

9 Transportation

9.1 ~~Roading Access, parking, loading~~

9.1.1 Access

- (i) Roading hierarchy:
- (a) When considering the following performance standards, these roads shall be considered as state highways and ~~regional~~ arterial roads.

State highways

State Highway 24

State Highway 26

State Highway 27

State Highway 28

State Highway 29

State Highway 1

Within Morrinsville

Marshall Street

Allen Street

Waverley Avenue

~~Regional~~ Arterial roads

Tahuna – Ohinewai Road

Morrinsville – Tahuna Road

Tauhei Road

Paeroa-Tahuna Road East and West

Awaiti Road

No. 1 Road

Ngutumanga Road

Tautiti Road

Bowler Road

Piako Road

Kuranui Road

Morrinsville – Walton Road, Walton Road

Kereone Road – Ngarua Road
 Stanley Road North
 Stanley Road South
 Alexandra Road
 Wardville Road from State Highway 27 to Alexandra Road
 Tower Road from Broadway to bridge on Okauia Springs Road
 Te Poi Road
 Hinuera Road from State Highway 27 to Hopkins Road
 Hopkins Road

- (ii) Access to state highways and ~~regional~~ arterial roads
 - (a) No crossing place on to a state highway or ~~regional~~ arterial road shall be permitted to serve any proposed new activity unless the following criteria are met:
 - (i) No reasonably practicable alternative legal access is available to another road;
 - (ii) The crossing ~~shall be is located, designed and~~ constructed in accordance with ~~the Development Manual Council's Standard Drawings in Appendix 3;~~
 - (iii) There are less than 50 car equivalent movements daily within any one week, where a car equivalent movement is defined as follows:
 - 1 car to and from the site = 2 car equivalent movements
 - 1 truck to and from the site = 6 car equivalent movements
 - 1 truck and a trailer to and from the site..... = 10 car equivalent movements

Provided that a single residential dwelling is deemed to generate 8 car equivalent movements.
 - (iv) ~~Compliance with performance criteria in Appendix 3, Figure 10.~~ Any vehicular access which is new or changed in character, intensity or scale of use and unable to comply with the Minimum Sight Distances and Separation Distances contained within ~~criteria of~~ Appendix 3, Figure 10 (1), (2), (3) and (4) shall be a discretionary activity.
 - (b) All properties with legal access to a state highway or ~~regional~~ arterial road shall provide all parking and manoeuvring on-site.
- (iii) Access to other roads rural roads (open road speed limits apply)
Any vehicular access which is new or will result in a change in character, intensity or scale of use shall:
 - (a) Be located in accordance with the Minimum Sight Distances and Separation Distances contained in Appendix 3. An activity that does not comply with this provision shall be a discretionary activity;
 - b) Be designed and constructed in accordance with the Development Manual.
 - ~~(a) No vehicle entrance shall be constructed within 30m of a rural road intersection, as measured from the intersection of the legal road~~

~~boundaries, or the edge of the road formation, whichever is closer to the entrance;~~

- ~~(b) — Each new entrance shall be located in such a position as to provide adequate visibility for motorists entering and leaving the property. The required sight distance and lines of clear sight shall be as set out in Council's Standard Drawings, in Appendix 3 depending on the type of entrance being constructed;~~
- ~~(c) — All new rural entrances on District roads shall be constructed in accordance with Council's Standard Drawings in Appendix 3;~~
- ~~(cd) Where a building consent is issued for a new building on any site that does not already have a satisfactory entrance, the owner will be required to construct an entrance in accordance with the Minimum Sight Distances and Separation Distances contained in Appendix 3 and the Development Manual to the current standard;~~
- ~~(de) Council may require the upgrading of existing roads necessary to serve any controlled, discretionary or non-complying activities.~~

~~(iv) — Access to Urban Roads (50kmph/70kmph speed limits apply)~~

- ~~(fa) All work on crossings within the road boundaries shall be in accordance with the Development Manual and undertaken done at the expense of the owner. ~~This shall be done on a pre-paid basis. In respect of any premises requiring a crossing the charge will be the cost of construction of the crossing;~~~~
- ~~(gb) In respect of the urban environment, sSubdividers shall normally be required to provide only those crossings where the location is fixed at the time of subdivision, such as private access ways and right of ways. In all other cases, the crossings shall be constructed at the time of building consent in accordance with the Development Manual as set out in Council's Standard Drawings, in Appendix 3 depending on the type of entrance being constructed;~~
- ~~(c) — Distance from Road Intersections — No vehicular access shall be located nearer than 8 metres in a Residential zone, or nearer than 25 metres in a Business or Industrial zone from the road intersection, measured from the intersection of the legal road boundaries or any part of a road on which the Council has resolved that no vehicle may stop in accordance with the provisions of the Transport Act and any Regulations pursuant to that Act;~~
- ~~(hd) Within the "Specified Shopping Areas", no vehicular access shall be permitted to the property from the street over the front boundary of the property.~~

~~(iv) Garages and carports~~

~~All garages and carports shall be set back 5 metres from the front/road boundary.~~

