

# TRANSPORTATION

The issues associated with transportation are many and varied. The District Plan is only able to address those issues that are consistent with the Council's functions under the Act. There are other national and regional implications which cannot be addressed in this Plan. To a degree integration between the regional and local levels is achieved through the Regional Policy Statement for Manawatu-Wanganui and the Regional Land Transport Strategy. It is noted that the Council must have regard to the latter while it cannot be inconsistent with the first.

Transportation is linked to the community's quality of life, providing mobility for the work and leisure environment. Further, within the Ruapehu District considerable investment has been made in developing and maintaining transportation networks as physical resources. Balanced against this must be the safety aspects of transportation, the energy used, and the adverse environmental effects generated, of both the transportation network itself, and of activities impacting on the network.

The different types of transportation within the Ruapehu District include road, rail, air and water. It is recognised that the Whanganui River fulfils an important role within the District as a transportation route. However, for the purpose of providing clarity transportation relating to water will be dealt within the Surface of Water chapter of the District Plan.

Transportation of skiers on ski lifts is not addressed in this chapter. Reference should be made to the Protected Areas Zone.

## **Road**

Within the District there are a number of state highways. The principal highway is State Highway No.4 which traverses through the middle of the District. Other highways feed off this. State Highway No 1 traverses through Waiouru. There are also another 1,326 kilometres of formed roads which include those within urban areas.

## **Rail**

The Main Trunk Rail Line traverses the District from Waiouru to its northern boundary. This passes through a number of townships, including; Waiouru, Rangataua, Ohakune, National Park, Raurimu and Taumarunui. A second rail line begins at Okahukura and traverses through Ohura ending at New Plymouth.

## **Air**

There are a number of small airports scattered through the District. The principal airport is to the north of Taumarunui. This is a community airport. Private airports are located at Whakapapa, Ohakune, Raetihi, Karioi and Waiouru. The airport at Waiouru is controlled by the Minister of Defence and operated by the New Zealand Defence Force. In addition a number of rural land owners have airports for farm management purposes. Aside from these airports and airstrips there is increasing pressure in the District for airports to accommodate helicopters for private and commercial use.

## **TR 1.0 ISSUE**

- (a) **Degradation of the efficiency and effectiveness of the transportation network as a physical resource due to the adverse effects of surrounding activities.**

**TR 1.1 OUTCOME**

- (a) **Safe and efficient functioning of transportation networks within the District.**

**TR 1.2 OBJECTIVE**

- (a) **Avoidance of activities surrounding transportation networks creating adverse effects which affect the efficient use and development of the transportation network as a physical resource.**

**TR 1.3 POLICIES**

- (a) **When considering a resource consent application, to take into account the impact of the proposal on the transportation network and require adverse environmental effects to be avoided, remedied or mitigated.**
- (b) **To control access to and from roads so as to ensure vehicle and pedestrian safety.**
- (c) **To require new road intersections are designed and located in accordance with good road design practises.**
- (d) **To require that all non-transportation activities situated on the road reserve do not adversely affect the safety and efficiency of the transportation network.**

**Explanation of Policies**

The Council has recognised transportation networks as an important physical resource that energy has been invested in. The policies seek to ensure that transportation is achieved safely and efficiently within the District.

**TR 2.0 ISSUE**

- (a) **Transportation activities degrading the environment by producing adverse environmental effects.**

**TR 2.1 OUTCOME**

- (a) **Environmental quality not degraded by transportation activities.**

**TR 2.2 Objective**

- (a) **The management of the use and development of the District's transportation resources to promote the protection and enhancement of the environment.**

**TR 2.3 POLICIES**

- (a) **To require all new transportation networks avoid, remedy or mitigate adverse environmental effects.**
- (b) **To limit the construction of airports in the Protected Areas Zone to those essential for public safety and efficient management of the protected areas.**

- (c) **To provide for emergency maintenance, maintenance and improvement works on existing transportation networks.**
- (d) **To consider pedestrian safety when forming, taking, or requiring a pedestrian way or any other land for the purpose of providing for pedestrian movement.**
- (e) **To require the provision for parking, loading and access to service the development.**

**Explanation of Policies**

These policies recognise that transportation networks, and the activities which occur on these networks, can generate adverse environmental effects. The Council, through the policies, seeks to ensure that adverse effects on the environment are avoided, or mitigated.

