

14A Transport

Introduction

The wellbeing of the Lower Hutt community depends in part on the provision of an effective transport system. While providing for transportation, it is necessary to address adverse transport generated effects which have an impact on the global and local environment. This includes addressing adverse effects generated by activities on the safety and efficiency of the roading network, which is part of the built environment. For example, it is necessary to control property access, onsite car parking provision and the use of signs to maintain and enhance the safe and efficient operation of the roading network.

It is necessary to address the issues relating to the provision of an effective transport system in the following areas:

- (a) **Roading Hierarchy;**
- (b) **Property Access and Manoeuvring Space;**
- (c) **Car and Cycle Parking;**
- (d) **Loading and Unloading; and**
- (e) **Helicopter Landing Areas.**

Rule

- (a) **Status of Roads:**

The provisions of the activity area where the road reserve is located shall apply. Where the road reserve is between two different activity areas, the centre line of the road reserve will become the boundary between such activity areas.

14A(i) Rooding Hierarchy

14A(i) 1 Issue, Objective and Policies

14A(i) 1.1 Local Area Issue

14A(i) 1.1.1 Separation of Local and Through Traffic

Issue

Excessive traffic has an adverse effect on the quality of the local environment, causing congestion, noise and air pollution. Other adverse effects include the severance of communities and the safety risk associated with speeding or large volumes of traffic. It is necessary to protect the safety and amenity values of local areas while providing for an effective rooding network.

Objective

To accommodate a rooding network that is safe, convenient and efficient; and which avoids or mitigates any adverse effects on the community and the environment.

Policies

- (a) That adequate levels of service for access and movement are provided to meet the travel demand of pedestrians, cyclists and motorised traffic during the off-peak period, with maximum safety for all users and local residents at all times.
- (b) That the safety and amenity values of local access areas be protected from the intrusion of through traffic, particularly speeding vehicles, large volumes of traffic, and heavy commercial vehicles, using the Rooding Hierarchy.
- (c) That in the Central Commercial Activity Area provision be made for a rooding system that removes unnecessary through traffic.
- (d) That the location of high traffic generating activities be controlled to avoid adverse effects on the safety and amenity values of local areas.
- (e) That the location of activities with intense traffic generation characteristics be controlled to avoid adverse effects on the safety and efficiency of all Distributor Roads.

Explanation and Reasons

(a) The Rooding Network

The rooding network should meet the travel demands of pedestrians, cyclists and off peak levels of motorised traffic for access and mobility in a safe and orderly manner. The policies do not support increased dependency on the private vehicle as this tends to exacerbate the potential for congestion and travel delays, particularly during peak periods. An increased use of public transport is preferred. For example, commuters

have a choice of public transport or car pooling. However, the commercial and industrial sector depends on an adequate level of service from the roading network.

The policies seek to ensure that there is sufficient off-peak period capacity on the roading network for essential services (police, ambulance, fire service and civil defence), public transport (buses and taxis), and for the movement of people and goods in the course of commercial and industrial activity, and private business.

The potential for conflict between the different modes of transport is reduced through the provision of separate footpaths within road reserves. In most cases, cyclists are accommodated within the carriageway and traffic movements are controlled through the use of the Roding Hierarchy.

(b) The Roding Hierarchy

The roading network should provide for access into and across the City in a safe, convenient and efficient manner. This is achieved through the use of the Roding Hierarchy technique which identifies the function of each street. There are two main functions for roads: access and thoroughfare. The safety and efficiency of each road is maintained by determining which of these two functions should take precedence.

The predominant function of Access Roads is to provide access to properties and facilities. The predominant function of Distributor Roads is to provide for through traffic movements.

The Roding Hierarchy provides the following benefits:

- (i) Improved safety through segregation of through and local access traffic;
- (ii) Better capacity and traffic flow because of reduced conflict and rationalisation of routes; and
- (iii) Environmental improvements in residential areas as a result of concentrating traffic on well-defined routes instead of allowing dispersal throughout the network.

The Roding Hierarchy also provides a mechanism to control the safe location of property access and any on-street parking required. The appropriate location of high traffic generating activities can also be determined using the Roding Hierarchy. This helps to address any adverse effect on the safety and efficiency of the roading network from such high trip generators. For example, a high trip generator increases the volume of traffic on a road and introduces new turning movements which may create a conflict between through traffic and local access traffic.

The Plan also provides activity areas to control the location of those activities which are high trip generators. For example, a large scale supermarket is acceptable in commercial activity areas where the roads are designed to accommodate the large volume of traffic.

(c) Central Commercial Activity Area

Removing unnecessary through traffic from the Central Commercial Activity Area is important so as to ensure the viability and vitality of that area.

(d) State Highway Strategy

The highest level of the roading hierarchy is formed by the state highway network. The primary function of the state highway network is to provide for through traffic across the City, between cities within the region and to the rest of New Zealand. The State Highway network consists of State Highway No.2 and State Highway No.58.

Transit New Zealand is responsible for the upgrading of the state highway network to improve levels of safety and efficiency. Transit New Zealand will follow a comprehensive strategy for the upgrading of certain parts of State Highway No.2 to motorway standard. This will involve future improvements along State Highway

No.2 in the following areas:

- (i) Realignment of State Highway No.2 in the Cornish Street area, from south of the Petone overbridge and north to Koro Crescent.
- (ii) New interchange in the vicinity of Dowse Drive and Wakefield Street to assist east-west traffic movements and improve access to State Highway No.2 and the Central Commercial Activity Area.
- (iii) Upgrading of the Melling intersection.
- (iv) Roading improvements at the Manor Park-Silverstream Bridge section.
- (v) Upgrading of the Kennedy Good intersection.

14A(i) 2 Rules

14A(i) 2.1 Provision of Roads - Conditions

In all activity areas, the following shall apply:

(a) Road Classification:

Existing roads shall be classified in the Roading Hierarchy, as set out in Appendix Transport 1. Where a road is not listed in Appendix Transport 1, it shall be defined as an Access Road.

The Roading Hierarchy consists of Distributor routes for through traffic and Access routes for local access purposes. The functions of each level in the Roading Hierarchy are described in Table 1. Geometric standards are in Table 2.

Table 1 - Roading Hierarchy

Hierarchy Level	Predominant Functions and Activities
Primary Distributor	Fast moving long distance traffic.
Major District Distributor	Medium distance traffic to Primary networks. Bus routes.
Minor District Distributor	Through traffic routes between suburbs. Bus routes.
Local Distributors	Traffic near beginning or end of journey. Bus stops. Minor volumes of through traffic.
Access Roads	Slow moving vehicles. Delivery of goods. Servicing. Access to car parks. Pedestrians.
Pedestrian Roads	Pedestrian servicing.