~~(vi) — Distances and dimensions~~

~~See Section 13: Other Methods: Building Code.~~

~~(vii) Pedestrian access~~

~~All pedestrian access shall be in accordance with the Development Manual. See Section 13: Other Methods: Building Code.~~

Objectives/Policies

9.1.2 On-site parking and loading

(i) Loading space dimensions

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

(ii) On-Site parking and loading

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

Activity	Parking spaces required
Accommodation Facilities including:	
Dwellings (being one household unit)	2 spaces per dwelling <i>Note: One may be "stacked" where it does not interfere with shared access.</i>
Home Occupations	
<ul style="list-style-type: none"> • Involving retailing • No retailing 	4 spaces 1 space per 2 persons employed
Boarding houses, Hostels, Hotel Accommodation	1 space to every three persons designed to be accommodated plus 1 space per 2 staff members.
Motel, Lodges, Camping Grounds, Caravan Parks	1 space per unit place plus 1 per two staff members.
Places of Assembly including:	
Clubrooms, Restaurants, Cafes, Churches and Mortuary Chapels, Funeral Directors.	1 space for ten persons the facility is designed to cater for, or 1 space per 10m ² Gross Floor Area. (Participants and spectators are to be catered for).
Halls, Theatres, Libraries, Gymnasiums and other Places of Assembly. Recreational and Community Activities with no buildings.	1 space per ten persons the facility is designed to accommodate.
Education Facilities including:	
Pre-schools, Kindergartens, Childcare Centres, Primary and Intermediate Schools, Educational Institutions with less than 50 pupils.	2 spaces for every 3 permanent fulltime staff member plus 2 spaces for visitors. 1 loading space for buses and vans.
Secondary Schools, and Educational Institutions with 50 or more pupils.	2 spaces for every 3 permanent fulltime staff member plus 2 spaces for visitors plus provision for pupil's vehicles assessed by a discretionary use application. 1 loading space per 50 pupils for buses and vans.
Business Activities including:	
Retail shops (including drive-in retail facilities and banks). Administrative, Commercial and Professional Offices not in a residential building.	1 space for 40m ² of gross floor area.
Motor Vehicle and Agricultural Implement sales yards.	1 space per 150m ² of display area.
Medical Centres, Hospitals, Hospices	4 spaces per professional person plus 1 space per 2 staff.
Service Stations and premises for Assembly, Repair of Motor Vehicles.	1 space for every service bay plus one on-site parking area for service tankers.
Warehouse and Storage Facilities (indoor or outdoor), Auction Rooms.	1 space per 100m ² gross floor area so used.
Commercial Services, Hire Centres, Dry Cleaning Depots, Repair Service, Tradesman's Workshops.	1 space per 40m ² of gross floor area.

Industrial Users.	1 space per 50m ² of gross floor area.
Works and Network Utilities	All permanent employee parking and loading requirements to be on-site.

(iii) Exclusion of land for service lane or road

All parking and loading spaces and manoeuvring areas shall be provided on-site exclusive of land required for service lane or road.

(iv) Design and location of access points

All accesses shall be designed and located to ensure relevant minimum sight distances and separation distances from the access are not less than those specified in Appendix 3 and the Development Manual depending on the type and volume of traffic intended to use the access.

(v) Location of parking and loading areas

- The provision for parking and loading in respect of any site shall not be on:
 - Part of any manoeuvring area or access lane, or road;
 - Any screening required by this Plan;
 - Any solid waste storage area required by this Plan.

Provided that in the Business and Industrial zones manoeuvring may be on service lanes.

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

(vi) Formation of access, parking and loading areas

~~All shared private accessways, right of ways, access lots, common area for access, private access to a rear lot, p~~Parking and loading areas shall be formed and surfaced paved in accordance with the Development Manual with an all-weather surface so as not to create a dust nuisance to adjoining properties.

~~All shared private access, parking or loading areas, including rights of way, access lots and common area for access, and private access to a rear lot shall be formed and paved with an all-weather surface at least in accordance with the standards and specifications shown in Appendix 7 generally in accordance with Section 302.10.5.3 NZS 4404:1981 other than lots within the rural and Rural Residential zones. In the business and Industrial zones all access, parking and loading areas shall be constructed to carry the volume and weight of traffic likely to use the areas.~~

~~All new developments or any activity subject to a resource consent in the Industrial zone shall provide access to the property over a complying entranceway in accordance with the construction standards in Appendix 3.~~

(vii) Stacked parking

Council shall accept stacked parking only in the case of dwellings provided that the stacking area is exclusive of all those matters listed in (vi) above.

(viii) Reverse manoeuvring

When three or more parking spaces or any loading space or spaces are required by this Plan to be provided on a site, sufficient space shall be provided on-site so that no reverse manoeuvring on to or from a road is needed. The manoeuvring space provided shall take into account the type of vehicle anticipated.

Provided that this requirement shall not apply where vehicular access to any such parking or loading space or spaces is obtained from a service lane.