The policies are in recognition that the adverse environmental effects can, in many instances, be avoided, remedied, or mitigated by careful siting of a proposal and the implementation of appropriately designed transportation systems and mitigation measures.

**TR 3.0 RULES**

**TR 3.1 ROAD**

**TR 3.1.1 Permitted Activities**

- (a) Infrastructure associated with roads, pedestrian ways, access ways, service lanes and driveways existing on the day this Plan was notified
- (b) Bridges for roads
- (c) Emergency maintenance to roads on and beyond the road reserve as necessary
- (d) Street Furniture and works of art on roads, including public telephones
- (e) Maintenance and improvements to the infrastructure of roads, excluding the formation of roads which had no existing formation on the date this Plan was notified and the formation of new roads
- (f) New driveways, intersections and car-parks on roads
- (g) Utilities that are a permitted activity in this Plan.

**TR 3.1.2 Discretionary Activities (Restricted)**

- (a) Any permitted activity specified in Rule TR 3.1.1 which cannot meet all the relevant conditions for permitted activities.

**TR 3.1.3 Discretionary Activities**

- (a) The formation of roads which have no existing formation on the date this Plan was publicly notified, including new roads.
- (b) Any land use or activity on a road not specifically referred to in Rules TR 3.1.1 and TR 3.1.2.

#### **TR 3.1.4 Conditions For Permitted Activities**

##### **Driveways**

**All driveways shall conform with the following conditions:**

- (1) Sight Distance
  - (a) The rules for the minimum uninterrupted sight distances set out in Figure Two shall be provided from all driveways. In the event the 85 percentile speed (km/h) has not been determined, the legal road speed limit shall be substituted in place of the 85 percentile speed (km/h).
  - (b) The rules for sight distances set out in Figure Two shall be measured in accordance with the rule in Figure Three.
- (2) Design
  - (a) The design of driveways fronting a state highway for an activity with typically not more than one return heavy motor vehicle movement per week as per the rule set out in Figure Five shall be provided for all driveways; or
  - (b) The design of driveways accessed from a state highway for an activity with not more than one return heavy motor vehicle movement per day as set out in Figure Six shall be provided for all driveways; or
  - (c) The design of driveways accessed from a state highway for an activity typically with more than one return heavy motor vehicle movement per day as per the rule set out in Figure Seven shall be provided for all driveways.

##### **Intersections**

**All intersections shall conform with the following conditions:**

- (1) Separation

The rules for the minimum spacing between intersections set out in Figure Four shall be met.
- (2) Sight Distance

The rules for the minimum sight distance available from any new intersection set out in Figure One shall be met.

#### **TR 3.1.5 Standards and Terms for Discretionary Activities (Restricted)**

**For Discretionary Activities (Restricted) compliance with the following standards and terms is required for an activity to be a Discretionary Activity (Restricted):**

None.

#### **TR 3.1.6 Matters over which the Council has Restricted the Exercise of its Discretion for Discretionary Activities (Restricted)**

Any actual and potential effects on the environment of the activity due to the non-compliance of the activity with the permitted activity conditions, specifically including cumulative effects which may arise over time or in combination with other effects, but for the purposes of clarification, excluding those actual and potential effects on the

environment that would result if the activity complied with all the permitted activity conditions.

**TR 3.2 RAIL**

**TR 3.2.1 Permitted Activities**

- (a) Operation, maintenance and improvement of all rail lines and accessory structures existing on the date this Plan was notified.
- (b) Intersection control devices.

**TR 3.2.2 Discretionary Activities**

- (a) New rail lines

**TR 3.3 AIRPORTS**

**TR 3.3.1 Permitted Activities**

- (a) Airports solely for agricultural purposes, and the transportation of materials, excluding fare paying passengers, situated in the Rural Zone.
- (b) Activities accessory to, and necessary for, the functioning of a legally established airport.
- (c) Airports providing for emergency services.

**TR 3.3.2 Discretionary Activities (Restricted)**

- (a) Any permitted activity specified in Rule TR 3.3.1 which cannot meet all the relevant conditions for permitted activities.