Table 2 - Geometric Standards

Hierarchy Level	Minimum Carriageway Width (m)	Maximum Gradient (%)	Minimum Design Vehicle
Primary Distributor	-	10	Max legal size
Major District Distributor	16	10	Max legal size
Minor District Distributor	16	10	Max legal size
Local Distributor	12	13	Max legal size
Access Road:			
Residential frontages serving more than 100 dwellings	8	13	Max legal size for rigid truck
Residential frontages serving less than 100 dwellings	7.2	13	Max legal size for rigid truck
Non-residential frontages	8	13	Max legal size
Pedestrian Road	6	13	Max legal size for rigid truck
Rural Roads - The guide to Geometric Standards for Rural Roads - Group 3 and higher, shall be taken into account.			

(b) Classification of New Roads:

Where a road is formed as the result of a subdivision or roading work, its hierarchy classification shall be assessed on the following criteria:

- (i) Consistency with Roading Hierarchy.
- (ii) Whether the road provides for the function, activities, and environment appropriate to the classification.
- (iii) Conformance of road, all associated intersections, carpark areas and property accesses with design standards.
- (iv) The classification shall have regard to the provisions of the Transit New Zealand Act 1989 where a road is declared as a State Highway under Section 11 of the National Roads Act 1953 or subsequently by Transit New Zealand Authority under the Transit New Zealand Act 1989.

The classification for new roads shall be added to Appendix Transport 1, through a plan change. In approving the classification of a road the Council may specify that it becomes effective at any time not more than five years in the future.

(c) Reclassification of an Existing Road:

Where the classification of an existing road is no longer appropriate, or is anticipated to become inappropriate, the road may be reclassified through a Plan Change.

Appendix Transport 1 shall be amended accordingly. Appendix Transport 1 shall be amended as necessary because of renaming or stopping of roads.

(d) Design Standards:

Every new or substantially reconstructed road shall be of a sufficient standard to fulfill its role within the Roding Hierarchy, and have a character and appearance in keeping with that role.

The geometric standards contained in Table 2 are based on the normal functional requirements applying to each hierarchy level for a straight two lane road, including provision for vehicles, cycles, pedestrians, parking and turning manoeuvres as appropriate. Where the Council is satisfied that different functional requirements apply then variations from these standards may be approved.

The criteria for assessment are based on the following:

- (i) Whether the design conforms with the standards of Table 2. (Minimum Carriageway width, maximum gradient and design vehicle standards).
- (ii) Constraints imposed by the nature of existing development or road construction.
- (iii) Constraints imposed by topography.
- (iv) The need to provide efficient and safe connections to the surrounding network, maintain the integrity of the entire network; the desirability of maintaining continuity of standard along a route; and of providing for the situation where the character of a road changes.
- (v) Likely future conditions at the site.
- (vi) Special operational or other characteristics at the site.

Every new road shall comply with the Street Design Standards. These standards provide for parking, cycle lanes, footpaths and carriageway widths.

The provisions of Chapter 11 - Subdivision and section 302 NZS 4404 1981 (Code of Practice for Urban Land Subdivision) must be taken into account.

In Rural Activity Areas, "Guide to Geometric Standards for Rural Roads" (National Roads Board 1985) must be taken into account.

(e) Distributor Road Network:

Distributor roads shall form a network providing for necessary traffic movement in a safe, convenient and efficient manner, and in accordance with the Roding Hierarchy.

The design of all intersections between two Distributor roads shall allow for construction of a roundabout or installation of traffic signals, either immediately or at a later date. The use of signals shall be avoided on any road expected to carry less than 10,000 vehicles per day, except in special circumstances.

Intersections between Distributor and Access Roads shall be designed to allow priority control.

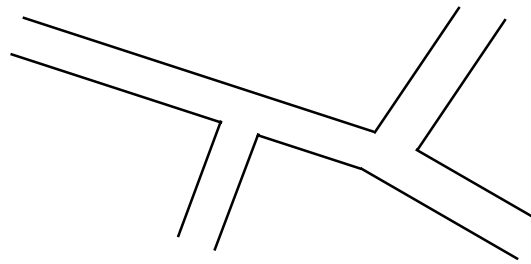
(f) Access Roads:

Access roads shall comply with the following requirements:

- (i) In residential areas the alignment and carriageway of access roads should be designed to discourage motorists from travelling above a speed appropriate to the residential environment.
- (ii) Access roads shall not provide routes which are more convenient than Distributor roads for through traffic.
- (iii) Access roads shall not have minor cross road intersections. Staggered tee intersections should be laid out as shown in Figure 1.

See Chapter 11 - Subdivision, for compliance standards.

Figure 1 - Staggered Tee Intersection

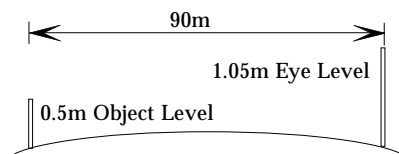


(g) Visibility Requirements:

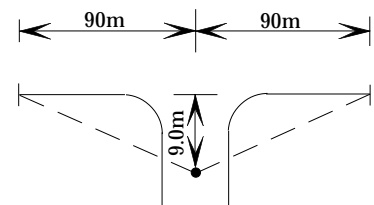
All roads with a 50 km/h limit shall provide for 90 metres clear visibility between two points 1.05 metres and 0.5 metres respectively above the pavement, as shown in Figure 2. Roads with other speed limits shall provide equivalent stopping sight distance.

At all priority intersections where the speed limit is 50 km/h there shall be a clear line of sight from a point 9 metres back from the near kerb line of the priority road for a distance of 90 metres in either direction along the priority road, as shown in Figure 2. Roads with other speed limits shall provide equivalent visibility.

Figure 2 - Visibility Requirements



Not to Scale



Not to Scale

(h) Provision for Pedestrians:

All roads shall allow for the safe movement of pedestrians. Paved footpaths shall be provided on both sides of roads and shall be designed and located taking into account pedestrian amenity and likely use patterns. Pedestrian links shall provide a clear line of sight between ends unless special circumstances apply.

Provision of footpaths shall comply with the performance criteria in Chapter 11 - Subdivision.

(i) Berms:

Except for the Commercial Activity Areas, on each side of the road a landscaped or grassed strip of minimum width 2.0 metres shall be provided between the roadway and footpath, and 0.9 metres between the footpath and boundary.

14A(i) 2.2 Discretionary Activities

- (a) Failure to comply with the Provision of Roads - Conditions.

14A(i) 2.2.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Provision of Roads - Conditions.