(ix) Stock underpasses

Where as a result of subdivision or aggregation of the activity as existed at November 1996 a dairy farm is divided by a public road or other transportation corridor the following works shall be undertaken:

(a) Stock underpasses shall be required for dairy farm units in accordance with Schedule 17 of the Land Transport Bylaw 2008.

- Stock Underpasses shall be located, designed and constructed in accordance with Council Bylaws, the Building Act and Council's Standard Underpass Procedure.

(b) If a Stock Underpass is not required, a mat shall be placed over the road crossing used by stock for dairy farm units and shall comply with the following:

- That stock shall not be driven across the road during the hours of darkness;
- The Stock crossing shall be maintained and operated as to ensure that the road is clean at all times and to eliminate damage to the road carriageway.
- That the area between the farm gates and the road carriageway on both sides of the road shall be formed to a hard standing metal surface.
- At the request of Council staff, any damage to the road formation, seal, or road drainage attributable to the stock crossing shall be made good at the owners expense;
- The entry and exit points of the stock crossing shall be directly opposite each other;
- The stock crossing shall be located at sites which achieve visibility distances;
- The mat width shall extend 2 metres wide either side of the gateway.

~~(a) For dairy farm units located on roads with a vehicle count of at least 250 vehicles per day (vpd), the construction of a stock underpass beneath the road in accordance with the construction standards contained in Appendix 8;~~

~~(b) For dairy farm units located on roads with a vehicle count of less than 250 vpd the construction of a seal coat with effluent drainage shall be placed over the road crossing used by stock, in accordance with the construction standards contained in Appendix 8;~~

~~(c) All such crossings shall be maintained in a clean condition.~~

(x) Access to rural properties.

Any vehicles disposing of rural or industrial waste onto a property, and any rural activity subject to a resource consent, shall gain access to that property over a complying vehicle entranceway located, designed and constructed in accordance with the Development Manual and Appendix 3. ~~construction standards in Appendix 3.~~

Provided that in assessing what vehicle entranceway is required, Council may require a lesser standard whereby no adverse effects are generated by the activity having a regard to the following:

- Traffic safety;

- Visibility requirements;
- Vehicle movements per day past the entranceway;
- Speed limits;
- Locality of other entranceways;
- Width of road;
- Culverts and drains;
- Type of road;
- Effects of the activity on access.

(xi) Service lanes

All new activities shall provide Council with land for a service lane at the rear or at the side of the site as required in accordance with the planning maps. The service lane widths and dimensions required from each site shall be in accordance with dimensions set down on the planning maps or when not detailed, in accordance with the Development Manual.

(xii) Signs

Signs shall be designed, erected and located in accordance with the Development Manual and Section 3 - Development Controls.

See Section 3: Development Controls.

Objectives/Policies		
3.8.2	O2, O3, O4, O5	P2

Explanation

The provision of access, parking and loading areas has a significant impact on both the amenity of the adjacent area and the safety and efficiency of the roading network adjoining the site. The proposed rules are intended to ensure that the location, formation and use of these areas do not compromise the enjoyment and use of adjacent properties and facilities.

9.2 Railways

9.2.1 Sight lines at railway crossings

Where a railway and road intersect on the same level the sightlines shall be maintained in accordance with the requirements of the Development Manual and Appendix 5 of the District Plan. Where sight lines are included as a legal encumbrance on a land title and written approval has been given by the requiring authority, then they shall override the District Plan requirements, no building or other obstruction which might block the sight lines shall be permitted within an area bounded by lines connecting points 37 metres along the centreline of the roadway measured in each direction from the centreline of the nearest railway track, to points 135 metres along the nearest railway track measured in each direction from the centreline of the roadway as shown in Council Standard Drawings. See Appendix 9.

~~Provided that the Council may, subject to agreement of Tranz Rail Ltd, and subject to such conditions as may be agreed between the Council and Tranz Rail, waive or vary the requirements of this rule in respect of any buildings in any zone if in its opinion such requirements would be unreasonable or inappropriate in the particular circumstance.~~

Objectives/Policies		
3.8.2	O1, O5	P1

9.3 Airports

9.3.1 Matamata airport approach path

A noise sensitive use (including places of assembly and residential activities) will not be permitted within the air noise boundary (65dBA Ldn) as shown on the Planning Maps. For the area of land between the air noise boundary and the outer control boundary (65dBA - 55dBA Ldn contours) noise sensitive uses will not be permitted unless acoustic insulation to the building ensures a satisfactory internal noise environment in accordance with the NZS 6805:1992 "Airport Noise Management and Land Use Planning". Outside the outer control boundary there may be unrestricted development as there is no noise issue that needs to be considered.

9.3.2 Matamata airport height restrictions

No building structure, mast, tree or other object of growth shall penetrate the height limitations within the Matamata Airport Protection Area as shown on Planning Maps Number 11, 12, 14 and 31 and/or as defined in Appendix 10. Where there is conflict between these height control limits, the lowest restriction shall prevail.

Objectives/Policies		
3.8.2	O5	P7

9.4 — Roads

~~**Advice note: Formation of publicly owned roads shall be in accordance with Council's Code of Practice for Urban Subdivision.**~~