Waitaki Transport Provisions – NZTA Recommended Amendments

High Trip Generating Activities

TRAN-R4	**Vehicle trip generating activities**	
All zones	**Activity status: Permitted** **Where:** PER-1 The thresholds set out in Table 6 – High Trip Generator Thresholds are not exceeded.	**Activity status when compliance is not achieved: Restricted Discretionary** **Where:** RDIS-1 Compliance is not achieved with PER-1 **Matters of discretion are restricted to:** ~~1. the matters in TRAN-P1.~~ 1. Integrated Transport Assessment Lite Threshold the following matters: a. Effects on the sustainability, safety, efficiency, effectiveness and accessibility of the immediately adjacent transport network. 2. Integrated Transport Assessment Full Threshold the following matters: a. Effects on the sustainability, safety, efficiency, effectiveness and accessibility of the affected transport network, including cumulative effects from incremental changes to the activity on the site or sites, including the matters listed in TRAN-P1. *Note: Section 88 Information Requirements for Applications: Pursuant to s88 of the RMA any application for activities made under this provision must provide, in addition to the standard information requirements, an integrated transport assessment.*

Table 6 – High trip generator thresholds

Activity	**Threshold for National (SH1), Arterial, Primary Collector, and Secondary Collector**	**Threshold for Access Road (including access low volume)**
Residential activity	60 dwellings	25 dwellings
Hospital	5,100 m2 GFA	2,100 m2 GFA
All other health care	1,000 m2 GFA	410 m2 GFA
Commercial/retail activity unless otherwise stated	3,500 m2 GFA	1,400 m2 GFA
Drive through activities, including service stations	120 m2 GFA	50 m2 GFA
Entertainment and hospitality activity	800 m2 GFA	300 m2 GFA
Motor vehicle repair and servicing	8,100 m2 GFA	3,200 m2 GFA
Motor vehicle sales	3,600 m2 site area	1,400 m2 site area
Veterinary clinics	1,200 m2 GFA	500 m2 GFA
Visitor accommodation	100 beds	40 beds
Community facility (excl. hospital and healthcare) or recreational activity	230 person design occupancy on site at any one time	90 person design occupancy on site at any one time
Childcare services	160 children	65 children
Primary schools	350 students	140 students
Secondary schools	1,500 students	600 students
Tertiary education services	360 FTE students	140 FTE students
Emergency service facilities	50 equivalent car movements per hour or 250 equivalent car movements per day	50 equivalent car movements per hour or 250 equivalent car movements per day
Industrial activity unless otherwise stated	6,300 m2 GFA	2,500 m2 GFA
Warehousing, storage and lock up facilities	12,500 m2 GFA	5,000 m2 GFA
Any other activity or combination of activities	500 equivalent car movements per day	200 equivalent car movements per day

Note: Equivalent car movement (ECM): 1 ECM = 1 car /light vehicle movement, 3 ECM = 1 heavy commercial vehicle movement, 5 ECM = 1 combination heavy commercial vehicle movement.

Activity Type	**Integrated Transport Assessment Lite Threshold**	**Integrated Transport Assessment Full Threshold**
Residential (permanent, including retirement village, and visitor accommodation)	30 dwellings/units	120 dwellings/units
Education	100 students	300 students
Office	1,250m2 GFA	4,000m2
Retail (non-drive-through)	500m2 GFA	1,000m2
Retail (drive-through)	Any drive-through component	Effects are likely to extend beyond local scale or materially affect pedestrian safety/walkability, even if traffic volumes are modest.
Industrial Warehousing / Storage	5,000m2 GFA	10,000m2 GFA
Industrial Other	2,500m2 GFA	5,000m2 GFA
Mixed Use Sites	Where the development in aggregate exceeds the scale of the above thresholds (this may be proportionate eg. 15 dwellings plus 250m2 GFA retail would be approximately equivalent to 30 dwellings or 500m2 GFA retail).	Where the development in aggregate exceeds the scale of the above thresholds.
Other Activities	20 vehicle trips in any one hour	100 vehicle trips in any one hour or 1000 vehicle trips per day.