14A(ii) Property Access and Manoeuvring Space

14A(ii) 1 Issue, Objective and Policies

14A(ii) 1.1 Site Development Issue

14A(ii) 1.1.1 Safe Design and Location of Property Access

Issue

Attention should be given to the manner in which property access and manoeuvring space is provided onsite, as poor design and provision can have an adverse effect on the safe and efficient operation of the roading network.

Objective

To maintain the safety and efficiency of the roading network.

Policies

- (a) That the location and design of access to properties is managed to provide for safe entry and exit movements, particularly in relation to intersections.
- (b) That adequate provision is made on site for turning movements to allow exit movements in a forward direction for sites fronting a Primary Distributor and a Major District Distributor route and for sites accommodating more than four parking spaces.
- (c) That adequate provision is made on site for turning movements associated with heavy commercial vehicles to ensure that access and exit movements are in a forward direction.
- (d) That access, manoeuvring space and visibility be managed for service stations to maintain the safety and efficiency of the roading network.

Explanation and Reasons

The objective and policies seek to ensure that the safety and efficiency of the road network is maintained.

Vehicular access is an integral part of the road network, linked strongly to both moving traffic and land use activities. The location and design of property access will be controlled to ensure that entry and exit movements are safe. This is particularly important near intersections and areas of high traffic volumes, including pedestrians, cyclists and motorists. Visibility at road intersections and property access should be clear of obstructions.

There is the potential for conflict between pedestrians and vehicular traffic generated by large car parks. The number, location and width of access points will be controlled to minimise vehicular conflict with pedestrian movements.

Some activities have drive-through facilities, such as service stations. These activities will require sufficient queuing space and on site manoeuvring space. The location of access and egress will also require attention to ensure that the safety and efficiency of the adjoining road is not adversely affected. There should be minimum interference with the flow of traffic and pedestrian movements.

Those sites fronting a Primary Distributor and a Major District Distributor route shall provide sufficient manoeuvring space on site to ensure that access is in a forward direction and avoids hazardous reverse movements on the road. Sufficient manoeuvring space shall also be provided on site where more than four parking spaces are accommodated and where heavy commercial vehicles require turning space. This also ensures that that access is in a forward direction and avoids hazardous reverse movements on the road.

14A(ii) 2 Rules

14A(ii) 2.1 Permitted Activities - Conditions

(a) Vehicular Access:

In all activity areas, vehicular access to new developments from the public street network shall be located and designed in such a way as to ensure convenient and safe movement to and from the site with minimal interference to other traffic, to pedestrians and to on street parked vehicles.

(b) Separation Distance from Intersections:

No driveway shall be closer to the intersection of any road, than the distance set out below:

Table 3 - Separation Distance from Intersections - All Roads

Maximum Number of Vehicle Movements per hour (in or out)	Distance (m)
0 - 5	8.0
5 - 20	15.0
more than 20	20

For the purposes of this rule the maximum numbers of vehicle movements will be assessed according to Table 4.

Table 4 - Vehicle Movements Per Hour

(Note: Table 4 is only to be used in conjunction with Tables 3 & 5)

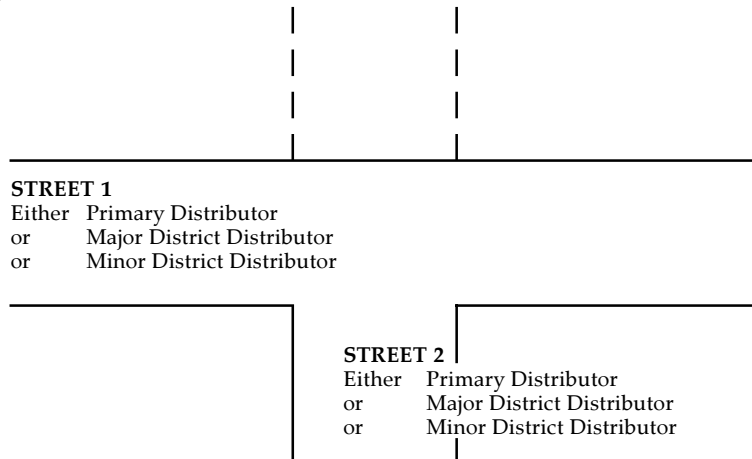
Activity	Maximum movements per hour per unit	Average Movements per day per Unit	Unit
Residential:	1	8	dwelling
Education: Kindergartens and playcentres, daycare centres, creches	7	30	staff member
Primary and Intermediate schools	5	30	staff member
Secondary schools	5	30	staff member
Tertiary	5	30	staff member
Medical: Veterinary surgeries	8	20	staff member
Medical centres, clinics, health care services	8	20	staff member
Hospitals	The greater of: 1 or 1	5 5	staff member bed
Retail: Local shop	150	500	shop under 300 m ²
Drive-through retail	200	800	shop under 500 m ²
Service station	200	800	service station
Speciality shops (or comparison shopping)	20	70	100 m ² GFA
Supermarkets	20	100	100 m ² GFA
Large non-food stores	16	50	100 m ² GFA
Garden centres	10	50	100 m ² space open to public
Comprehensive retail developments	20	70	100m ² GFA
Vehicle sales	5	20	100 m ² GFA
Vehicle repairs/service	5	20	100 m ² GFA
Restaurants, bars, cafes	20	70	100 m ² GFA
Auctions	20	70	100 m ² GFA
Commercial: Offices	4	15	100 m ² GFA
Financial institutions	20 plus 4	70 15	100 m ² public space 100 m ² office space
Industrial: Industrial activity and emergency facilities	6	20	100 m ² GFA
Warehouse	2 (subject to special study)	30 (subject to special study)	staff member
Accommodation: Visitor	2	8	unit accommodation
Cultural and Sporting: Places of assembly	1	2	spectator, staff member or participant
Indoor sports facilities	1	2	spectator, staff member or participant

The meaning of “intersection” is described in Section 2 of the Traffic Regulations 1976, with the following provisos:

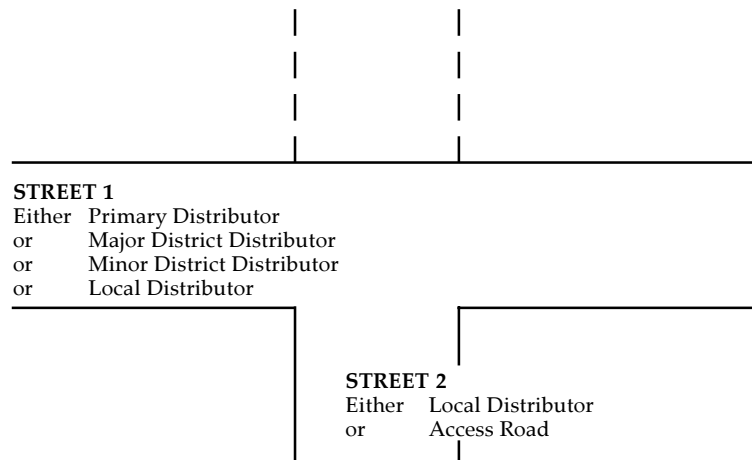
- (i) That where the areas so defined are separated by less than 50 metres, the intersection also includes all connecting roadways, and
- (ii) That the edges of roadways are defined by kerblines in preference to painted markings.

