areas, or extension to existing parking areas, that create 50 or	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. The activity will maintain the safety and efficiency of the adjoining road and wider transport network (Policy 6.2.3.8). *General assessment guidance:* iii. The assessment will consider the findings of an Integrated Transport Assessment (see Special Information Requirements - Rule 6.13.2).
		b. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.2, ii. Only allow high trip generating activities where the activity will maintain the safety and efficiency of the adjoining road and wider transport network (Policy 6.2.3.8).

6.10.2 Assessment of restricted discretionary activities (activities located in zones)		
Activity	Matters of discretion	Guidance on the assessment of resource consents
more new parking spaces (all zones)		*General assessment guidance:* iii. In assessing the effects on the safety and efficiency of the transport network, Council will consider: 1. the effects of the physical works on safety on the frontage road. 2. the effects of the physical works on congestion on the frontage road. 3. the effects of the physical works on pedestrian and cycle connectivity and safety. 4. the capital and maintenance costs of the physical work. 5. Council will generally only consider new public infrastructure (e.g. traffic signals, round abouts etc.) as acceptable when there are no other practicable design solutions. 6. The assessment of high trip generating activities will consider the findings of an Integrated Transport Assessment (see Special Information Requirements - Rule 6.13.2), including the likely parking demand of the land use activity and the availability of public parking in the vicinity of the site. 7. In assessing the appropriateness of the location, Council will consider the road classification of roads where vehicle access is proposed (see Appendix 6A) and, in general, according to that classification, local roads are not appropriate locations for high trip generating activities. *Possible circumstances that may support a consent application include:* iv. Traffic entering and exiting the site does not cause adverse safety or congestion effects on any frontage road. v. The vehicle movements generated by the activity do not result in overall traffic volume on any frontage road exceeding the capacity of that road. vi. There is safe and convenient access to and within the site for pedestrians. vii. The frontage road has adequate on-road queuing space. viii. The activity is located on a frontage road with capacity to absorb the additional vehicle movements associated with the activity. ix. Travel planning interventions are proposed to reduce the number of vehicle movements generated by the activity. x. Provision of facilities for people accessing the site by a variety of travel methods (for example dedicated carpool parking, changing rooms, secure bike storage). xi. There is frequent public transport services within 200m of the

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
			site. xii. Physical works will be used where appropriate (including left in, left out vehicle access; turning bays; traffic signals and roundabouts) xiii. Customer or visitor car parking is designed to ensure that vehicles travel at safe speeds within it (for example by using speed bumps and advisory signage).
8.	All subdivision activities (all zones)	a. Effects on the safety and efficiency of the transport network.	*Relevant objectives and policies:* i. Objective 6.2.3 ii. There are no significant effects on the safety and efficiency of the transport network (Policy 6.2.3.14). *Conditions that may be imposed:* iii. Easements including on/off-site for pedestrian/vehicle access. *Design considerations that may support a consent application include:* iv. Shared driveways are low speed environments, and where appropriate provide for the storage of rubbish and recycling bins. v. In the commercial mixed use and industrial zones, connections are proposed to link parking areas and provide vehicle access behind buildings to minimise the need for new vehicle accesses. vi. The location and gradient of any new intersection or access, ensures the safety and efficiency of the transport network. vii. The design of any driveways is appropriate, with respect to the length and potential number of private units to be served.

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
9.	Subdivision activities that include a new road	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Subdivisions that involve new roads ensure that the roads are designed to: 1. provide for the safe and efficient movement of vehicles, pedestrians and cyclists within the subdivision; and 2. provide adequate connections to surrounding areas, particularly for buses, pedestrians, and cyclists; and 3. use materials that provide good urban design outcomes and provide good value with respect to ongoing costs to ratepayers for maintenance if the roads are to be vested in Council (6.2.3.12). *General assessment guidance:* iii. In assessing the transport network design, Council will make reference to the Dunedin City Council Code of Subdivision and Development 2010 and/or the most recent NZS 4404. iv. In assessing the effects on the safety and efficiency of the transport network, Council will consider any changes to traffic volumes on other parts of the network as a result of the subdivision. *Conditions that may be imposed:* v. Easements including on/off-site for pedestrian/vehicle access. vi. The standard of pedestrian and/or cycle paths required. vii. The standard of street lighting or private access lighting required. *Design considerations that may support a consent application include:* viii. Road networks use a permeable 'grid' network design that connects to surrounding streets and/or enables future connections to un-developed areas, except where this is not possible because of natural features or the surrounding patterns of development. Where cul-de-sacs must be provided, pedestrian and cycling links to surrounding roads are provided, if physically possible. ix. The design provides for all parking, loading and access standards to be met. x. Appropriate construction standards, materials, design palettes, and products are employed with consideration of both the on-going maintenance costs to ratepayers and appropriate character and amenity standards. xi. The design provides safe and convenient access for pedestrians and cyclists or other active modes to any public places, including the CMA, water bodies or reserves.

Rule 6.11 Assessment of Discretionary Activities

Rule 6.11.1 Introduction

1. Discretionary activities will be assessed in accordance with section 104 and 104B of the RMA meaning Council may grant or refuse the application, and, if granted, may impose conditions.
2. Rules 6.11.2 and 6.11.3 provide guidance on how a consent application for the listed discretionary activities will be assessed, including:
   a. relevant objectives and policies that will be considered as a priority with respect to s104(1)(b)(vi);
   b. potential circumstances that may support a consent applications;
   c. general assessment guidance, including any effects that will be considered as a priority; and
   d. conditions that may be imposed.
3. For all land use activities that require consent, all associated development activities will be considered as part of the resource consent even if the development otherwise meets the development performance standards in this Plan. Conditions on development activities may be used to minimise any adverse effects from the land use activity or create mitigating positive effects.

6.11.2 Assessment of discretionary activities in management and major facilities zones		
Activity		Guidance on the assessment of resource consents
1.	All high trip generating activities, including the following specific land use activities: • Schools • Restaurant - Drive through • Early childhood education - large scale • Service stations • Mining (Quarries)	Same as for Rule 6.10.2.7
2.	All other discretionary activities	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Only allow land use, development, or subdivision activities that may lead to land use or development, where there are no significant effects on the safety and efficiency of the transport network (Policy 6.2.3.9)

6.11.3 Assessment of discretionary transportation activities	
Activity	Guidance on the assessment of resource consents
1. All discretionary transportation activities	*Relevant objectives and policies (priority considerations):* a. See Section 9.6 for guidance on the assessment of discretionary resource consents in relation to Objective 9.2.2 and effects related to public health and safety. b. See Section 10.6 for guidance on the assessment of discretionary resource consents in relation to Objective 10.2.1 and Objective 2.2.3. c. Where in a **ONCC, HNCC or NCC overlay zone**, see Section 10.6 for guidance on the assessment of resource consents in relation to Objective 10.2.3 and effects related to the natural character of the coast. d. Where in a **ONF, ONL or SNL overlay zone**, see Section 10.6 for guidance on the assessment of resource consents in relation to Objective 10.2.5 and effects on landscape values. e. Where on **a heritage site** see Section 13.7 for guidance on the assessment of resource consents in relation to objectives 13.2.2 and 13.2.3 and effects on heritage values. *General assessment guidance:* f. In assessing the significance of effects, consideration will be given to: i. Manawhenua values and the relationship between manawhenua and the natural environment is maintained, including the cultural values and traditions associated with: 1. wāhi tūpuna; and 2. mahika kai (Objective 14.2.1). ii. If located outside a **wāhi tūpuna mapped area**, Kai Tahu may advise the Council if it considers that the granting of the consent would affect the integrity of the broader environment within which the wāhi tūpuna is located, or the linkages between wāhi tūpuna. g. In assessing activities that are discretionary due to being in an overlay zone, mapped area, in a scheduled site, or affecting a scheduled item, that otherwise require resource consent, the assessment guidance provided in relation to the underlying activity status will also be considered.

6.11.3 Assessment of discretionary transportation activities		
Activity		Guidance on the assessment of resource consents
2.	New roads or additions or alterations to existing roads	*Relevant objectives and policies (priority considerations):* a. Objective 6.2.1 b. Only allow new roads or additions or alterations to existing roads, where: i. the road is designed to provide for the needs of all users, as appropriate for the surrounding environment and **road classification hierarchy mapped area**; and ii. the location and design of the road: 1. minimises adverse effects on surrounding residential or other sensitive activities, including severance effects, changes to drainage patterns, and vibration, noise, glare and fumes from vehicle movements; and 2. maintains or enhances the safety and efficiency of the overall transport network; and 3. minimises adverse effects on water bodies or the coast, areas of indigenous vegetation or other areas important for biodiversity, or identified landscape or natural character of the coast values (Policy 6.2.1.3). c. Where in a **wāhi tūpuna mapped area**, see Section 14.5 for guidance on the assessment of resource consents in relation to Objective 14.2.1 and effects on the cultural values of manawhenua.
3.	Passenger transportation hubs	*Relevant objectives and policies (priority considerations):* a. Objective 6.2.1 b. Passenger transportation hubs are located and designed to: i. allow for convenient connections with other travel methods; ii. ensure the safety of users; iii. maintain or enhance the safety and efficiency of the overall transport network; and iv. maintain or enhance the amenity of the surrounding environment (Policy 6.2.1.4).
4.	Heliports	Heliports are located and designed to: a. ensure the safety of users; b. maintain the amenity of the surrounding environment; and c. maintain or enhance the safety and efficiency of the overall transport network (Policy 6.2.1.5).

Rule 6.12 Assessment of Non-complying Activities

Rule 6.12.1 Introduction

1. Non-complying activities will be assessed in accordance with section 104, 104B and 104D of the RMA meaning Council may grant or refuse the application, and, if granted, may impose conditions.
2. Rules 6.12.2 - 6.12.3 provide guidance on how a consent application for the listed non-complying activities will be assessed, including:
   a. relevant objectives and policies that will be considered as a priority with respect to s104(1)(b)(vi); and
   b. general assessment guidance, including any effects that will be considered as a priority.

6.12.2 Assessment of all non-complying activities	
Activity	Guidance on the assessment of resource consents
1. All non-complying activities	*Relevant objectives and policies (priority considerations):* a. Objectives 6.2.2, 6.2.3, 6.2.4 *General assessment guidance:* b. In assessing the significance of effects, consideration will be given to: i. both short and long term effects, including effects in combination with other activities; and ii. the potential for cumulative adverse effects arising from similar activities occurring as a result of precedent being set by the granting of a resource consent. c. In assessing activities that are non-complying due to being in an overlay zone, mapped area, in a scheduled site, or affecting a scheduled item, that otherwise require resource consent, the assessment guidance provided in relation to the underlying activity status will also be considered.