Vehicle Crossings

TRAN-R1	Vehicle crossings onto roads (excluding state highways with a legal speed limit of 70km/hr or greater)	
All zones	**Activity status: Permitted** **Where:** PER-1 All of the following standards are complied with where relevant; 1. TRAN-S6 Service stations and truck stops; 2. TRAN-S13 Width and number of vehicle crossings onto roads;	**Activity status when compliance is not achieved: Restricted Discretionary** **Where:** RDIS-1 Compliance is not achieved with PER-1

	3. TRAN-S14 Formation and sealing of vehicle crossings; 4. TRAN-S15 Distance between vehicle crossings and road intersections; 5. TRAN-S16 Sight distances from vehicle crossings; 6. TRAN-S17 Vehicle crossings and railway crossings.	**Matters of discretion are restricted to:** 1. the matters of discretion listed in any of the standards TRAN-S6, TRAN-S13, TRAN-S14, TRAN-S15, TRAN-S16 and/or TRAN-S17 that are not complied with. Note: Section 88 Information Requirements for Applications: Pursuant to s88 of the **RMA**, any application for activities made under these provisions for non-compliance with TRAN-S17, must provide, in addition to the standard information requirements, evidence of engagement with **KiwiRail**.

TRAN-RX	Vehicle crossings onto state highways with a legal speed limit of 70km/hr or greater	
All zones	Where: **PER-1** All of the following standards are complied with where relevant; 1. TRAN-S13 Number of vehicle crossings; 2. TRAN-S14 Formation and sealing of vehicle crossings; 3. TRAN-S15 Distance between vehicle crossings and road intersections; 4. TRAN-S16 Sight distances from vehicle crossings; and 5. TRAN-S17 Vehicle crossings and railway crossings.	**Activity status when compliance is not achieved:** **Restricted Discretionary** **Where:** RDIS-1 Compliance is not achieved with PER-1 Matters of discretion are restricted to: 1. The matters of discretion listed in any of the standards TRAN-S13, TRAN-S14, TRAN-S15, TRAN-S16 and/or TRAN-S17 that are not complied with. Note: Section 88 Information Requirements for Applications: Pursuant to s88 of the **RMA**, any application for activities made under these provisions for non-compliance with TRAN-S17, must provide, in addition to the standard information requirements, evidence of engagement with **KiwiRail**.

TRAN-S13 Width and number of vehicle crossings onto roads	
1. Every lot with direct vehicle access to a road or vehicle access lot must provide a complying vehicle crossing; 2. the maximum number of vehicle crossings per site must not exceed the number set out in Table 9 – Maximum number of vehicle crossings; 3. the minimum distance between any two vehicle crossings on the road frontage of one site must be no less than 7m; 4. any vehicle crossing must not have a gradient exceeding 1:8; 5. any vehicle crossing must comply with the crossing widths set out in Table 10 – Vehicle crossing widths, except: a. the crossing width for use predominantly by a Truck and Trailer unit must be 12m. *Note: All new vehicle crossings that intersect a State Highway require the approval of ~~Waka Kotahi~~ New Zealand Transport Agency, under the Government Roading Powers Act 1989.* *Where a fire appliance is not able to reach either a house or the source of a firefighting hydrant, the vehicle crossing must comply with the dimensions for fire appliances for developments contained in SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice.* *Number of vehicle crossings onto state highways with a legal speed limit of 70km/hr or greater:* 6. No more than one vehicle crossing to the state highway. *Note: All new vehicle crossings that intersect a State Highway require the approval of New Zealand Transport Agency, under the Government Roading Powers Act 1989.*	**Matters of discretion are restricted to:** 1. the safety and movement of pedestrians, cyclists, public transport and general traffic; and 2. any mitigation measures proposed; and 3. the operation of public transport services; and 4. the formation and sealing of the vehicle crossing; and 5. the operation of the transport network; and 6. any loss of on-street parking; and 7. whether the width of vehicle crossing is sufficient for fire appliances to access the lot(s) and associated structures.