Figure 3 - Types of Intersections:

(a)



(b)



(c) Vehicular Crossings Over Footpaths:

Vehicular crossings over footpaths to provide access to any parking or loading space shall comply with the following:

- (i) The width of any vehicular crossing of the street frontage shall be in accordance with Table 5. The trip generation rates contained in Table 4 shall be used to determine the maximum rate.

Where a driveway provides access to a carpark the maximum generation rate shall be the greater of either the rate for the activity which the car park serves or one trip per parking space per hour.

Where a facility or activity is served by more than one driveway the applicable rate shall be that for the tributary catchment but not less than half of the total.

Table 5 - Property Access Widths

Maximum traffic generation rate (vehicles per hour)	Property Access Width (m)					
	Entry Only		Exit Only		Combined	
	Min	Max	Min	Max	Min	Max
0 - 30	2.5	5.0	2.5	5.0	2.5	6.0
31 - 100	3.0	5.0	3.0	5.0	6.0	6.0
101 - 500	3.5	6.0	3.5	6.0	6.0	9.0
501 or greater	By special design					

- (ii) Not more than two separate crossings will be permitted in respect of any front site which has a total frontage of 50 metres or less. The total width of such crossings shall not exceed 50% of the frontage to the street on which it is placed.
- (iii) Where more than one vehicular crossing per site is provided, the distance between the crossings shall not be less than 2 metres.
- (iv) On any site which has a total frontage of more than 50 metres not more than three separate crossings will be permitted.

(d) Circulation and Manoeuvring Space:

Each site shall have sufficient internal roading to allow for all necessary movement within the site without the need to use public roads, including movement between the public road and facilities within the site, such as parking. Sufficient space shall be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the space provided for parking, servicing, loading or storage purposes.

All sites shall have sufficient manoeuvring space on site to allow vehicles using the site to both enter and leave the site in a forward direction, except in situations where one or more of the following applies:

- (i) The property has access from an Access or Pedestrian Road, no heavy vehicle access is required, and the only vehicular facility is a car park with 4 or fewer car parking spaces.
- (ii) The property is residential and has an access from a Minor District Distributor or Local Distributor Road.
- (iii) The property has access from an Access road and it is desired to provide for heavy vehicles which visit less frequently than once each 14 days.

In determining the extent of area required for manoeuvring and circulation purposes, the Council shall be guided by the provisions of Australian Standard 2890.

(e) Special Provisions for Service Stations:

In addition to provisions specified elsewhere the following requirements shall apply to service stations:

- (i) Access and Driveway Widths

Entrance/exit width (two way):	minimum 6m	maximum 9m
Entrance/exit width (one way):	minimum 3.5m	maximum 6m
Angle between line of entrance/exit kerb:	between 45° and 90°	

Driveways shall be designed and constructed to ensure that there is sufficient width to allow permitted movements to be completed in a manner which avoids conflicting vehicle movements and high speed on the site.

(ii) Visibility Distance:

Good visibility of approaching traffic when leaving or entering the service station is essential. Both entry and exit observations shall be required to the normal position of approaching vehicles. The required sight distance shall be in accordance with Table 6:

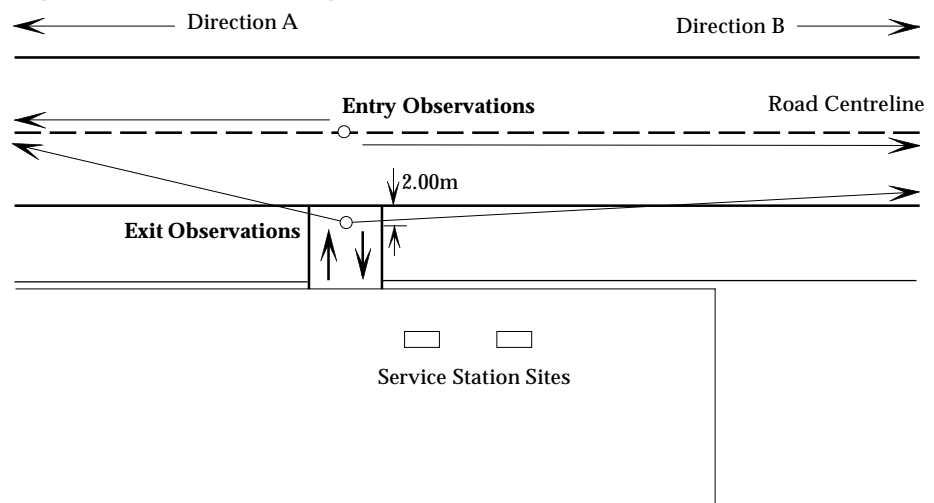
Table 6 - Sight Distance

Operating speed (km/h)	Minimum Sight Distance (m)		
	Access Road	Local and Minor District Distributors	Major and Primary District Distributors
50 or below	40	90	90
60	55	115	115
70	85	140	140
80	105	175	175
90	130	210	210
100	160	250	250
110	190	290	290

The visibility along the road shall be measured from a point 1.1m above the road centreline opposite all station entrances in both directions to points 1.1m above the road centreline. (See Figure 4).

The visibility for exiting traffic should be measured from a point in the proposed exits 2.0m back from the edge of the nearest traffic lane and 1.1m above the road surface. These measurements should also be measured to 1.1m above the centreline of the road. (See Figure 4).

Figure 4 - Visibility Sight Distances for Service Stations



(iii) Manoeuvring Room and Distance of Pumps from Road Boundary:

The layout of service stations should allow all cars and trucks to comfortably manoeuvre in and out. To achieve easy ingress and egress from the station, turns with an inside radius of less than 4.5 metres shall not be used.

Where inside turning radii are less than 7.5 metres the path width shall be at least 4.5 metres. For turns of 7.5 metres inside radii and greater a minimum path width of 3.5 metres shall be provided. When the station is to provide for any large vehicles such as buses, trucks and tankers minimum inside turning radii required are 7.5 metres with a path width of 4.5 metres.