6.12.3 Assessment of non-complying performance standard contraventions	
Activity	Guidance on the assessment of resource consents
1. In a **primary pedestrian street frontage**: • Access to loading areas (Rule 6.6.2.5.b)	*Relevant objectives and policies (priority considerations):* a. Objective 6.2.4 b. Adverse effects on pedestrian safety and ease of movement would be insignificant (Policy 6.2.4.3).

Rule 6.13 Special Information Requirements

6.13.1 Parking demand information

When land use activities do not meet performance standards for minimum car parking, Council may require that the following information to demonstrate the likely parking demand of the activity and potential effects of that demand on publicly available parking near the site:

a. Current usage rates (% usage) of all publicly available on- and off-street parking spaces within 250m of the site.

b. The accessibility of the site in terms of public transport, cyclists and pedestrians.

c. The predicted transport behaviour of users of the activity, including the numbers of users who will access the activity by private vehicle, carpool, public transport, cycle or foot; and any travel plan provided by the applicant, which sets out targets for increased proportions of users accessing the activity by carpool, public transport, cycle or foot, and a detailed implementation plan for actions to achieve those targets.

6.13.2 Integrated transport assessment

Resource consent applications for all high trip generating activities must include an Integrated Transport Assessment (ITA) unless, having considered the specific circumstances of the activity and site, Council determines that an ITA is unnecessary. The information requirements for an ITA are set out in the table below. The level of detail and analysis provided in each section of the ITA should reflect the scale and complexity of the proposed activity and the context of the site and its surrounding environment.

Item	Details to be included
Description of baseline conditions	Description of the site's existing characteristics, any existing land use(s), the trip generation of existing land use(s), the existing transport environment including transport networks, safety, vehicle parking, accessibility by public transport, cycle and foot.
Description of the proposal	Description of the proposed land use, proposed vehicle and pedestrian access arrangements, proposed vehicle parking, proposed vehicle loading, proposed cycle parking, any other facilities proposed to improve access by any transport mode.
Travel characteristics	Estimated trip generation for all modes.
Planned transport infrastructure changes	Description of any planned upgrades to the transport network near the site that may be relevant to the activity.
Accessibility of the activity	Explanation of how accessible the activity will be for each mode, including the following information: • How will the predicted demand for vehicle parking, vehicle loading, pedestrians and cycle parking be met? What facilities will there be on or near the site for users of each mode? • How safe will it be for each mode to access the site? • What facilities will be provided on-site for pedestrians to safely walk within the site ? • Details of the demand predicted to be placed on public vehicle and cycle parking facilities (on- and off-street), and an assessment of the capacity of public facilities to absorb that demand.

Assessment of effects on accessibility and on the transport network	Explanation of how the activity will support Objective 6.2.2 and relevant associated policies, in relation to the accessibility of the land use activity by a range of travel modes Explanation of how the activity will support Objective 6.2.3 and Policy 6.2.3.8, in relation to effects on the safety and efficiency of the transport network for all modes.
Mitigation and options to influence travel choice	Description of measures that are proposed to mitigate effects on accessibility, safety and effects on the transport network.
Summary	Summary of the main aspects of the transport assessment.