**TR 3.3.3 Discretionary Activities**

- (a) All airports not specifically referred to in Rules TR 3.3.1, TR 3.3.2 and TR 3.3.4.

**TR 3.3.4 Non-Complying Activities**

- (a) The taking off and landing of aircraft in, or within 100 metres of, a Residential Zone or an Urban Settlement Zone.

**TR 3.3.5 Conditions For Permitted Activities**

**For Airport Activities for Agricultural and Transportation purposes, compliance with the following conditions is required for the activity to be a permitted activity:**

- (a) All airports shall be located a minimum of 100 metres from the nearest site boundary.
- (b) Airport operations shall be conducted so that the rules set out in Figure Eleven are not exceeded, at or within the boundary of the affected land uses set out in Figure Eleven.
- (c) No airport shall be located within 500 metres of an urban zone.

- (d) The average number of flight movements shall not exceed 20 per day (equivalent to 10 return flights). The daily number of movements may be averaged for periods of up to four weeks, being Sunday to Saturday inclusive.

**TR 3.3.6 Standards and Terms for Discretionary Activities (Restricted)**

**For Discretionary Activities (Restricted) compliance with the following standards and terms is required for an activity to be a Discretionary Activity (Restricted):**

None.

**TR 3.3.7 Matters over which the Council has Restricted the Exercise of its Discretion for Discretionary Activities (Restricted)**

Any actual and potential effects on the environment of the activity due to the non-compliance of the activity with the permitted activity conditions, specifically including cumulative effects which may arise over time or in combination with other effects, but for the purposes of clarification, excluding those actual and potential effects on the environment that would result if the activity complied with all the permitted activity conditions.

**TR 3.4 RULES FOR PARKING, LOADING AND ACCESS**

**Any activity that does not comply with Rules TR 3.4.1, TR 3.4.2 and TR 3.4.3 shall be treated as a discretionary activity (restricted).** There shall be no standards and terms that the discretionary activity (restricted) shall comply with. The matters of which the Council has restricted its exercise of discretion shall be any actual or potential effects on the environment due to the non-compliance with Rules TR 3.4.1, TR 3.4.2 and/or TR 3.4.3, specifically including cumulative effects which may arise over time or in combination with other effects, but for the purposes of clarification, excluding those actual or potential effects on the environment that would result if the activity complied with Rules TR 3.4.1, TR 3.4.2 and/or TR 3.4.3.

**TR 3.4.1 Parking**

When an activity is established on a site, or an existing activity on the site is changed, the activity shall conform with the following conditions unless otherwise modified by a resource consent decision, or is a permitted activity located in Iwikau Village and the areas of Whakapapa or Turoa Skifield in the Protected Area Zone meeting all the relevant permitted activity conditions.

- (1) Number

The rules set out in Figure Eight shall be complied with where:

- (i) A new activity is established on site.
- (ii) A change in use occurs on site.
- (iii) A building is constructed, substantially reconstructed, altered or added to.

- (2) Finish

All carparks, excluding those solely for residential purposes and those situated in the amenity policy area of the Protected Areas Zone, shall be finished in an all weather, dust free surface and marked so as to ensure orderly parking and optimum space utilisation. The finish of the carpark shall ensure that there is no migration of the finish material from the site and/or onto any road.

- (3) Layout and Dimensions

All carparking shall comply with the rules set out in Figures Nine and Ten.

(4) Stormwater

Stormwater shall be managed in a way that avoids, remedies or mitigates the potential for surface flooding.

(5) Screening

All carparking areas of four or more carparks shall be screened from view of any adjoining residentially zoned site.

**TR 3.4.2 Loading**

Any commercial or industrial activity shall provide a loading area and bays to meet the needs of service vehicles. The loading area and bays shall be provided with legal and practical access.

In this context, “needs of service vehicles” is defined as the provision of a loading area and bays that:

- (a) Allows all unloading and loading of service vehicles on the site; and
- (b) Is of an area so that at all times there is sufficient space to allow all service vehicles to enter, unload, load, and exit the site without being required to park off site; and
- (c) Accommodates all types of service vehicles servicing the site; and
- (d) Is located adjacent to the service entrance to the building or storage area associated with the activity.