No pump shall be located within 7 metres of any point on an accessway. Pumps shall be located at least 4.5 metres from any part of the road boundary which is not an access way.

(iv) Bulk Tank Filling:

Tanker access to bulk tank filling positions shall be such that tankers drive in and out in a forward direction without the need for manoeuvring either on the site or adjacent roadways. Where this is not possible, tankers shall be manoeuvred so that they can drive out in a forward direction. Tankers discharging shall not obstruct the roadway, footpath or parts of the site intended for use by vehicles being or waiting refueling.

14A(ii) 2.2 Restricted Discretionary Activities

- (a) Any activity with direct access to a Primary Distributor.
- (b) Any new access to a street where any part of that access is within 30.0m of an intersection with a Primary Distributor

14A(ii) 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms**(a) Traffic Effects:**

The extent to which the proposed property access will affect adversely traffic safety and the efficient functioning of the roading network. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not affect adversely normal traffic flows on the road or cause a traffic hazard, or adversely affect the safe and efficient operation of the state highway.

14A(ii) 2.3 Discretionary Activities

- (a) Any Permitted, Controlled or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions.

14A(ii) 2.3.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Permitted Activity Conditions.

14A(iii) Car and Cycle Parking

14A(iii) 1 Issues, Objectives and Policies

14A(iii) 1.1 Local Area Issues

14A(iii) 1.1.1 Adequate Car Parking Provision in the Central Commercial Activity Area

Issue

The increased ownership of private vehicles and increased activity in the Central Commercial Activity Area in recent years has contributed to a high demand for long and short stay parking. Each activity should provide sufficient parking on site, however, the inner area sites are generally small which makes it difficult to provide on site parking. It is also desirable to maintain a continuous pedestrian frontage for shoppers.

Policies for the Central Commercial Activity Area have maintained the approach that sites within the inner area are not required to provide on site parking, as sufficient on and off street parking will be provided in the immediate vicinity. Sites in the outer area will be required to provide on site parking to meet the high demand for long and short stay parking. The provision of safe and adequate parking contributes to the maintenance of amenity values, and the vitality and viability of the Central Commercial Activity Area.

Objective

To maintain the safety and amenity values, and support the vitality and viability of the Central Commercial Activity Area through the provision of sufficient long and short stay car parking.

Policies

- (a) That sufficient long and short stay off street parking be provided in the vicinity of the Inner Central Area Parking District to enhance the safe and efficient operation of the roading system.
- (b) That sufficient long and short stay on site parking be provided in the Outer Central Area Parking District to enhance the safe and efficient operation of the roading system.
- (c) That sufficient parking spaces be provided using a graduated scale for retailing activities, commercial services and licenced premises.

Explanation and Reasons

The provision of sufficient on and off street parking for the inner area has been maintained over a number of years. The inner area is identified as the Inner Central Area Parking District and is shown in Appendix Transport 2. Sites in this area shall not be required to provide on site parking, as these sites are generally small, and it would be difficult for on site parking to be provided. This would also break up the continuous pedestrian shopping frontage.

Parking within the Inner Central Area Parking District has been provided through two main public parking areas. There is on street parking for short stay purposes and both long and short stay parking is available at the Riverbank Carpark and the Centre City Plaza Car Park. This ensures that there is adequate long and short stay parking available for the central area workforce and retailers.

The Outer Central Area Parking District does require that adequate on site parking provision is made. The parking requirements for retail activities, commercial services, licenced premises will be determined on the gross floor area of the building, using a graduated system. Where a comprehensive retail development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

There are also on site car parking requirements for other commercial activities. The on site parking requirement for each activity is based on the type and scale of activity, and the associated trip generation factor. The criteria have been based on appropriate measures of the intensity of each activity, such as gross floor area. The Outer Central Area Parking District is shown in Appendix Transport 2.

The provision of adequate car parking in the Central Commercial Activity Area assists the safe and efficient operation of the roading system and enhances the amenity value of the area, thereby contributing to the vitality and viability of the commercial centre.

14A(iii) 1.1.2 Adequate Car Parking Provision in the Petone Commercial Activity Area

Issue

The availability of short stay parking in close proximity to the retail shops of Jackson Street is an important factor for business viability. There is a need for additional parking provision in the Petone Commercial Activity Area, particularly between Victoria and Cuba Streets. However, it is undesirable to provide access to off street parking along Jackson Street, as this tends to break up the pedestrian frontage and the commercial properties lack depth.

If the on street parking is insufficient there is the potential for poor parking behaviour which creates a traffic hazard, visual detraction and an adverse impact on the amenity value of the area. Safe and adequate off street parking should be available in the vicinity of Jackson Street to accommodate the parking demand of the workforce and shoppers.

Objective

To provide adequate car parking in a safe and visually attractive manner, to maintain the safety and amenity values of the area.

Policies

- (a) That sufficient parking spaces be provided using a graduated scale for retailing activities, commercial services and licenced premises.
- (b) That on site parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.
- (c) That on street parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.

Explanation and Reasons

The objective and policies seek to ensure that the safety and efficiency of the road system is maintained, and that adverse effects on the amenity values or character of the area are mitigated. The sites along Jackson Street are small and it is difficult to provide on site parking or rear service lanes. It is not necessary for small retail shops to provide onsite parking as it is inappropriate to disrupt the commercial frontage. The needs of such small retail shops should be met by on street parking. However, larger retail premises would require on site parking provision, particularly where comprehensive development is proposed.

On street parking will be controlled by a traffic management plan as necessary to avoid the adverse effects of poor parking behaviour on both safety and efficiency of the roading network.

The parking requirements for retail activities, commercial services and licenced premises will be determined on the gross floor area of the building, using a graduated system. Where a comprehensive retail development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

14A(iii)1.1.3 Adequate Car Parking Provision in the Suburban Commercial Activity Areas

Issue

There should be an adequate provision for long and short stay parking to meet the parking demand of the local workforce and shoppers. Such parking should not disrupt the continuous pedestrian shop frontage, nor create adverse effects on amenity values of the commercial centre.

Objective

To provide adequate car parking in a safe and visually attractive manner, to maintain the safety and amenity values of the area.

Policies

- (a) That sufficient parking spaces be provided using a graduated scale for retailing activities, commercial services and licenced premises.
- (b) That on site parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.
- (c) That on street parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.

Explanation and Reasons

The objective and policies seek to ensure that the safety and efficiency of the road system are maintained, and that adverse effects on amenity values or character of the area is mitigated. It is not necessary for small retail shops to provide on site parking as it is inappropriate to disrupt the commercial frontage. The needs of such small retail shops should be met by on street parking. However, larger retail premises would require on site parking provision, particularly where comprehensive developments are proposed.