Rule 6.14 Transportation Figures

Figure 6.14A On-site car parking dimensions

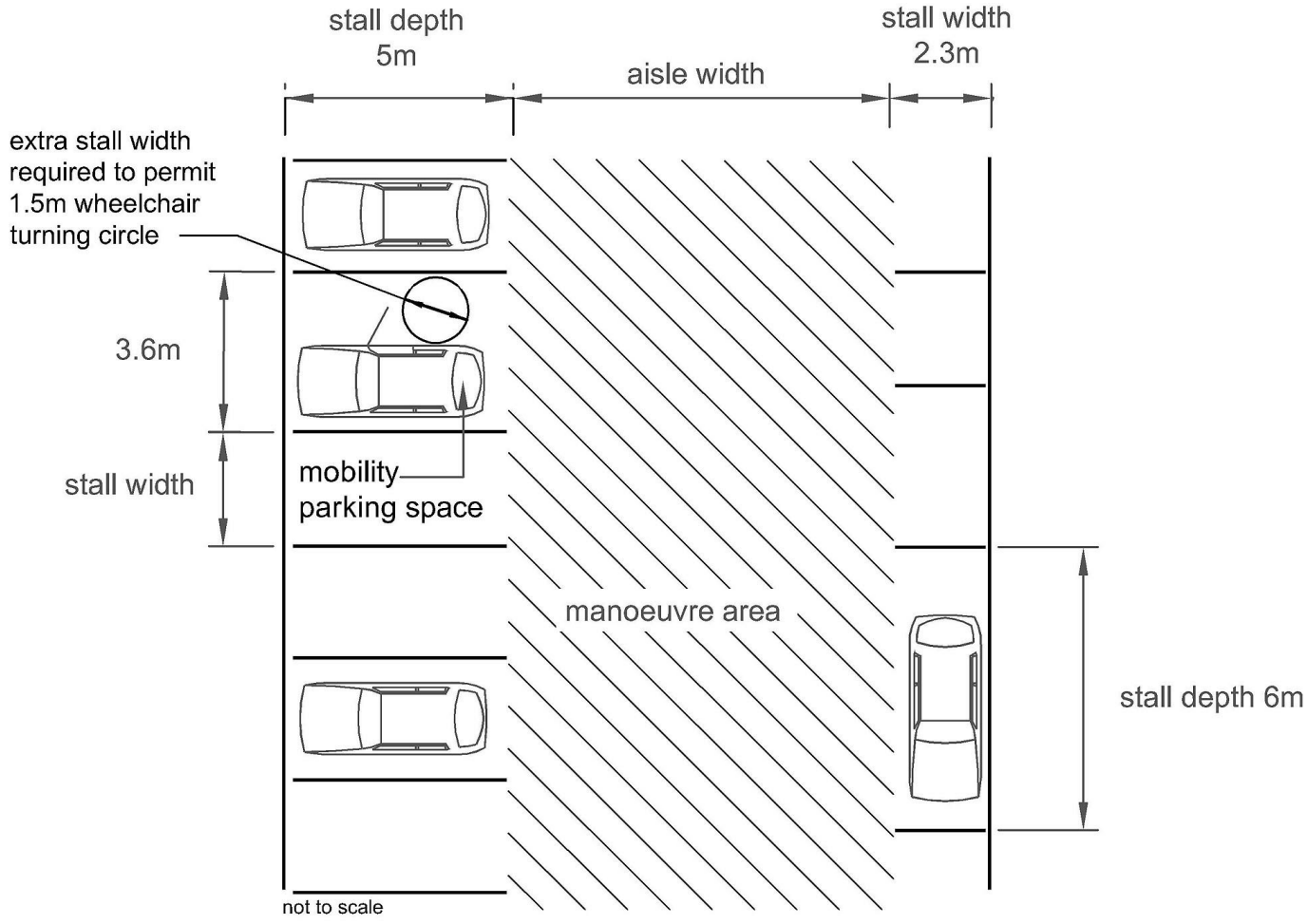


Figure 6.14B Typical parking layout 85th percentile vehicles

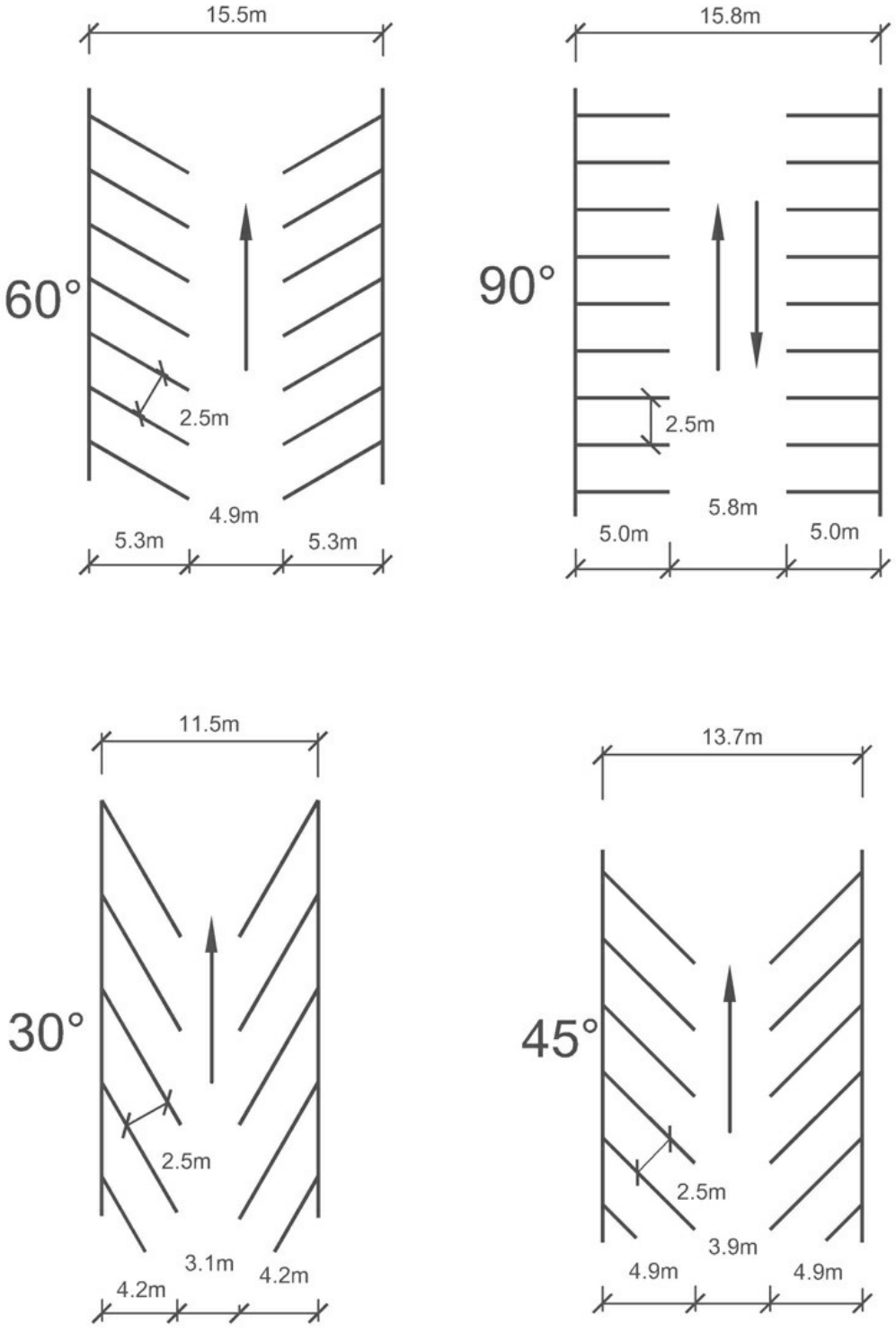


Figure 6.14C Typical parking layout 99th percentile vehicles

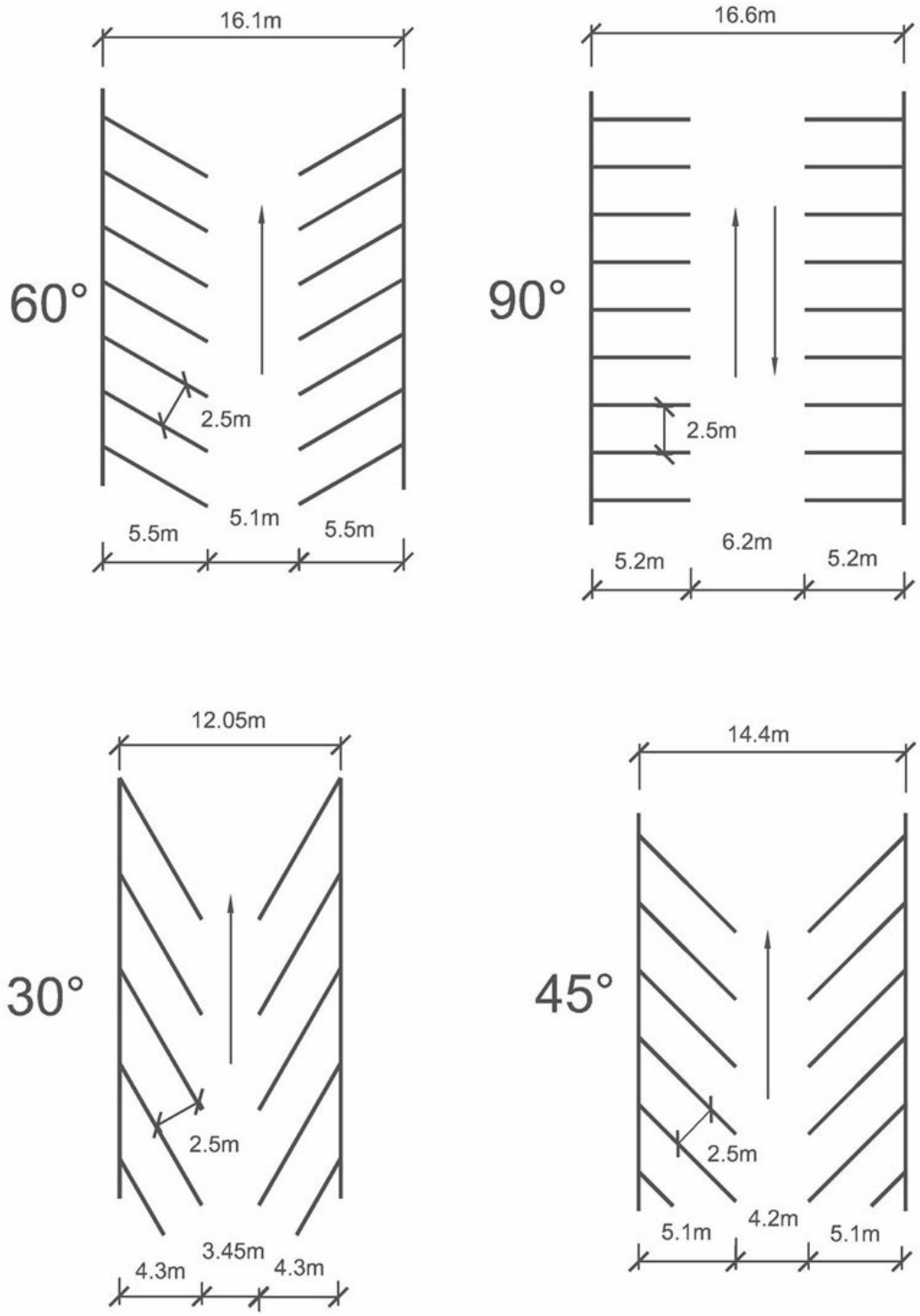


Figure 6.14D Minimum separation distance between residential unit and vehicle access

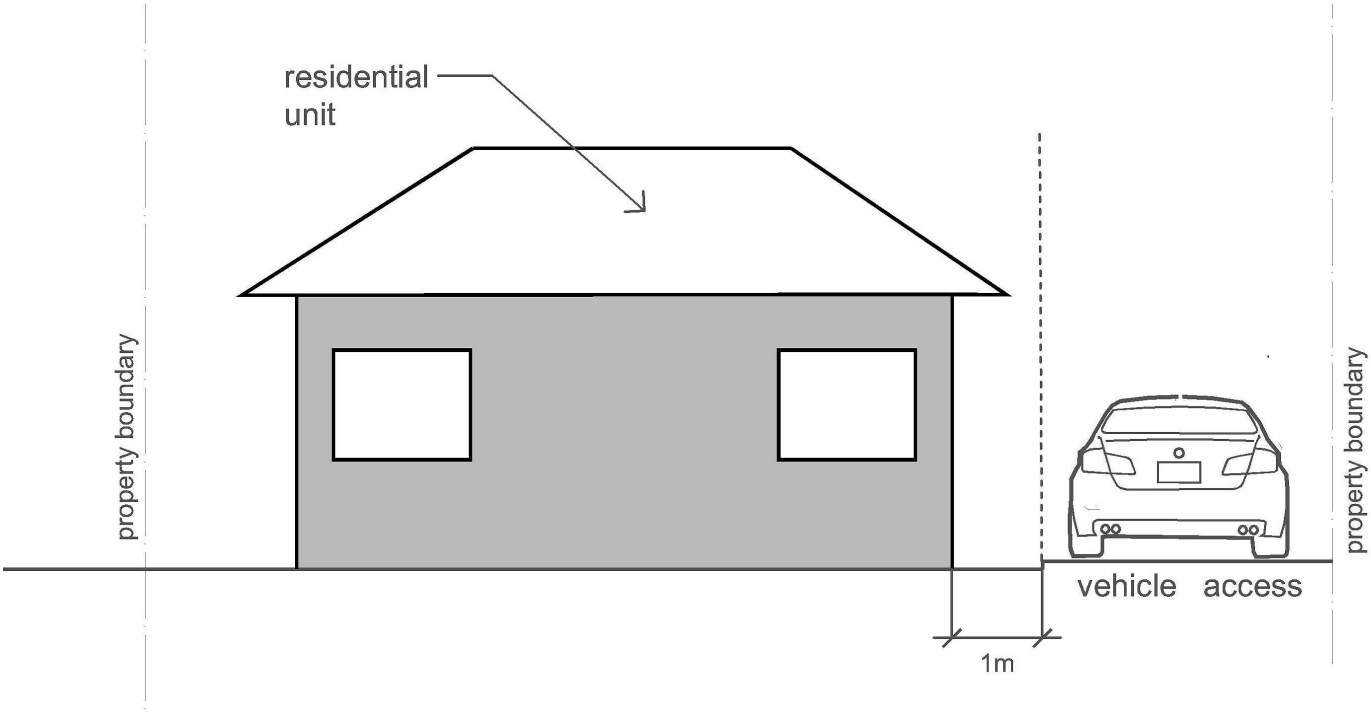
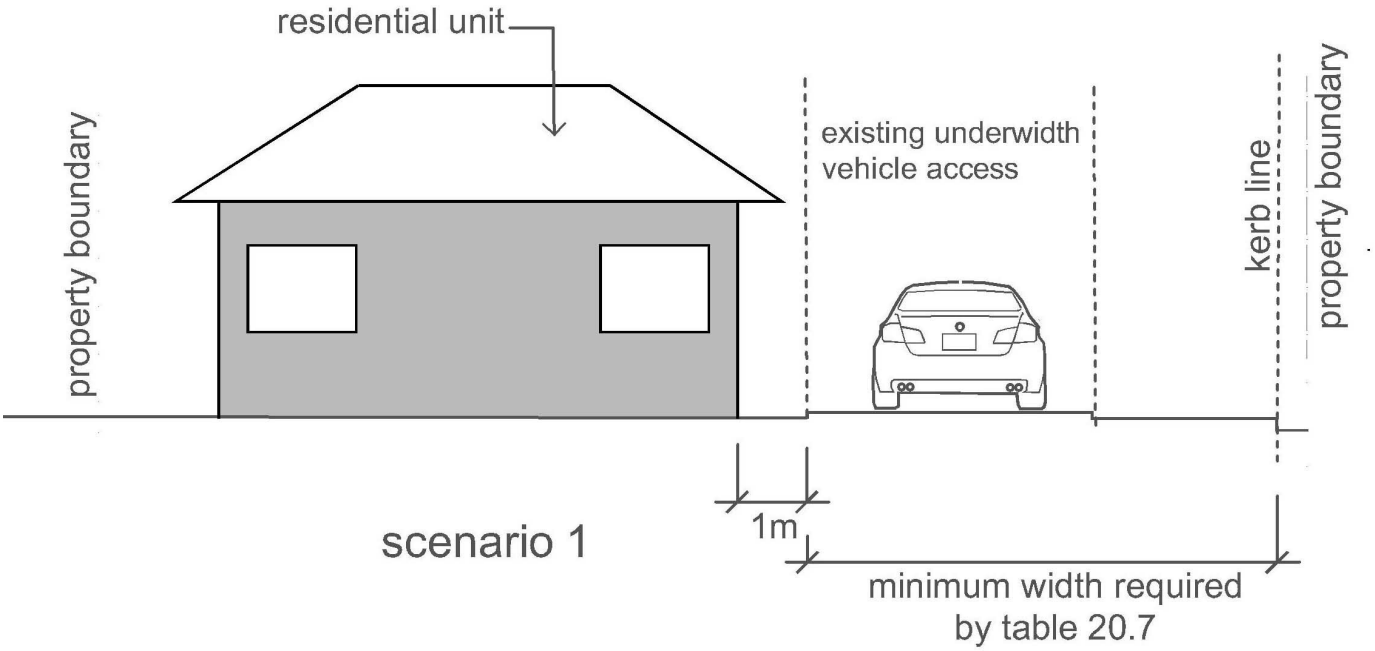


Figure 6.14E Minimum separation distance between new residential unit and existing under-width vehicle access: possible scenarios