**TR 3.4.3 Access**

(1) Manoeuvring

All driveways and sites fronting an Arterial or Collector Road shall be designed so that any vehicle may enter and exit the site in a forward gear.

(2) Vehicle Crossings

Any vehicle crossing provided for in an Urban Zone shall be in accordance with NZS 4404:1981 “Code of Practice for urban land subdivision”.

**TR 3.5 RULES FOR SITE ACCESS**

**TR 3.5.1 Width and Formation of Site Access**

Where an activity is established on a site, or a new site is created (excluding a utility in the Rural Zone) by subdivision, the access to the site shall conform to the minimum specifications set out in “Table One : Site and Activity Access Width and Formation Requirements”, except every vacant site existing on the day this Plan was notified that is serviced by a formed and legal site access shall have the right to access for a single unit over the existing formed access.

In this context site access means access from the road carriageway to the next site and includes passage over access legs, rights-of-way, access lots and similar, but does not include internal farm or forestry tracks.

**TR 3.5.2**

**Any activity or Subdivision, excluding a utility or subdivision for a utility, in the Rural Zone, that does not comply with Rule 3.5.1 shall be treated as a discretionary activity (restricted).** There shall be no standards and terms that the discretionary activity (restricted) shall comply with. The matters of which the Council has restricted its exercise of discretion shall be any actual or potential effects on the environment due to the non compliance with Rule TR 3.5.1, specifically including cumulative effects which may arise over time or in combination with other effects, but for the purposes of clarification, excluding those actual or potential effects on the environment that would result if the activity complied with Rule TR 3.5.1.

Activity	Number of Units or Sites	Access Width (metres)	Formation Width (metres)
Resid.	1	3	2.7
	2 to 3	4	2.7
	4 to 6	5	3.5
	6 to 10	7	5.0
	>10	10	5.5
Other		7.0	5.0

**Table One: Site and Activity Access Width and Formative Requirements.**

### **Principal Reasons for Adopting the Objectives, Policies and Methods**

Transportation networks represent a considerable investment in energy. As physical resources the Act requires that transportation networks are managed in a manner that promotes the sustainable management of that resource.

It is recognised that transportation networks can generate adverse environmental effects and these effects require avoiding, remedying or mitigation. The Council has the function of managing the effects of the use of land for transportation purposes. To achieve this the Council considers it is both effective and efficient to address the location and design issues associated with the transportation component of proposals and the adverse environmental effects of proposals for new transportation activities.

Further, it is recognised that the Council is not the sole manager of these resources. Other bodies also have management responsibilities, for example; Transit New Zealand and the Civil Aviation Authority. These organisations have statutory responsibilities dealing with safety. The Council has not attempted to duplicate these responsibilities but has primarily addressed adverse environmental effects through the objectives, policies and methods.

### **TR 4.0 CROSS REFERENCES**

As a guide only, any person referring to the above should also refer to the parts of the District Plan addressing the following issues:

- Information Requirements
- Rural Zone
- Residential High Zone
- Residential Medium Zone
- Residential Low Zone
- Commercial Zone
- Industrial Zone
- Urban Settlement Zone
- Protected Areas Zone
- Maori Land
- Subdivision
- Signs
- Financial Contributions
- Indigenous Vegetation and Habitats of Indigenous Fauna
- Utilities
- Heritage

#### **TR 3.1.4 Figure one**

**SIGHT DISTANCE INTERSECTIONS**

85 percentile Speed (km/h)	Sight Distance (m)		
	Optimum (Entering Sight Distance)	(Entering Sight Distance)	Minimum (Sight Intersection Sight Distance)
50	125		80
60	160		105
70	220		130
80	305		175
90	400		210
100	500		250
110	500		290
120	500		330