TRAN-S14 Formation and sealing of vehicle crossings	
1. All vehicle crossings onto a sealed road, a sealed footpath or sealed service lane must be sealed in accordance with the requirements in this standard; 2. the surface of all vehicle crossings that are not to a State Highway must either be: a. constructed to comply with the Waitaki District Standard Specification for the Construction of New Vehicle Entrances; or b. constructed as per the following: i. constructed on a well drained subgrade, developed to give a California Bearing Ratio (CBR) of not less than 12 with a minimum of 150mm of	**Matters of discretion are restricted to:** 1. the adequacy of the materials used to construct the surface; and 2. any mitigation proposed; and 3. the potential for materials to be carried onto the surface of sealed roads, sealed footpaths or sealed service lanes; and

compacted AP65 basecourse and 100mm of compacted M4/AP40 basecourse layer; and

ii. sealed with two coat Grade 4/Grade 5 chip seal or M10 hot mix asphalt; and

iii. in locations where there is no existing kerb or channel, provided with a concrete culvert with a wetted cross section of not less than 80% of the wetted cross section of the existing channel on the down-stream side of the vehicle crossing; and

iv. not be surfaced in concrete;

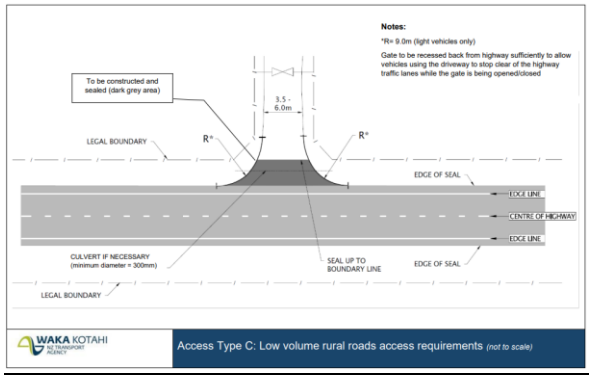
3. the area to be surfaced in accordance with clause 2 must include:
   a. the full width of the vehicle crossing or service lane;
   b. between the edge of the carriageway to the road boundary;
   c. the first 5.5m of the access within the site (as measured from the road boundary);
4. ~~the surface of all vehicle crossings onto a State Highway must be formed and surfaced in accordance with Waka Kotahi New Zealand Transport Guidelines.~~

Formation of vehicle crossings to a state highway with a legal speed limit of 70km/hr or greater

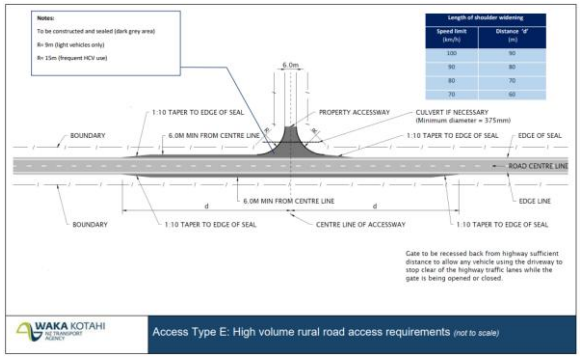
4. The vehicle crossings are formed and sealed in accordance with the following:

Heavy Vehicle movements per week	Average daily traffic volume (ECMs)	Design Standard
≤ 1	0 – 50	Access Type C (Diagram X)
> 1	51 – 200	Access Type E (Diagram X)

Diagram X – Access Type C



4. any adverse effects on the amenity values of adjoining sites arising from the provision of unsealed vehicle crossings; and
5. dust and noise resulting from unsealed surfaces.

Diagram X – Access Type E  	

TRAN-S15 Distance between vehicle crossings and road intersections	
1. the distance between new vehicle crossings and road intersections must be at least the distance shown in Table 11 – Minimum distance between vehicle crossings and road intersections; 2. the distance is to be measured from the legal boundary of the intersecting road to the edge of the vehicle crossing.	**Matters of discretion are restricted to:** 1. the safety and movement of pedestrians, cyclists, public transport and general traffic; and 2. any mitigation measures proposed; and 3. the operation of the transport network.
Distance between vehicle crossings to a state highway with a legal speed limit of 70km/hr or greater 3. the distance between new vehicle crossings and road intersections onto a state highway must be at least the distance shown in Table X – Minimum distance between vehicle crossings and road intersections on a state highway with a legal speed limit of 70km/hr or greater.	