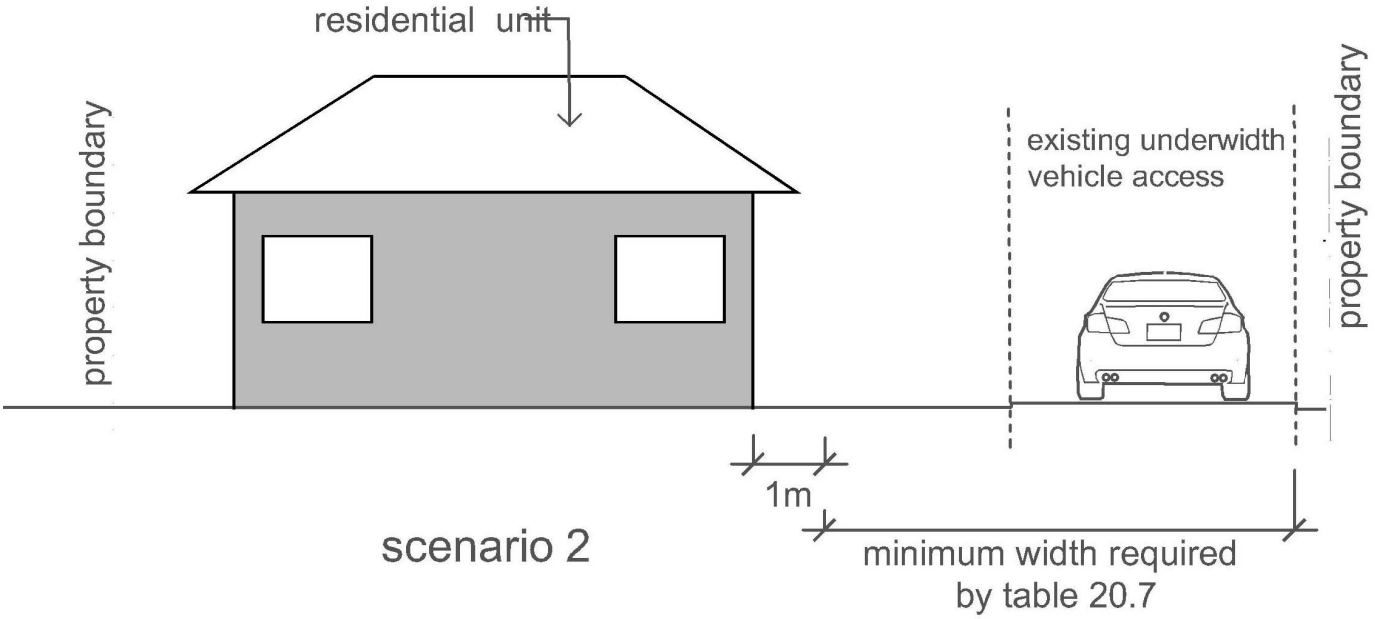


Figure 6.14F 99th percentile vehicle dimensions

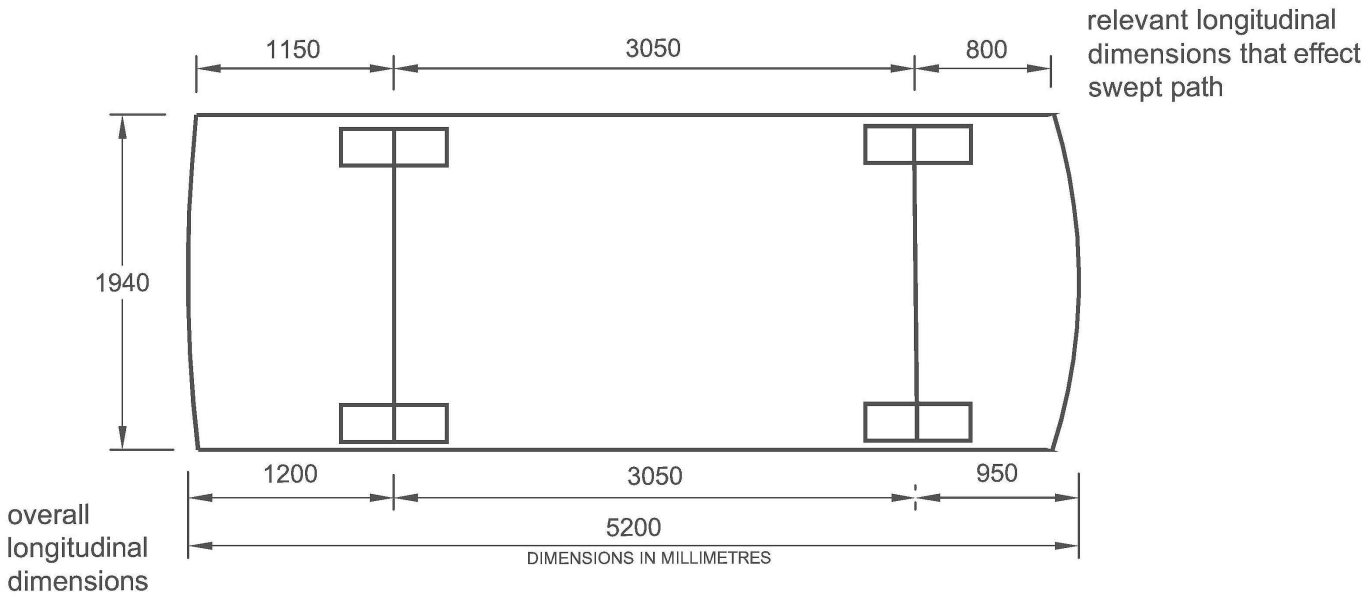
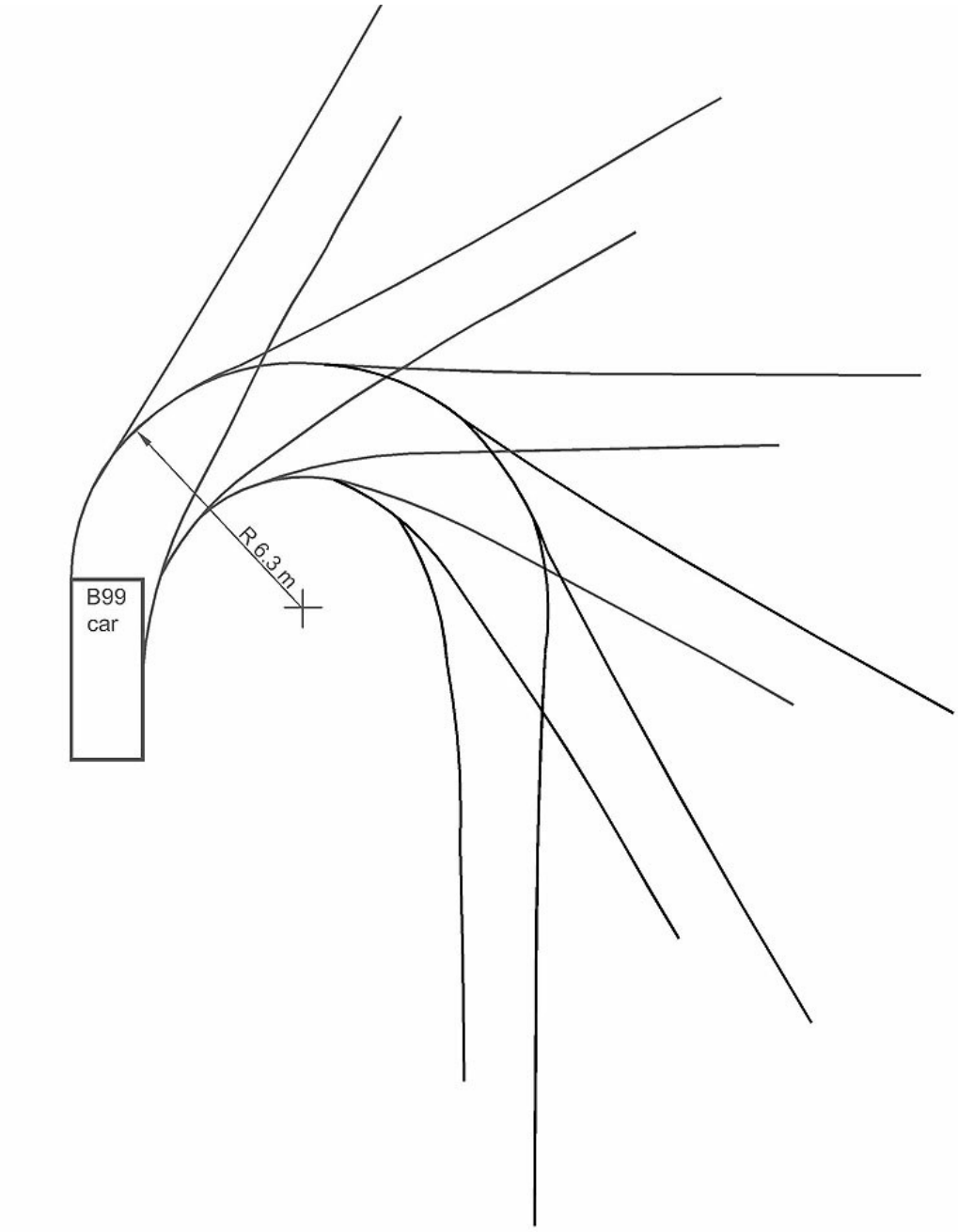


Figure 6.14G 99th percentile vehicle turning circle



LEGEND:

= Denotes the B99 base dimension swept path

Recommended clearances (300mm) must be added to each side of the tracking curve
NOTE: This is minimum radius turn for a B99 vehicle