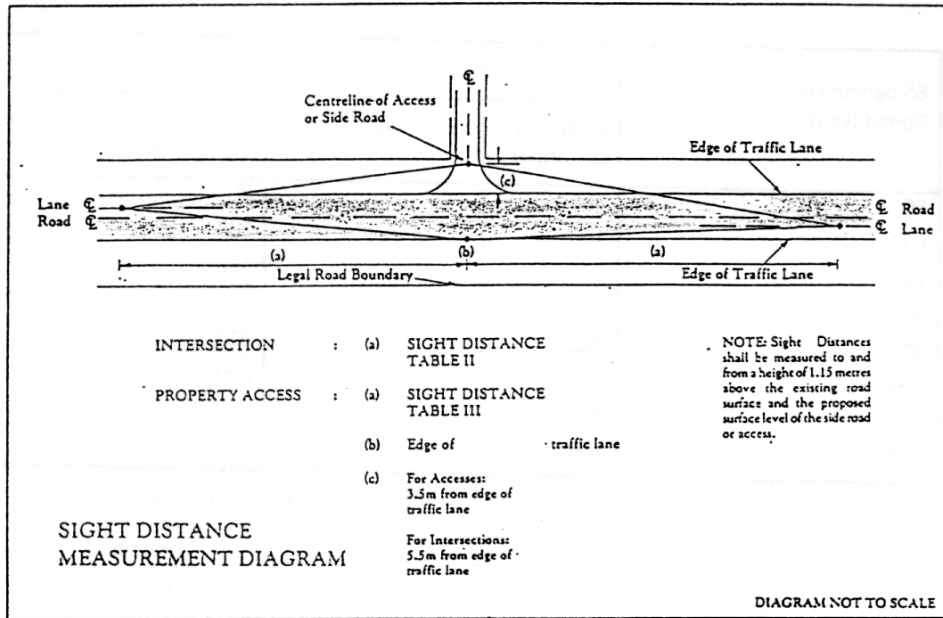
**TR 3.1.4 FIGURE TWO**

**MINIMUM SIGHT DISTANCE FROM DRIVEWAYS**

85 percentile Speed (km/h)	Sight Distance (m)	
	Private Access	Commercial
50	45	80
60	65	105
70	85	130
80	115	175
90	140	210
100	170	250
110	210	290
120	250	330