On street parking will be controlled by the traffic management plan as necessary to avoid the adverse effects of poor parking behaviour on both safety and efficiency of the roading network.

The parking requirements for retail activities, commercial services and licenced premises will be determined on the gross floor area of the building, using a graduated system. Where a comprehensive retail development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

14A(iii) 1.1.4 Adequate Car Parking Provision in the Special Commercial Activity Areas

Issue

The Special Commercial Activity Area comprises Station Village and Boulcott Village. It is necessary to provide safe and adequate parking in these commercial centres to meet the needs for long and short stay parking purposes. Such parking provision should also maintain the amenity values of the area.

Objective

To maintain an adequate supply of parking spaces in a safe and attractive manner.

Policies

- (a) That the existing supply of car parking spaces be maintained to meet the parking demand for long and short stay purposes.
- (b) That additional parking spaces be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system, and to maintain the amenity value of the area.

Explanation and Reasons

The provision of sufficient parking is necessary to avoid an overspill of parking onto adjoining roads, which creates a traffic hazard, visual detraction and an adverse effect on the amenity values of the area. The present supply of car parking spaces must be maintained to meet the demand for long and short stay parking purposes.

Any additional parking spaces should be provided in a safe and attractive manner to maintain the safe and efficient operation of the roading network and maintain the amenity values of the area.

14A(iii) 1.1.5 Adequate Car Parking Provision in the Southern and Western Petone Business Activity Areas

Issue

Many of the sites in the southern and western areas of Petone, which are in the General Business Activity Area, are generally small sites. Some of these sites are unable to provide sufficient space for parking and servicing. It is necessary to manage activities on these sites to ensure that adequate provision is made for car parking and servicing.

Objective

To provide for adequate car parking and servicing in the southern and western areas of Petone in the General Business Activity Area.

Policy

- (a) That activities in the southern and western areas of Petone in the General Business Activity Area be controlled to ensure that adequate provision is made for car parking and servicing.

Explanation and Reasons

There are some sites in the southern and western areas of Petone in the General Business Activity Areas which will find it difficult to provide on site parking and servicing areas, where the site is small and there is a narrow frontage. New development will be a controlled activity to ensure that sufficient provision is made for parking, loading and unloading facilities. On street parking may be used where this is appropriate.

14A(iii) 1.2 Site Development Issue

14A(iii) 1.2.1 On Site Parking Provision For Activities

Issue

The demand for parking is a generated effect of most activities. Poor parking behaviour on streets and footpaths in any activity area creates a traffic hazard, visual detraction and an adverse impact on the amenity values of the area. Attention needs to be given to the manner in which car parking is provided on site, as poor provision can have an adverse effect on the safe and efficient operation of the roading network, and on the amenity values of the area.

Objective

To provide adequate on site car parking in a safe and visually attractive manner, to maintain the safety and efficiency of the roading system, and the amenity values of the area.

Policy

- (a) That adequate on site parking space is provided for each type of activity in a safe and visually attractive manner.

Explanation and Reasons

The objective and policy seek to ensure that the safety and efficiency of the road system are maintained, and that any adverse effects on the amenity values or character of an area are mitigated. The provision of adequate on site parking is an integral part of the safe and efficient operation of the roading system, linked strongly to both moving traffic and land use activities.

The demand for parking is a generated effect of most activities. Provision of sufficient parking is necessary to avoid overspill of parking onto the adjoining road and neighbouring properties. This situation creates a traffic hazard, visual detraction and an impact on the amenity values of the area. The policy requires that each activity provides sufficient parking spaces depending on their trip generation capacity and turnover characteristics.

The provision of numerous car parking spaces can have adverse effects on the amenity values of the area. Parking areas can create dust or mud if unsealed, and they can detract from the visual quality of the area. Attention to sealing, landscaping and screening will be required to reduce these adverse impacts.

14A(iii) 2 Rules

14A(iii) 2.1 Permitted Activities - Conditions

(a) Car Parking Requirements:

The following parking provisions shall apply in all activity areas where an activity is established on site; or there is a change in activity; or the building is constructed, substantially reconstructed, altered or added to. Except as provided for in this section and in Section (c) below (Special Parking Areas), all activities shall meet the minimum parking requirements set out in Appendix Transport 3.

Parking requirements are based on the type, scale and the associated trip generation factors for each activity. The minimum parking requirements are listed in Appendix Transport 3. Sufficient carparking shall be provided to meet the actual or 10th highest parking demand hour in any year during the life of the development. The parking standards in Appendix Transport 3 are deemed to meet this objective for parts of the City except as provided for in this section and in Section (c) below (Special Parking Areas).

In calculating the number of parking spaces to be provided, fractional numbers shall be rounded up to the next complete number.

If the proposed development will lead to the loss of public parking on an Access Road, either through additional length of kerb crossing, or through consequential parking prohibitions, then the number of parks lost shall be added to the requirement.

Space needed for manouevring, loading, unloading, queueing, or standing at a service booth, shall not be used for carparks counted towards meeting the requirement.

(b) Location of Parking Spaces:

Parking spaces must be provided on site.

(c) Special Parking Area:

(i) Central Commercial Activity Area -

The provision of long and short stay parking is controlled by the provisions of the Inner and Outer Central Area Parking Districts.

Inner Central Area Parking District:

There shall be no on-site parking requirements within the Inner Central Area Parking District.

Outer Central Area Parking District:

A graduated system will be used to determine the appropriate amount of car

parking spaces required. Where a comprehensive development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis. Where the inner/outer parking area boundary separates a comprehensive development, any carparking provided within the inner area can be used in the calculation of the total carparking requirement.

The minimum parking requirement for retailing activities, commercial services, and licenced premises shall be based on the following graduated scale:

Less than 500m² GFA - Nil

More than 500m² GFA but less than 1500m² GFA - 1 space per 100m² GFA

More than 1500m² GFA but less than 3000m² GFA - 2 spaces per 100m² GFA

More than 3000m² GFA but less than 5000m² GFA - 3 spaces per 100m² GFA

More than 5000m² GFA - 5 spaces per 100m² GFA

The minimum parking requirements for other Permitted Activities are listed in Appendix Transport 3.