Figure 6.14H 85th percentile vehicle dimensions

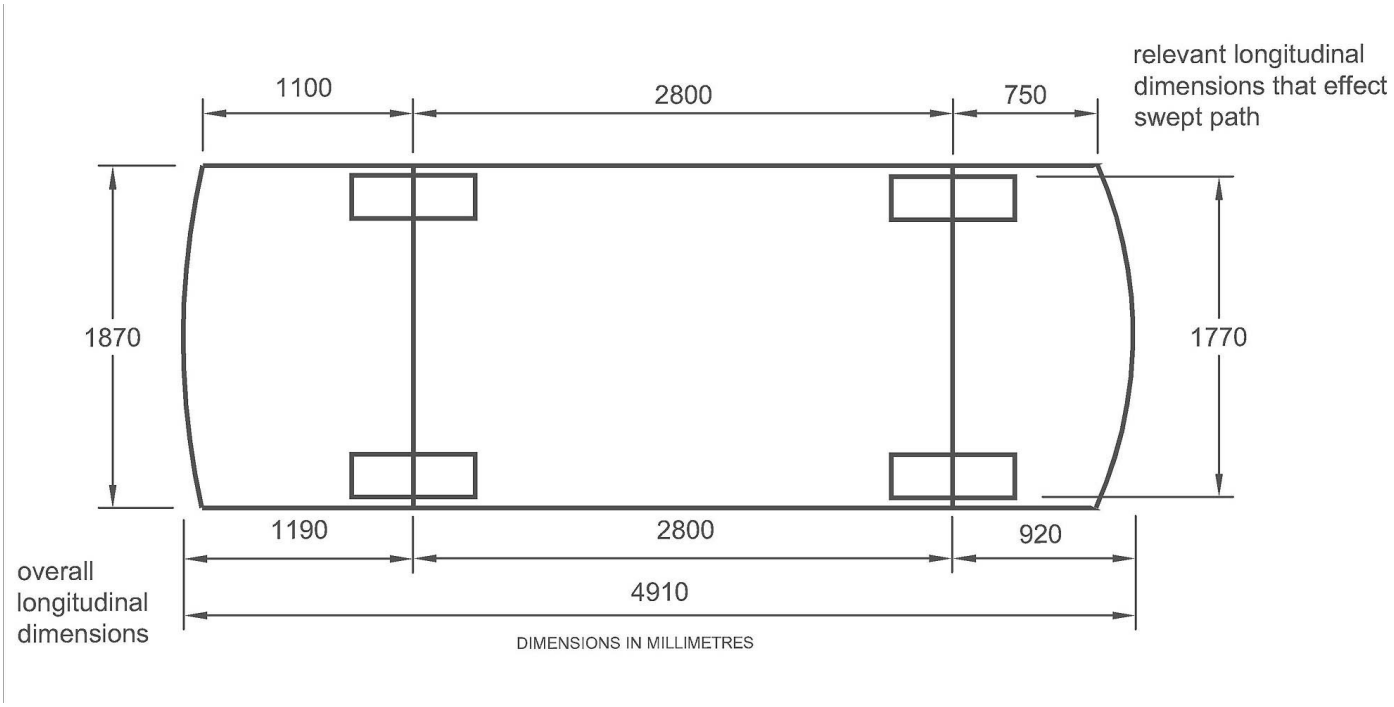
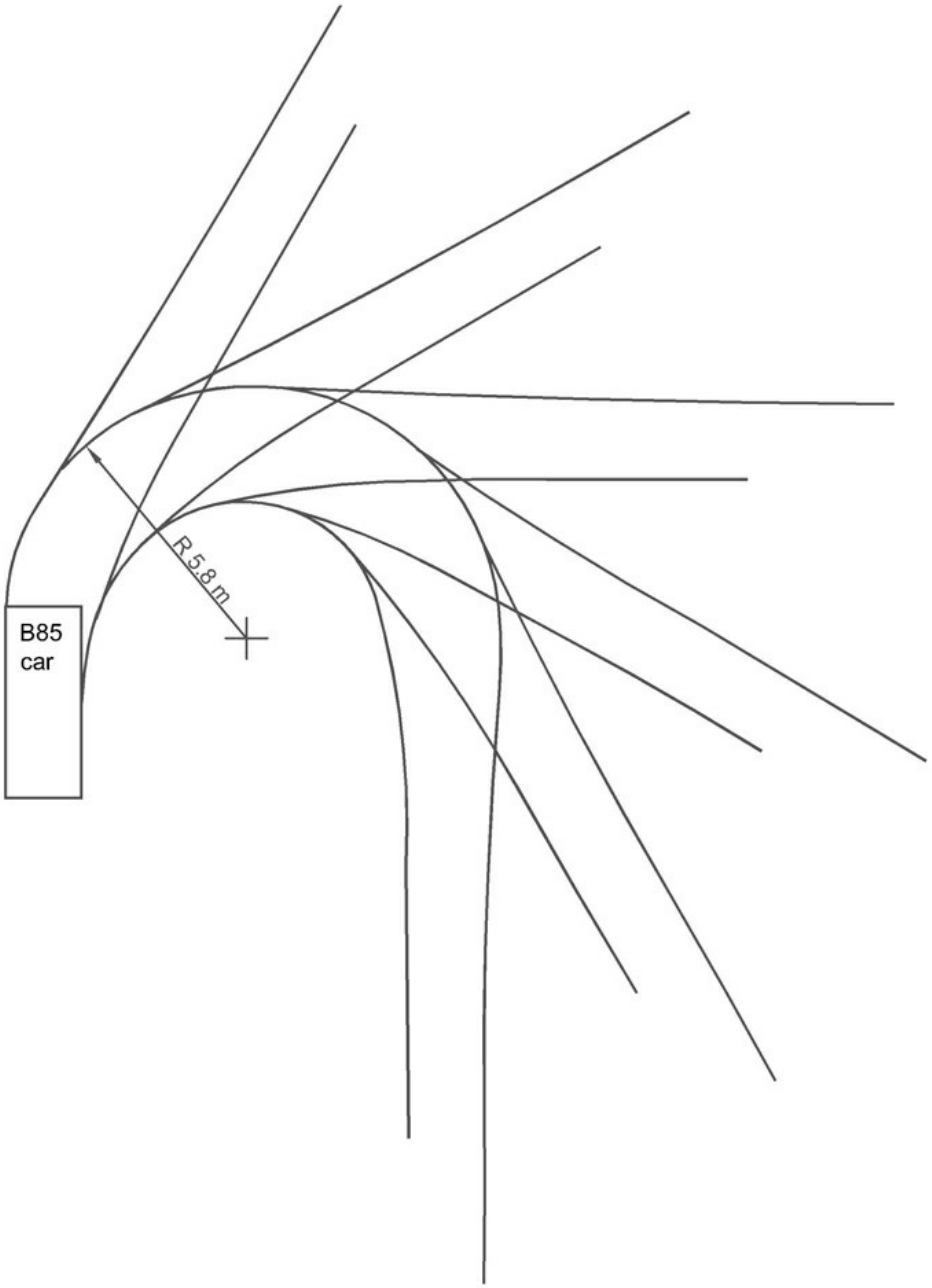


Figure 6.14I 85th percentile vehicle turning circle



LEGEND:

= Denotes the B85 base dimension swept path

Recommended clearances (300mm) must be added to each side of the tracking curve
NOTE: This is minimum radius turn for a B85 vehicle