TR 3.1.4 Figure Three

SIGHT DISTANCE MEASUREMENT DIAGRAM



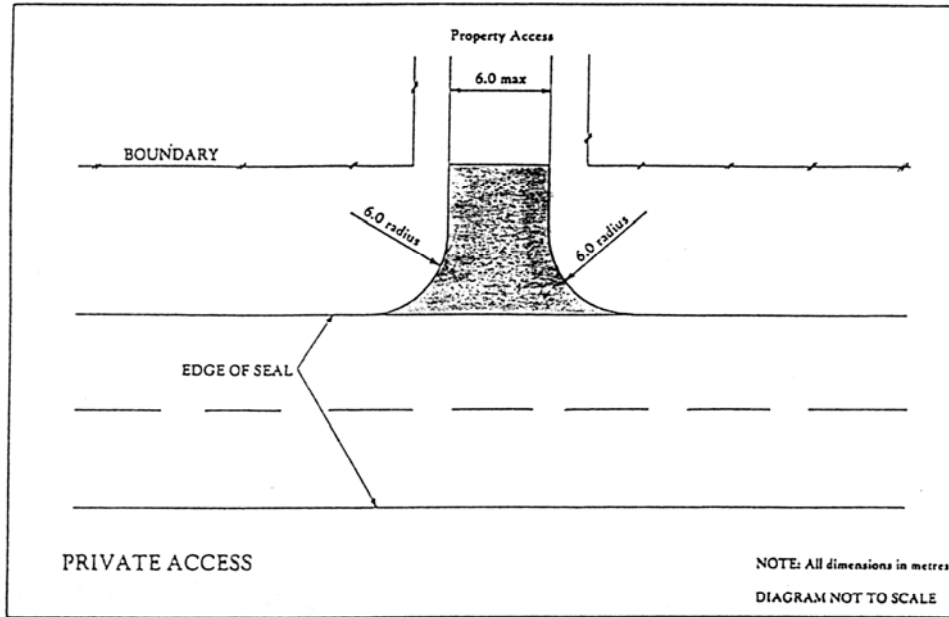
TR 3.1.4 FIGURE FOUR

Space between intersections

MINIMUM SPACE BETWEEN INTERSECTIONS	
SPEED LIMIT (km/h)	MINIMUM DISTANCE (m)
100	800
80	550
70	220
60	160
50	125

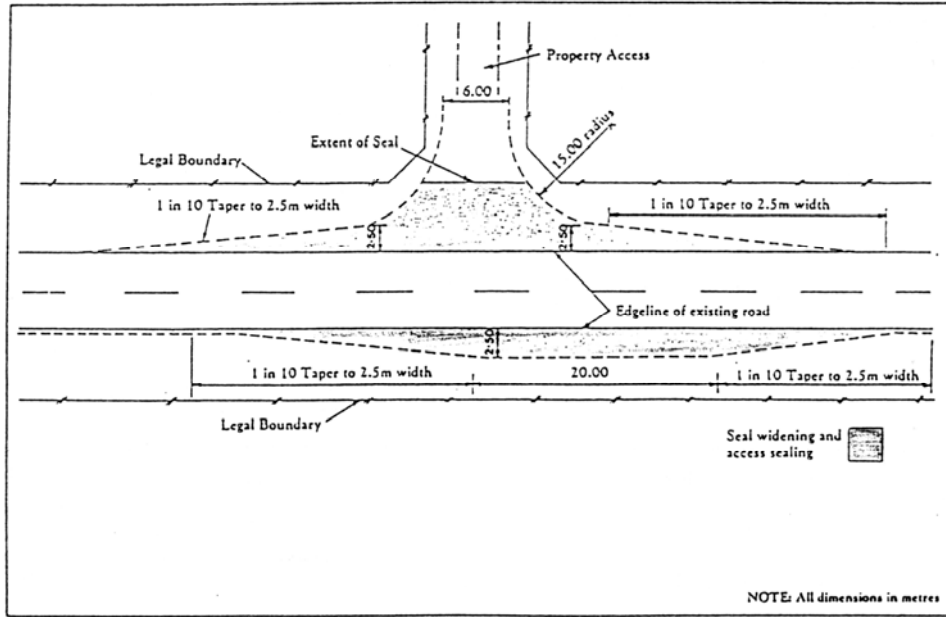
TR 3.1.4 FIGURE FIVE

PRIVATE DRIVEWAYS



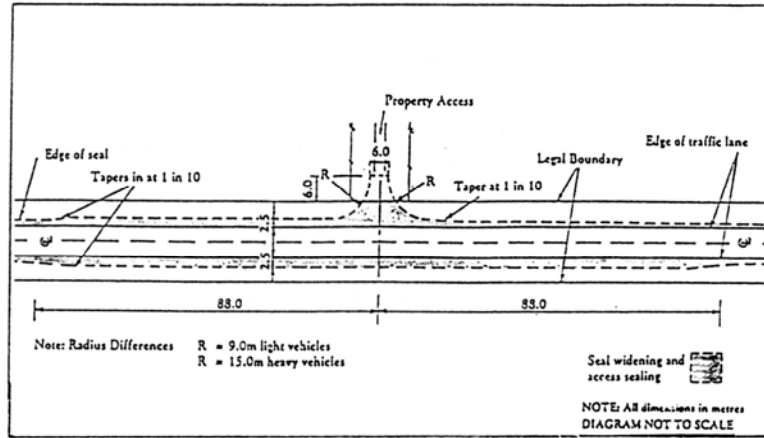
TR 3.1.4 FIGURE SIX

PRIVATE ACCESS FOR DRIVEWAYS



TR 3.1.4 FIGURE SEVEN

LOCALISED ROAD WIDENING FOR DRIVEWAYS FREQUENTLY USED BY HEAVY MOTOR VEHICLES



TR 3.4.1 FIGURE EIGHT

CAR PARKING

Activity	Number of Parking Spaces Required
<b>Residential Activity</b>	2
<b>Home Occupation Activity</b>	1 per person employed not residing on the site
<b>Commercial Activity</b>	1 plus 1 per 3 staff, and
Retail including land and/or buildings where goods, merchandise, or equipment is exposed for sale or hire	1 per 22 m <sup>2</sup> GFA
Service including services based on intellectual knowledge such as professional services and repair services	1 per 52 m <sup>2</sup> GFA
Office including administrative and commercial offices	1 per 83 m <sup>2</sup> GFA
Entertainment including theatres, cinemas, gymnasiums, clubs and cabarets	Either: a) 1 per 11 m <sup>2</sup> GFA or b) 1 per 4 seats, whichever is greater
Takeaways (meaning preparation of cooked food on the premises for consumption off the premises and includes fish and chip shops, pizza takeaway and the like)	1 per 16 m <sup>2</sup> GFA
Eating House including restaurants and cafes	Either a) 1 per 9 m <sup>2</sup> GFA or, b) 1 per 4 seats, whichever is the greatest
Taverns	1 per 4 m <sup>2</sup> public floor area
Motor Vehicle Sale or Hire	1 per 10 cars for sale of hire
<b>Tourist Accommodation Activity</b>	1 plus 1 per 3 staff plus either: a) 1 per 4 beds or b) 1 per room, whichever is greater
<b>Hospital Activity</b>	1 plus 1 per 3 staff plus 1 per 3 beds

<b>Healthcare Service Activity</b>	1 plus 1 per 3 staff plus 1 per 26 m <sup>2</sup> GFA
<b>Education Activity</b>	
Pre-School	2 plus 1 per 3 staff
Primary/Intermediate	1 plus 1 per 3 staff plus 1 per classroom
Secondary	1 plus 1 per 3 staff plus 1 per classroom plus 1 per 50 pupils aged 16 and over