(ii) Petone Commercial and Suburban Commercial Activity Areas -

A graduated system will be used to determine the appropriate amount of car parking spaces required for retailing activities, commercial services, and licenced premises. Where a comprehensive development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

The minimum parking requirement for retailing activities, commercial services, and licenced premises shall be based on the following graduated scale:

Less than 500m² GFA - Nil

More than 500m² GFA but less than 1500m² GFA - 1 space per 100m² GFA

More than 1500m² GFA but less than 3000m² GFA - 2 spaces per 100m² GFA

More than 3000m² GFA but less than 5000m² GFA - 3 spaces per 100m² GFA

More than 5000m² GFA - 5 spaces per 100m² GFA

The minimum parking requirements for other Permitted Activities are listed in Appendix Transport 3.

(iii) Special Commercial Activity Area -

Boulcott Village:

There shall be a minimum of 33 parking spaces maintained at Boulcott Village, comprising 23 on Lot 1 DP 69175, and 10 on Lot 2 DP 66201. Additional parking spaces shall be provided using the minimum parking requirements for Permitted Activities listed in Appendix Transport 3.

Station Village:

The existing supply of parking spaces shall be maintained. Additional parking spaces shall be provided using the minimum parking requirements for Permitted Activities listed in Appendix Transport 3.

(d) **Design Standards:**

The layout, design and detailing of all parking spaces shall be such as to ensure their convenient, safe and efficient use.

All parking shall be formed and maintained for use in all weathers. All parking shall be sealed or appropriately maintained at all times with a dust free surface. All parking

spaces shall be kept clear at all times for the use of motor vehicles and shall not be used for the storage of goods, articles, materials or substances or for any other purpose.

Except where parking spaces are associated with a specific dwelling house, or for network utility operations it shall be possible to gain access to any space without shifting other vehicles.

Every parking space shall be provided with an access which is of a properly constructed motorcrossing; as is necessary for access of motor vehicles to and from a street. Sufficient space shall be allowed for vehicles to manoeuvre within the site. In determining the extent of area required for manoeuvring space, the provisions of Australian Standard AS2890 shall be taken into account.

Every parking space shall have such dimensions as to comply with the requirements of the Australian Standard AS2890 Part 1.

(e) Cycle Parking Requirements:

Space for the parking of bicycles shall be provided as follows:

For each building where there are 10 or more employees	Secure storage for cycles at the rate of 1 space for every 30 employees.
--	--

At every place of assembly or entertainment facility:	Space for cycles to be placed clear of footpaths and roadways, not more than 50 metres from the public entrance, at the rate of 1 space for each 100m ² GFA.
---	---

Stands need not be provided but storage must be safe with the possibility of securing cycles to an immovable object.

14A(iii) 2.2 Discretionary Activities

- (a) Where a Permitted Activity proposes to provide less than the required number of parking spaces.
- (b) Where a Permitted Activity is unable to provide the required number of parking spaces on site.
- (c) Any other Permitted, Controlled or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity - Conditions.

14A(iii) 2.2.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Permitted Activity Conditions.
- (c) In addition to the above the following matters will be taken into account:

(i) Provision of car parking spaces:

Where a Permitted Activity proposes to provide less than the required number of parking spaces, the proposal shall be assessed on the following matters:

- Whether the nature of the activity is such that the demand for parking will be permanently lower than the requirement.
- Whether the timing of the parking demand is such that it can be met by using car parks normally used by other activities.

- Whether sufficient public parking is available for use without causing significant adverse effects on other activities in the vicinity. The use of on street parking on Access Roads may be considered for this purpose.
- Whether there is reasonable public transport or access to the site, and a likelihood of it being used.

(ii) Location of parking spaces:

Where a Permitted Activity is unable to provide the required number of parking spaces on site, Council may approve spaces located elsewhere provided that:

- The fact that the spaces have been allocated to a different site is recorded as a Memorandum of Encumbrance on the title;
- Convenient pedestrian access between the development and the spaces is available and signposted;
- Parking shall be no more than 100 metres walking distance from doors of the development, except that this shall be reduced to 50 metres where it is necessary to cross a road, or ascend or descend a flight of steps more than 2 metres in height; and
- Pedestrians walking between the development and the spaces do not need to cross a road with a hierarchy classification higher than Access Road.

14A(iv) Loading and Unloading

14A(iv) 1 Issue, Objective and Policies

14A(iv) 1.1 Site Development Issue

14A(iv) 1.1.1 Safe and Adequate Provision for Servicing

Issue

Inadequate or poor provision of servicing areas for loading and unloading purposes will create a traffic hazard, visual detraction and adverse effects on the amenity values of the area. Attention needs to be given to the manner in which loading and unloading facilities are provided on site to avoid adverse effects on the safety and efficiency of the roading network and on the amenity values of the area.

Objective

To maintain the safety and efficiency of the roading network and the amenity values of the area.

Policy

- (a) That adequate on site loading and unloading provision be made in a safe and attractive manner.

Explanation and Reasons

The objective and policy seek to ensure that the safety and efficiency of the road network is maintained, and that any adverse effects on the amenity values or character of an area are mitigated.

Loading and unloading facilities are an integral part of the road network, linked strongly to both moving traffic and land use activities. Adequate on site servicing provision is necessary to enhance the safety and efficiency of the roading network. Such provision shall be made in an attractive manner to maintain and enhance the amenity value of the area.

It is recognised that it is not always possible to provide sufficient on site loading and unloading facilities. For example, some of the business premises in the western and southern areas of Petone have a small site and narrow frontage, which makes it difficult to provide on site parking, loading and unloading facilities. New development will, therefore be a controlled activity to ensure that sufficient provision is made for parking, loading and unloading facilities. On street provision may be used where this is appropriate.

14A(iv) 2 Rules

14A(iv) 2.1 Permitted Activities - Conditions

(a) Loading and Unloading Requirements:

Every owner or occupier in all activity areas who constructs, substantially reconstructs or changes the use of a property, shall make adequate provision on the site for the loading of or unloading from vehicles of all goods and materials associated with the activity. No servicing activity may take place on road reserve.

For residential developments having fewer than 20 dwelling units or accommodating fewer than 20 residents, and for network utility operations on sites less than 200m² or for unstaffed network utility sites, the requirements of Chapter 14A - Transport, 14A(iii) Car Parking requirements are deemed sufficient.

(b) Loading and Unloading Requirements for Non-Residential Activities:

For retail and industrial activities, the number of loading spaces to be provided shall not be less than the following requirements:

Table 7 - Loading Space Requirements:

Gross Floor Area	No. of Spaces	Minimum Design Vehicle
Under 2000m ² GFA	1	Maximum rigid truck
2000 - 4000m ² GFA	1	Maximum articulated truck Plus 1 Maximum rigid truck
more than 4000m ² GFA	1	Maximum articulated truck Plus 2 Maximum rigid truck

For all other types of non-residential activity, one loading space shall be provided in accordance with the design requirements in 14A(iv) 2.1(c).