Figure 6.14J 8m rigid truck turning circle

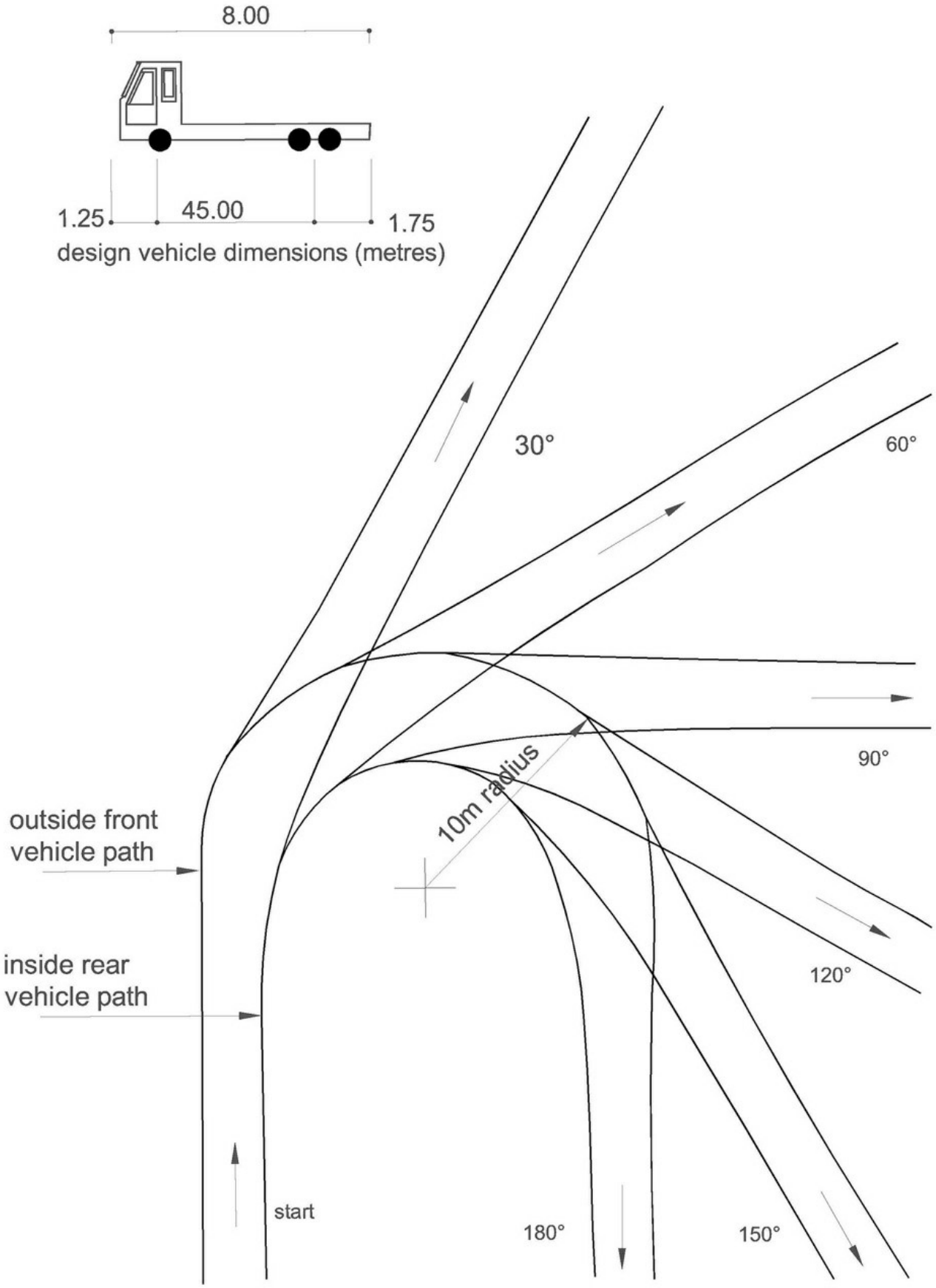


Figure 6.14K B-train truck turning circle

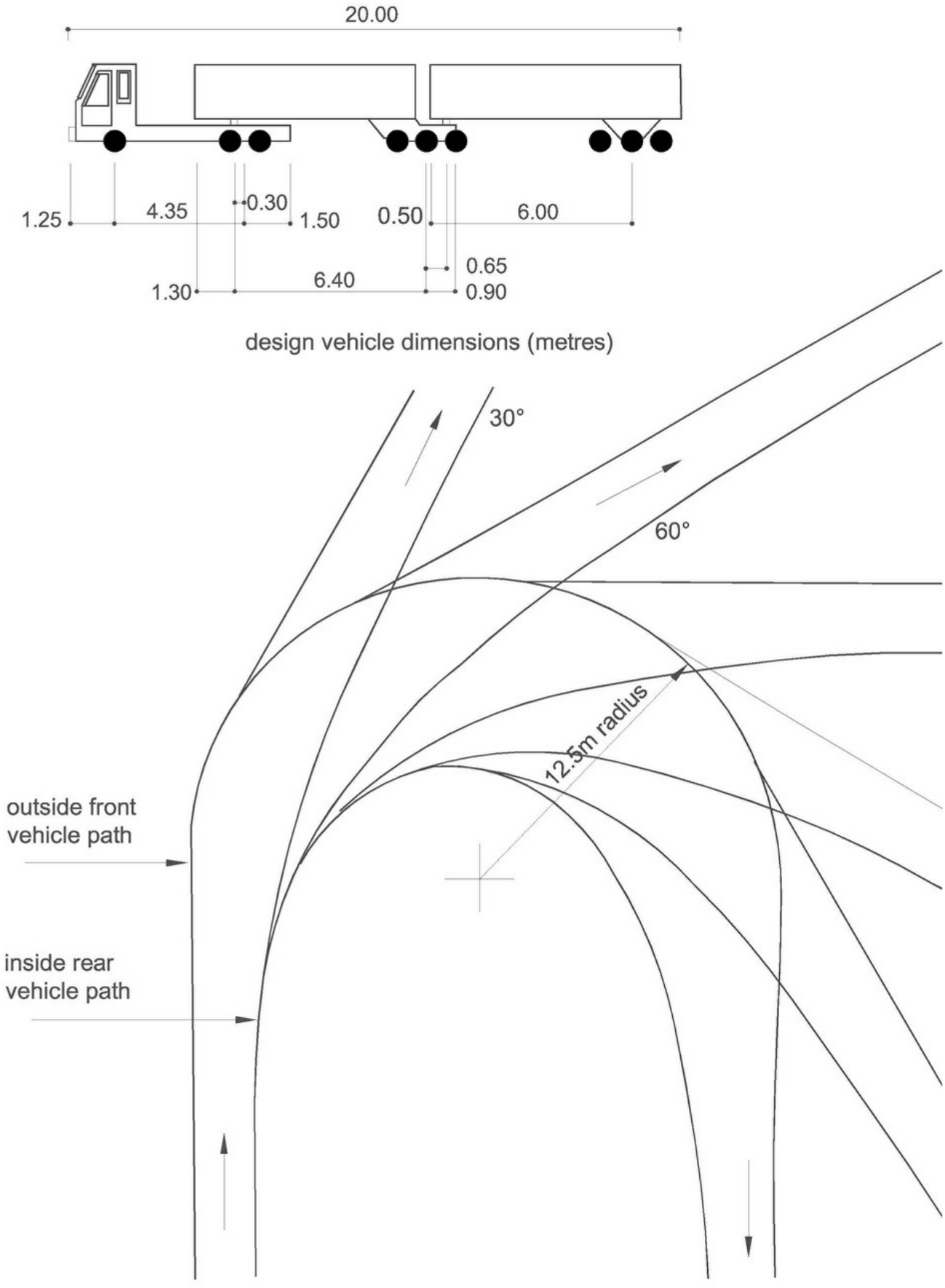
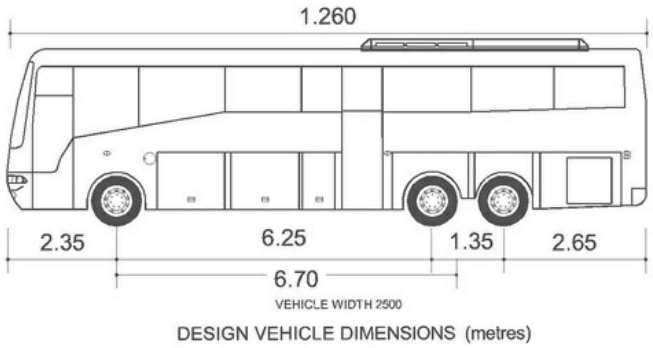


Figure 6.14L Coach turning circle



DESIGN VEHICLE DIMENSIONS (metres)

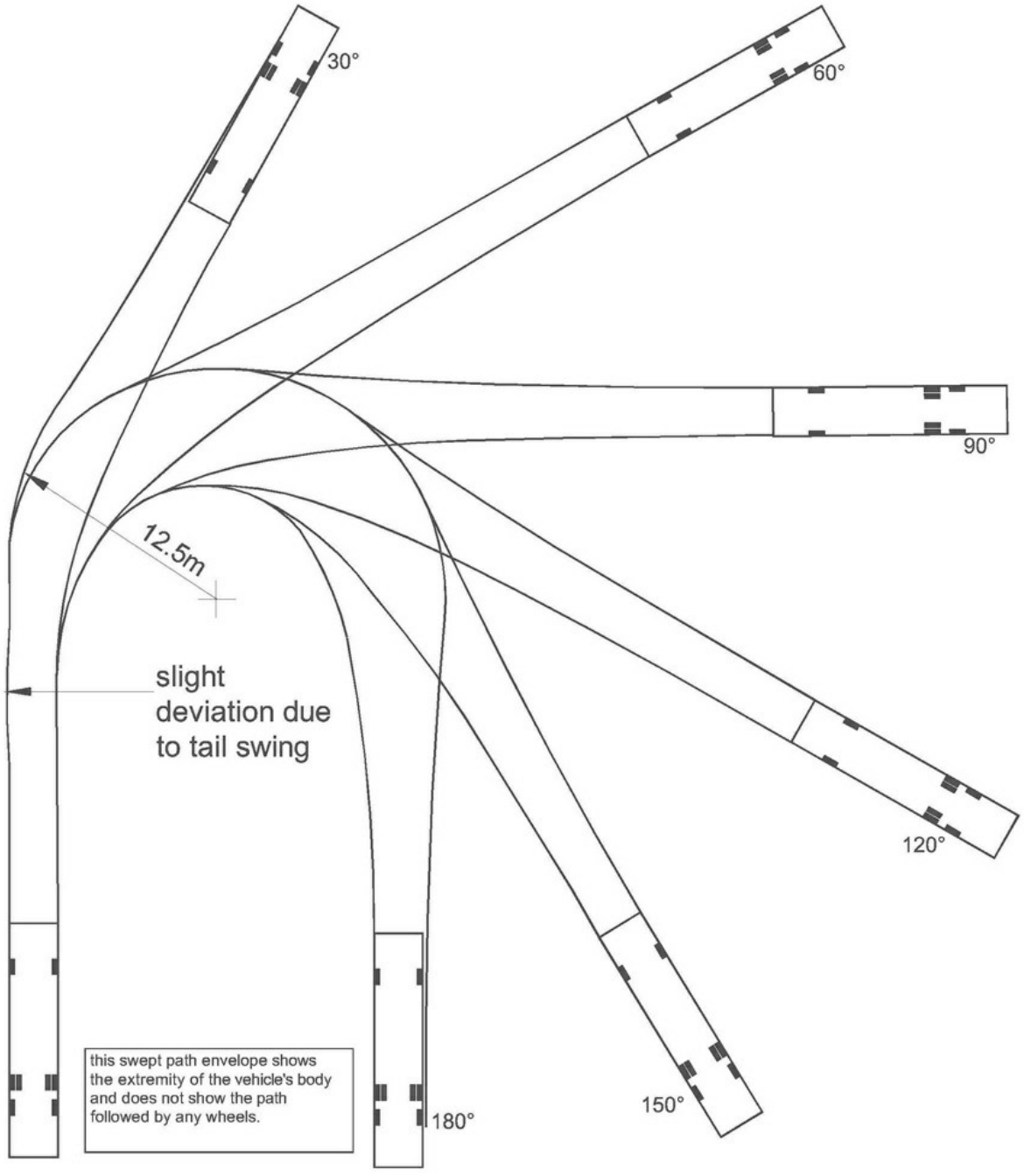
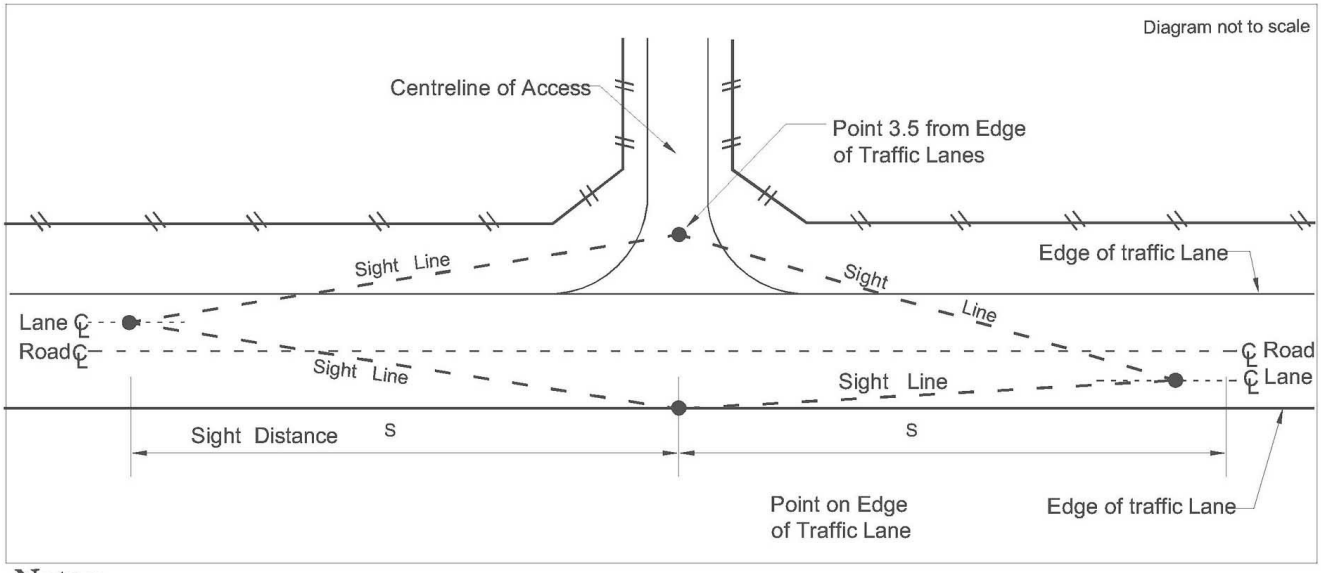


Figure 6.14M Method for determining sight distance

Method to Determine Sight Distance at Property Accesses



Notes:

1. Sight distances shall be measured to and from a height of 1.15m above the existing road surface and the proposed road surface level of the side road or access.
2. There are to be no obstructions to visibility inside the area bounded by site lines.