Tertiary	1 plus 1 per 3 staff plus 1 per 10 pupils
<b>Maori Cultural Activity</b>	
Papakāinga	1 per papakāinga unit
Cultural Education Activity	As per Education Activity
Other including marae	1 plus 1 per 3 staff plus 1 per five people able to be accommodated
<b>Industrial Activity</b>	1 plus 1 per 3 staff plus 1 per 78 m <sup>2</sup> GFA plus 1 per 200m <sup>2</sup> outdoor space
<b>Service Station Activity</b>	1 plus 1 per 3 staff, and
Retail	2 per Retail shop
Workshop Bay	4 per Workshop Bay
Car - Wash	3 per Carwash in the form of queuing spaces
Airhose/Vacuum	1 per Air Hose/Vacuum
<b>Recreation and Community Activity</b>	
Low Intensity Sports including golf	2.5 per hectare devoted to this activity
Medium Intensity Sports including cricket, football, rugby and hockey	12.5 per hectare devoted to this activity
High Intensity Sports including tennis, netball and basketball	25 per hectare devoted to this activity
Very High Intensity Sports including bowls and mini golf	125 per hectare devoted to this activity
Assembly including community halls, churches, and non profit community focus centres	1 plus 1 per 4 staff plus either a) 1 per 15 m <sup>2</sup> GFA or b) 1 per 4 seats, whichever is greater
<b>Rural Activity</b>	see Residential Activity

In the table the following terms have the following meaning:

GFA	=	Gross Floor Area devoted to the activity
per staff	=	means full time equivalent base on a 40 hour week
per public floor area	=	means the area of floor designed to accommodate customers, excluding toilets and washrooms

## **RULES**

### Fractional Spaces

When the assessment of the number of parking spaces required in respect of the use of any building results in a fractional space being involved, any fraction of one half or more shall be counted as one parking space, and any fraction of one half or less shall be ignored.

### Multiple Use of Sites

Where an activity is secondary and accessory to the principal activity carparking shall only be required for the principal activity and for staff of the secondary and accessory activity. In this context the test for secondary and accessory shall be that the activity is designed and managed solely for the patrons of the principal activity