(c) Design Requirements:

- (i) Loading spaces for light vehicles shall be a minimum of 6.0 metres long, 3.0 metres wide and 3.2 metres high.
- (ii) Loading platforms for heavy vehicles shall have a minimum width of 4.0 metres and minimum length of 8.5 metres, in addition to the space required for the vehicle. Where side loading or mechanical handling methods are proposed, additional space shall be provided in accordance with the particular methods and equipment contemplated.
- (iii) Where articulated vehicles are likely to be used, a greater depth shall be provided.

Design of all facilities, including access, manoeuvring and circulation space, shall take into account the provisions of Australian Standard AS2890 "Off-street Parking, Part 2: Commercial Vehicle Facilities (1989)."

14A(iv) 2.2 Discretionary Activities

- (a) Any Permitted, Controlled or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity - Conditions.

14A(iv) 2.2.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Permitted Activity - Conditions.

14A(v) Helicopter Landing Areas

14A(v) 1 Issue, Objective and Policies

14A(v) 1.1 Site Development Issue

14A(v) 1.1.1 Location and Management of Helicopter Landing Areas

Issue

Helicopter landing areas provide another mode of transport both into and across the City. The movement of helicopters during landing and take off procedures can have adverse effects on nearby residential, educational or recreational activities; and on the amenity value of the area; and on the environment. The movement of helicopters may also become a distraction for passing motorists if the helicopter landing area is too close to the road. The location and operation of helicopter landing areas need to be managed to avoid or mitigate any adverse effects on the community and the environment generated by helicopters.

Objective

To manage any proposed helicopter landing area or substantial alteration of existing helicopter landing areas to avoid or mitigate any adverse helicopter generated effects on the community and the environment.

Policies

- (a) That the location of new helicopter landing areas be managed to provide a separation distance from road reserves, rural homes, and residential, educational and recreational activities, which assists in the mitigation of adverse effects, including visual distraction for motorists, and noise, vibration, dust and light spill.
- (b) That the location of new helicopter landing areas be managed to provide a separation distance from existing helicopter landing areas to avoid or mitigate cumulative effects on the amenity values of local areas.
- (c) That any substantial alteration of an existing helicopter landing area be managed to avoid or mitigate any adverse effects on the community, local amenity values and the environment.
- (d) That the operation of new or substantially altered helicopter landing areas be managed to avoid or mitigate any adverse effects on existing development in the vicinity of the approach path.

Explanation and Reasons

Helicopter landing areas should generally be provided for in open space areas, away from populated areas. For example, along the coast, Gear Island, Hutt River and public recreation areas. The objective and policies seek to ensure that new helicopter landing areas and

substantial alterations to existing helicopter landing areas are managed to avoid or mitigate any adverse effects on the community and the environment. Substantial alterations include major changes in character, scale and intensity.

The policies ensure that helicopter landing areas have a satisfactory separation distance from roads and activities which would be adversely affected by the noise, vibration, dust, light spill and visual distraction generated by helicopters. The location and operation of helicopter landing areas will be managed to avoid adverse effects on the amenity values of the area, particularly those areas in the vicinity of the approach path. Helicopter landing areas will be a Discretionary Activity in all activity areas to achieve this.

The rules do not apply to situations where infrequent landings and takeoff occur, such as for emergency purposes, media coverage, visits for special events and trips associated with a fair. The safety requirements for these situations are the responsibility of the pilot and monitoring is maintained by the Civil Aviation Authority. Civil Aviation requirements set the safety standards for airborne operations and on-ground facilities.

14A(v) 2 Rules

14A(v) 2.1 Discretionary Activity

- (a) A proposal in all activity areas to establish a helicopter landing area or substantially alter an existing helicopter landing area in terms of character, scale and intensity.

14A(v) 2.1.1 Assessment Matters for Discretionary Activity

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) In addition to the above the following matters will be taken into account:
- (i) Compliance with Civil Aviation Authority Procedures:
The Civil Aviation Authority shall be notified of any proposed helicopter landing area, in terms of the rule Part 157 Notification of Construction, Alteration, Activation and Deactivation, prior to applying for a helicopter landing area or substantial alterations to an existing helicopter landing area.
 - (ii) Aerial Access to Helicopter Landing Area:
Helicopter landing areas are acceptable where access to the site can be gained without flying over a residential area. Where this is not possible, the approach paths to and from the helicopter landing area shall be located to ensure that residential and open space areas are not overflown at a height lower than 300 metres above ground level at that point.
 - (iii) Proximity to Other Activity Areas:
 - No helicopter landing area is acceptable within 50 metres of any boundary with a residential activity area and educational facility.
 - No helicopter landing area is acceptable within 50 metres of any road reserve.
 - No helicopter landing area is acceptable within 100 metres of any public walking track in a General and Passive Recreation Activity Area.

- (iv) Impact on Amenity Value of the Area:
- Dust - All landing areas shall be sealed, surfaced or appropriately managed to ensure that there are no adverse effects from dust.
 - Odour and Fumes - All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour nor fumes at or beyond the site boundary.
 - Lightspill and Glare - All activities shall be undertaken so as to avoid all unreasonable light spill and glare (light reflection).
- (v) Impact on Existing Buildings in the Vicinity of the Helicopter Landing Area:
The proposal shall address the likely effect of the use of the helicopter landing area on existing buildings in the vicinity of the approach path in terms of noise, vibration, dust, and visual effects.
- (vi) Frequency of Use:
Maximum number of flights per day will be assessed on the following criteria:
- Traffic generation;
 - Visual impact;
 - Type of helicopter;
 - Noise - the sound exposure level of a landing, idle, and takeoff event will be measured against the background noise level of the landing site using NZS 6807:1994 entitled "Noise Management and Land Use Planning for Helicopters Landing Areas"; and
 - Adverse effects on the amenity value of the area.
- (vii) Hours of Operation:
No takeoffs or landing shall occur between the hours of 10.00pm and 7.00am except for emergency use.
- (viii) Cumulative Effect:
No helicopter landing area shall be established within 500 metres of any existing helicopter landing area.
- (ix) Other Permitted Activity Conditions:
Compliance with other relevant Permitted Activity Conditions.

14A(i)-(v) 3 ANTICIPATED ENVIRONMENTAL RESULTS

- (a) Accommodation of an efficient transport system which provides for the movement of people and goods in a safe, convenient and efficient manner.
- (b) Effective separation of through and local access traffic in local areas.
- (c) Maintenance of a safe and efficient roading network through the provision of on site parking, loading and unloading facilities, and manoeuvring space.
- (d) Avoidance or mitigation of adverse transport generated effects on the local environment.