Figure 6.14N Access sealing diagram

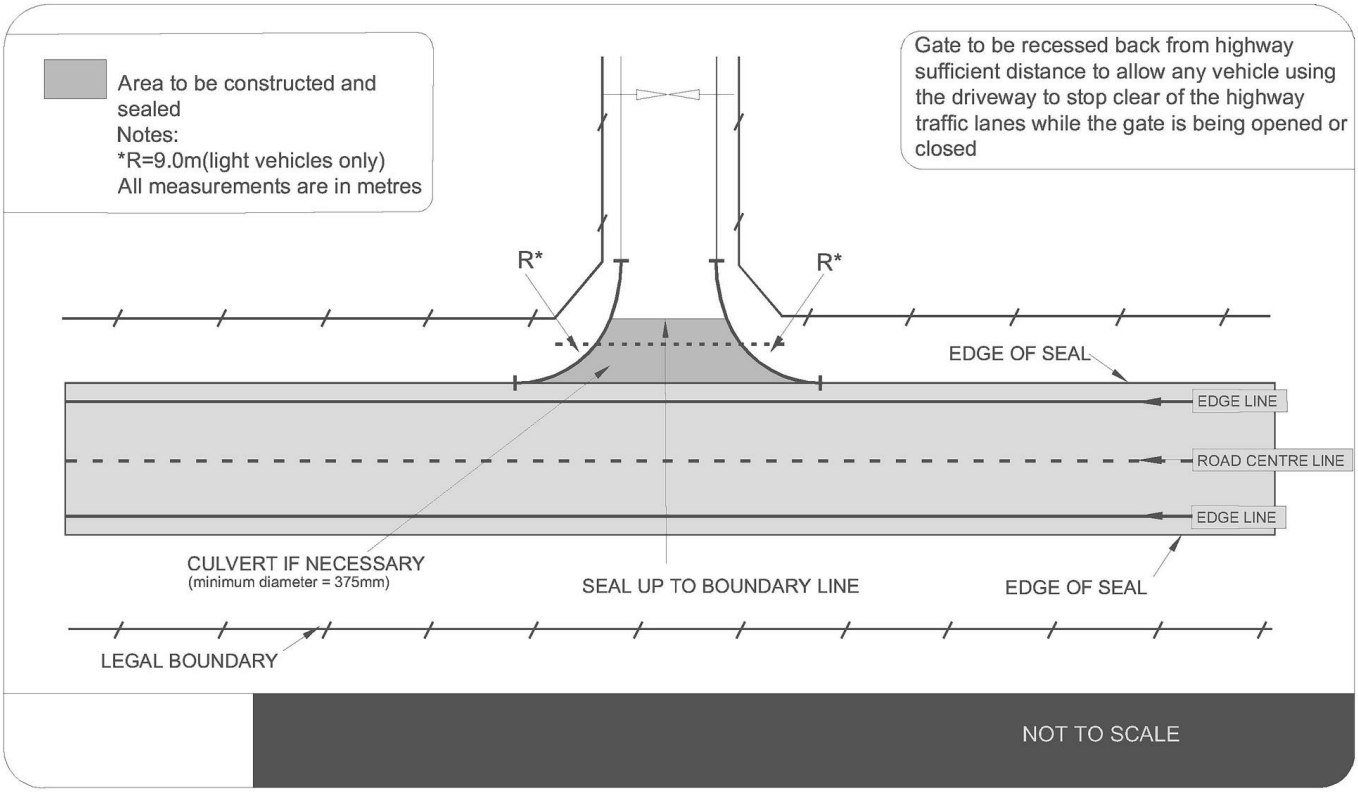


Figure 6.140 Access sealing with localised widening

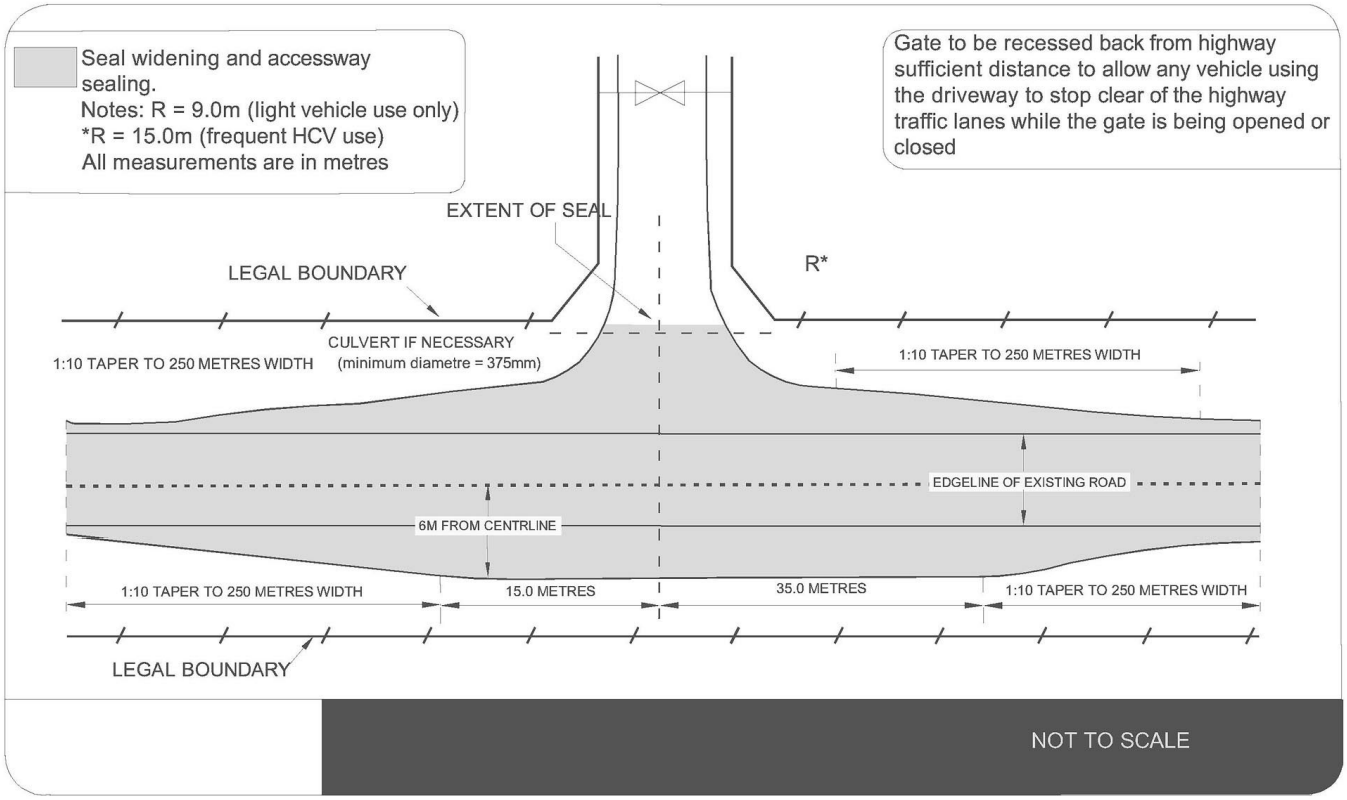


Figure 6.14P Access sealing with full seal widening

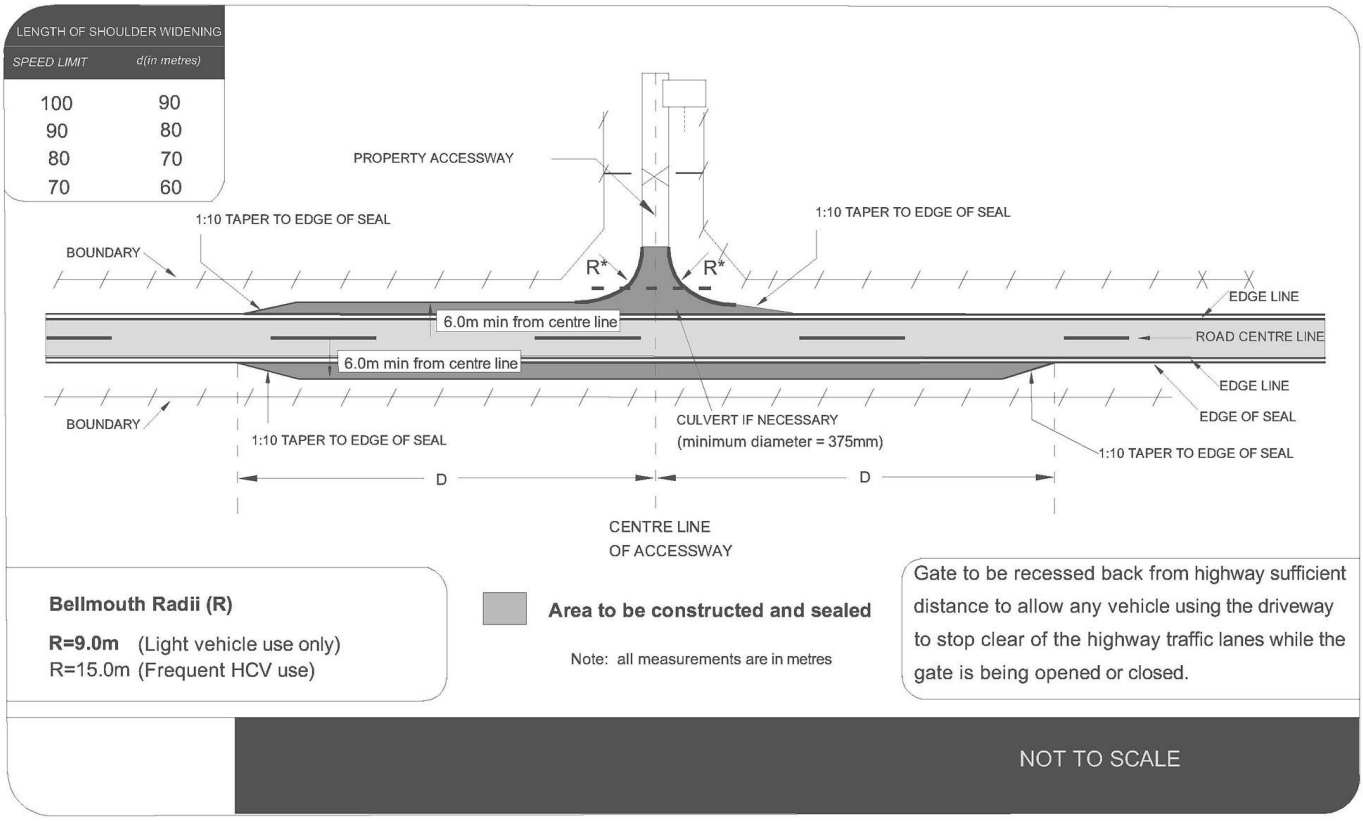


Figure 6.14Q Method to determine miminum sight distance between vehicle crossing and intersection