## TR 3.4.1 FIGURE NINE

## MANOEUVRING AND PARKING SPACE DIMENSIONS

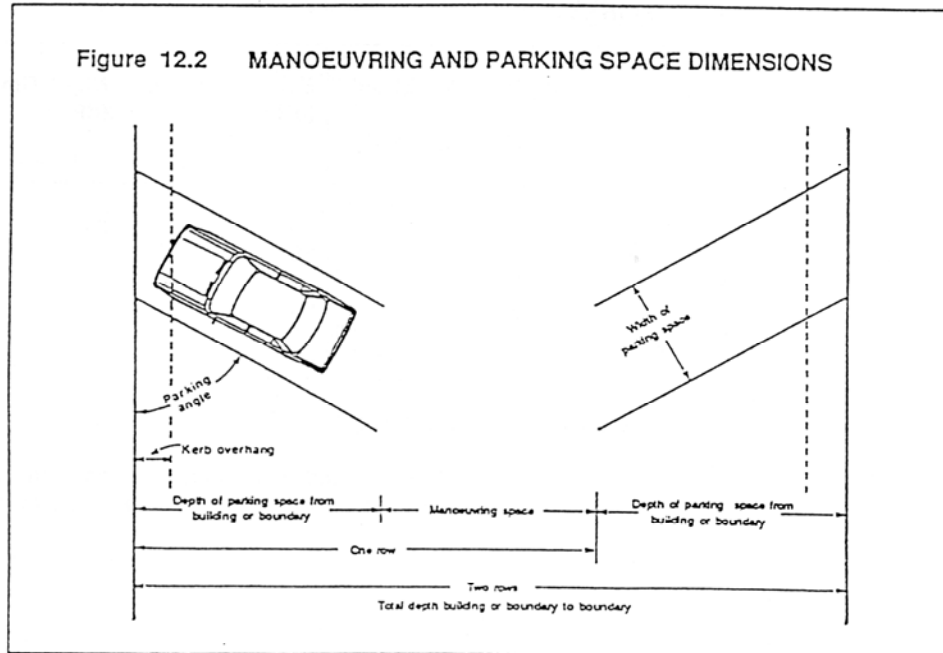
Parking Angle	Width of Parking Space (m)	Kerb Overhang (m)	Depth of Parking Space (m)	Manoeuvring Space (m)	Total depth (m)	
					One Row	Two Rows
90°	2.30	1.0	4.9	8.3	13.2	18.1
	2.45	1.0	4.9	7.9	12.8	17.7
	2.60	1.0	4.9	7.0	11.9	16.8
	2.75	1.0	4.9	6.7	11.6	16.5
75°	2.30	1.0	5.2	7.0	12.2	17.4
	2.45	1.0	5.2	6.2	11.4	16.6
	2.60	1.0	5.2	5.2	10.9	15.6
	2.75	1.0	5.2	4.6	9.8	15.0
60°	2.30	1.0	5.2	5.0	10.2	15.4
	2.45	1.0	5.2	4.3	9.5	14.7
	2.60	1.0	5.2	3.5	8.7	13.9
	2.75	1.0	5.2	3.2	8.4	13.6
45°	2.30	0.8	4.9	3.3	8.2	13.1
	2.45	0.8	4.9	2.6	7.5	12.4
	2.60	0.8	4.9	2.4	7.3	12.2
	2.75	0.8	4.9	2.3	7.2	12.1
30°	2.30	0.6	4.0	2.5	6.5	10.5
	2.45	0.6	4.0	2.4	6.4	10.4
	2.60	0.6	4.0	2.4	6.4	10.4
	2.75	0.6	4.0	2.3	6.3	10.3
Parallel Parking	6.10	0.4	2.5	3.7	6.2	8.7
	6.20	0.4	2.5	3.6	6.1	8.6
	6.40	0.4	2.5	3.3	5.8	8.3
	6.60	0.4	2.5	3.0	5.5	8.0

## REQUIREMENTS

- 1 Spaces adjacent to walls or columns shall be 300 millimetres wider.
- 2 One-way traffic is assumed for angle spaces
- 3 Carparks shall have a height of at least 2.3 metres, except where special provision is made to divert over height vehicles, in which case the minimum height may be reduced to 2.1 metres.

TR 3.4.1 FIGURE TEN

MANOEUVRING AND PARKING SPACE LAYOUT



TR 3.4.1 FIGURE ELEVEN

NOISE LIMITS

NOISE LIMITS FOR AIRPORTS					
	Affected Land Use	Land	Night-Weighted Sound Exposure (Pa <sup>2</sup> s)	Equivalent Ldn (dBA)	Night-Time L <sub>max</sub> (dBA)
i.	Industrial		1,000	75	n/a
ii.	Commercial		100	65	n/a
iii.	Residential		3.5	50	70
iv.	Rural (notational boundary)		3.5	50	70

In this context, night-time shall be defined as being from 10:00pm to 07:00am.

Noise from airports for helicopters shall be measured and assessed in accordance with New Zealand Standard NZS 6807:1993 Noise from Helicopter Landing Areas.