Table X - Minimum distance between vehicle crossings and road intersections on a state highway with a legal speed limit of 70km/hr or greater

Legal Speed Limit (km/hr)	Desirable Spacing (m)
70	115
80	150
90	180
100	210

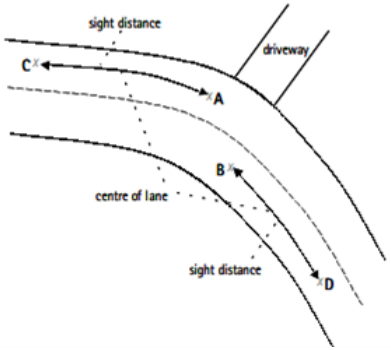
TRAN-S16 Sight distances from vehicle crossings	
1. Any vehicle crossing onto a road other than a state highway <u>with a legal speed limit of 70km/hr or greater</u>, must comply with the minimum sight distances set out in Table 12 – Minimum sight distances from vehicle crossings; 2. ~~Any vehicle crossing on to a state highway must comply with the minimum sight distances set out in Table 13 – Minimum sight distances from vehicle crossing on to a state highway;~~ 2. notwithstanding Clauses 1. and 2. above, all vehicle orientated commercial activities must comply with the minimum sight distances set out in Table 14 – Minimum sight distances from vehicle crossings – vehicle orientated commercial activities; 3. all sight distance measurements must be undertaken in accordance with Diagram 3 – Vehicle Crossing Sight Distances below. 4. **Diagram 3 – Vehicle Crossing Sight Distances**  *<u>Sight distances for vehicle crossings to a state highway with a legal speed limit of 70km/hr or greater</u>* 5. <u>Any vehicle crossing on to a state highway with a legal speed limit of 70km/hr or greater must comply with the minimum sight distances set out in Table 13 – Minimum sight distances from vehicle crossing on to a state highway;</u> 6. <u>Sight distance measurements must be undertaken in accordance with Diagram X – State Highway Vehicle Crossing Sight Distances below.</u>	**Matters of discretion are restricted to:** 1. The safety and movement of pedestrians, cyclists, public transport and general traffic; and 2. any mitigation offset or compensation measures proposed; and 3. the operation of the transport network.

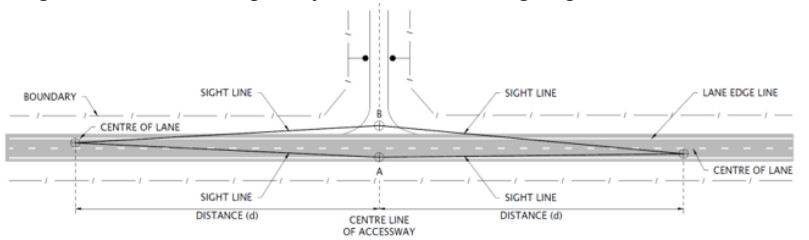
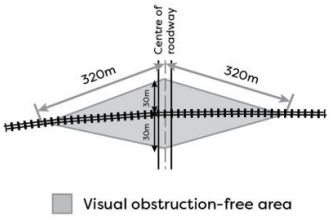
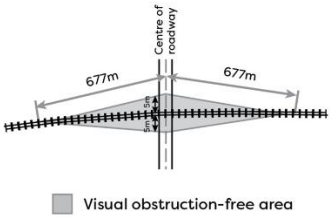
Diagram X – State Highway Vehicle Crossing Sight Distances  **Point A -** Edge line **Point B –** 3.5 metres from white lane edge line **Notes** • Sight distances shall be measured 1.10m (motorists eyes level) above the finished surface of the accessway and 1.1m above the highway • There shall be no obstructions to visibility inside the area bounded by the sightlines	

Table 13 – Minimum sight distances from vehicle crossings on to a state highway with a legal speed limit of 70km/hr or greater

Legal speed limit (km/hr)	Minimum sight distance (m)
70	181
80	226
90	262
100	300

TRAN-S17 Vehicle crossings and railway crossings	
1. Any new vehicle crossing must be located a minimum of 30m from a railway level crossing, as measured from the closest rail track to the edge of the vehicle crossing; 2. where a railway level crossing is controlled by stop signs or give way signs, any buildings, structures, vegetation or other visual obstructions must not be located within the approach sightlines or restart sightline areas, as shown in the shaded areas of Diagram 4 and Diagram 5 below.	**Matters of discretion are restricted to:** 1. the safety and efficiency of rail and road operations; and 2. whether a grade separated crossing will be provided; and 3. any mitigation measures proposed; and 4. visibility and safe sight distances for vehicles using the level crossing.

Diagram 4 - Approach Sightlines  **Diagram 5 - Restart Sightlines**  *Note: KiwiRail should be consulted.*	