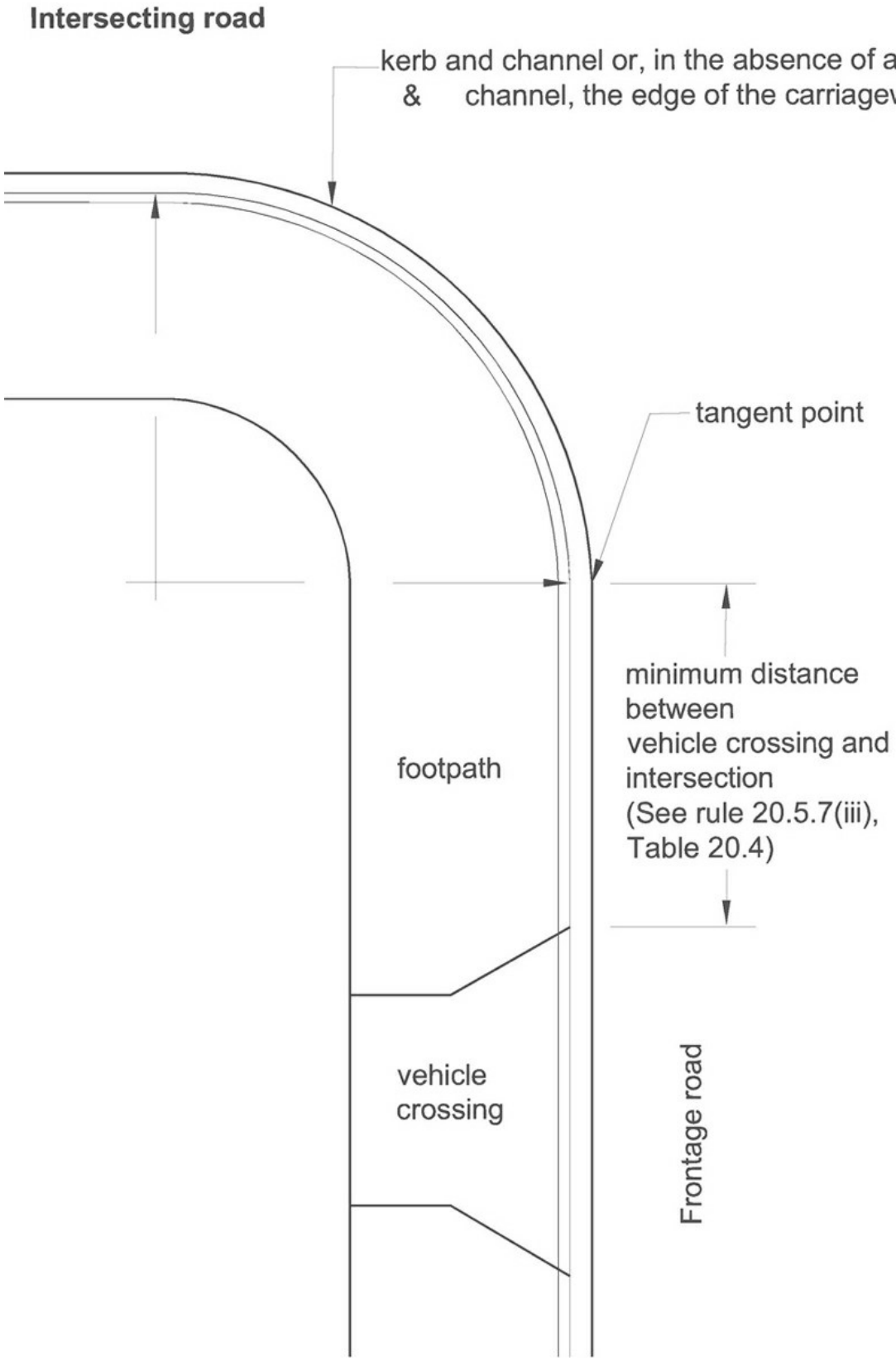
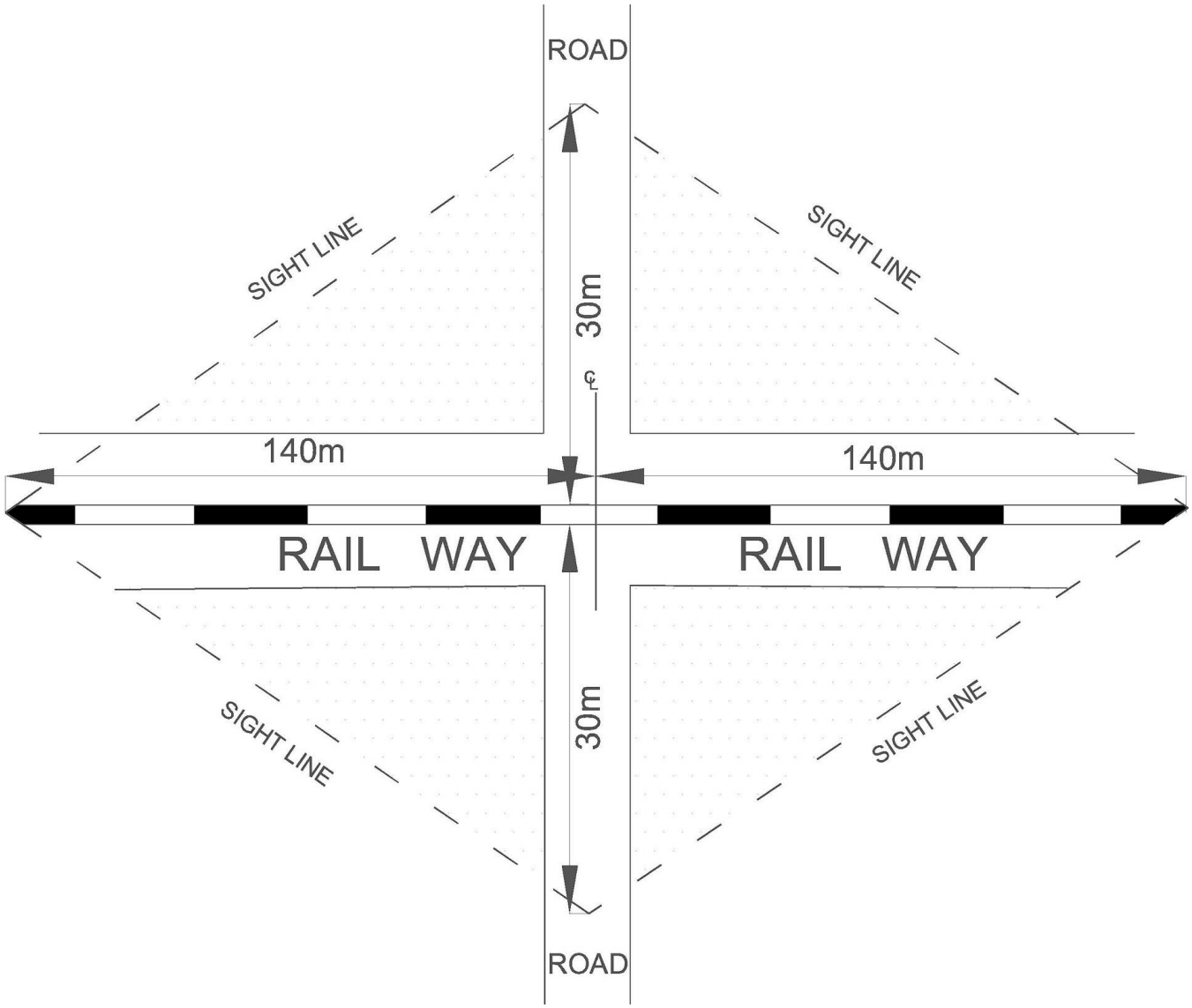


Figure 6.14R Railway level crossing sight line restrictions



Appendices

Appendix 6A. Road Classification Hierarchy

6A.1 Description of the Road Classification Hierarchy

The Road Classification Hierarchy is used to distinguish roads into categories, as some of the rules in the District Plan only apply to some of the roads in a particular category.

The classification reflects not only the transport function of a road but also the place function or its contribution to the surrounding environment, taking into account the surrounding land use, and the role the road plays in contributing to the amenity values, identity and public space of the adjoining area.

6A.2 Road Classification

Classification	Description
Motorway	Any New Zealand Transport Agency classified motorway. High speed routes where movement is the sole purpose. Pedestrians and cyclists are generally prohibited and property access is limited and controlled.
Strategic	High capacity roads (including State Highways) that form part of the national and/or regional network. They provided through movement for freight, tourists and vehicular traffic and connect main centres, outlying settlements and goods to market. Strategic roads are constructed and managed to high standards to ensure they operate safely and efficiently. In urban areas, these roads may also support local transport, various methods of transport and a mixed land use environment. Provision will be made for pedestrians in urban areas, and where provided, cycle facilities should be physically separated from traffic. Public transport may operate on these roads but stops may be limited.
Arterial	Roads that connect, distribute and collect within and between residential, rural, commercial and industrial area; as well as providing property access. In urban areas, these roads may support a range of travel methods including frequent public transport services and considerable pedestrian and cycle activity. On-street parking may be limited in favour of providing for public transport and cyclists. In rural areas, arterials may carry moderate volume of general traffic, including a higher percentage of heavy vehicles serving key sites of primary industry. They may also support some residential development, however, it is inappropriate that arterials in rural meet the same standards that apply in the urban context such as kerb and channel gutters and street lighting.
Urban High Density Corridor	High use arterials in an increasingly densely developed, high place environment. These corridors typically support a combination of moderate to high traffic volumes; moderate to high pedestrian volumes; frequent bus services; the Strategic Cycle Network; freight movements; medium-density residential land use; and commercial or tertiary education activity. Through traffic must be catered for, however it is expected that the form and speed of the corridor will evolve to support the integration of the transport corridor function with adjacent land use. On-street parking will generally be provided where space allows but priority will be given to public transport, cycle and pedestrian infrastructure over parking where space is limited.

Classification	Description
Commercial Centre Streets	Roads located within Principle, Suburban, Destination, Neighbourhood and rural activity centres as well as our CBD and Warehouse Precinct zone. It is expected that the form of these streets will evolve to support a complementary integration of the transport corridor function with adjacent land use. The design elements of these streets will be more conducive to a high level of pedestrian activity, supporting active frontages and high-quality public spaces. The highest level of safety, connectivity, accessibility and amenity for pedestrian, cyclists and public transport users should be provided on these streets. Where parking is provided in urban areas, it will increasingly be provided off- street rather than on-street, and toward the periphery of the centre.
Collector	Roads in local neighbourhoods that collect and distribute local traffic. Collectors provide a local through movement function as well as access to property. In urban areas, collectors may support some public transport services with frequent stopping points. Considerable pedestrian and cycle activity should be expected, hence the road layout should be designated to discourage speed.
Local	Roads that are not intended to act as a main through route for motorised vehicle traffic but primarily provides for property access. These roads can be different in nature depending on the land use environments they serve. In residential environments, layout and design discourages speed as the intention is to provide an environment that supports safe and balance access for cars, pedestrians and cyclists. Some local roads may support a bus route.
Industrial	Roads whose primary role is to provide access to significant industrial sites. Sufficient width needs to be maintained for the manoeuvring of larger and heavier vehicles. Footpaths and on-street parking will generally be provided but where necessary, space will be prioritised for the manoeuvring needs of heavy vehicles. Speeds may be managed to a level consistent with safe on-street manoeuvring and height levels of property access for heavy vehicles should be provided. Parking will generally be controlled to serve the primary purpose of industrial access. Some industrial roads may support alternative cycle routes.