

7.4. Access

7.4.1. Activities having frontage or access to a strategic route which is a State Highway (as listed in Part 12) shall comply with the following standards, while those activities that have frontage or access to a strategic route which is a non-State Highway (as listed in Part 12) shall comply with Council's roading standards:

7.4.1.1. The minimum sight distances from an access, the location of property access relative to intersection and the minimum spacing between adjacent property accesses onto or off a strategic route which is a State Highway shall be as specified in Tables 7.1(a) and 7.1(b).

7.4.1.2. Where the activity does not comply with the performance criteria in Table 7.1(a) or Table 7.1(b) or, the activity generates more than 60 vehicle movements per day, the activity will be assessed as a limited discretionary activity.

When considering an application for consent the Council shall restrict its discretion to the following:

- Whether the crossing is sufficiently remote from an intersection having regard to traffic volumes on the roads, the 85th percentile speed of vehicles on the roads, and any other factors that will prevent congestion and confusion between vehicles turning at the crossing or at the intersection.
- Whether there is a need to separate entry and exit in order to reduce potential traffic confusion and congestion.
- Whether the physical form of the road will minimise the adverse effects of access, for example whether the road offers good visibility; the presence of a solid median to stop right hand turns; or a flush median to assist right hand turns.
- Whether particular mitigation measures such as a deceleration lane are required due to the speed and volume of vehicles on the road.
- The design of the crossing in relation to the ability of traffic exiting the site to safely enter the traffic stream.
- Whether there is adequate queuing and parking space on site so that vehicles do not queue over vehicle crossings.
- The design of the crossing in relation to pedestrian and cyclist safety.
- The effects of the location of the access on the amenity and safety of neighbouring properties.
- Any cumulative effects of the introduction of extra access points in relation to access for other activities in the vicinity.
- Any cumulative effects of extra access points on the function of the frontage road(s) in terms of its position in the roading hierarchy.

- Whether the speed environment on the road, as determined by the 85th percentile speed data, is such that the sight distance standards in the Plan can be safely reduced.

Note: A limited discretionary resource consent application for access on to a state highway may be considered without notification or the need to obtain a written approval of affected parties excepting that of New Zealand Transport Agency.

Table 7.1(a) Property Access Performance Criteria Where Traffic Generation Is Less Than 30 Vehicle Movements Per Day

Posted (Legal) Speed Limit (km/h)	Minimum Sight Distances (m) See Diagram A	Location of Property Access Relative to Intersection. See Diagram B			Minimum Spacing between Adjacent Property Accesses (on same or opposite frontages) Distance N see Diagram B (m)
		Minimum Distance K (m)	Minimum Distance L (m)	Minimum Side Road Distance M (m)	
50	85	15	20	15	7.5* or 15**
60	115	30	40	20	20
70	140	60	100	30	40
80	170	90	120	30	100
100	250	150	200	30	200***

Table 7.1(b) Property Access Performance Criteria Where Traffic Generation Is Between 30 and 60 Vehicle Movements Per Day

Posted (Legal) Speed Limit (km/h)	Minimum Sight Distances (m) See Diagram A	Location of Property Access Relative to Intersection. See Diagram B			Minimum Spacing between Adjacent Property Accesses (on same or opposite frontages) Distance N see Diagram B (m)
		Minimum Distance K (m)	Minimum Distance L (m)	Minimum Side Road Distance M (m)	
50	85	20	30	20	7.5* or 15**
60	115	50	50	30	20
70	140	100	100	45	40
80	170	120	120	60	100
100	250	200	200	60	200***

- * = residential uses within 50km/hr speed zone
- ** = all other uses
- *** = on same or opposite frontages

An equivalent car movement is defined as:

1 car to and from a property = 2 equivalent car movements

1 truck to and from a property = 6 equivalent car movements

1 truck and trailer to and from a property = 10 equivalent car movements

7.4.1.3. Road intersection: the intersection kerb line, or when there is no kerb line, the nearest intersection of the two carriageways.

7.4.1.4. Access tapers, and acceleration and deceleration lanes shall be provided in accordance with Diagrams C and D.

7.4.2. Every owner or occupier of land shall provide vehicular access to the site for parking and loading over the site by provision of a vehicle crossing constructed to the boundary of the site.

7.4.3. Where vehicular access to the rear of a commercial or industrial site is possible by means of the dedication or use of a service lane, or land over which rights-of-way are held in respect of that site, such means of access shall be provided or used for parking or loading spaces in preference to any new vehicular crossing over any footpath.

Diagram A

Minimum Sight Distances.

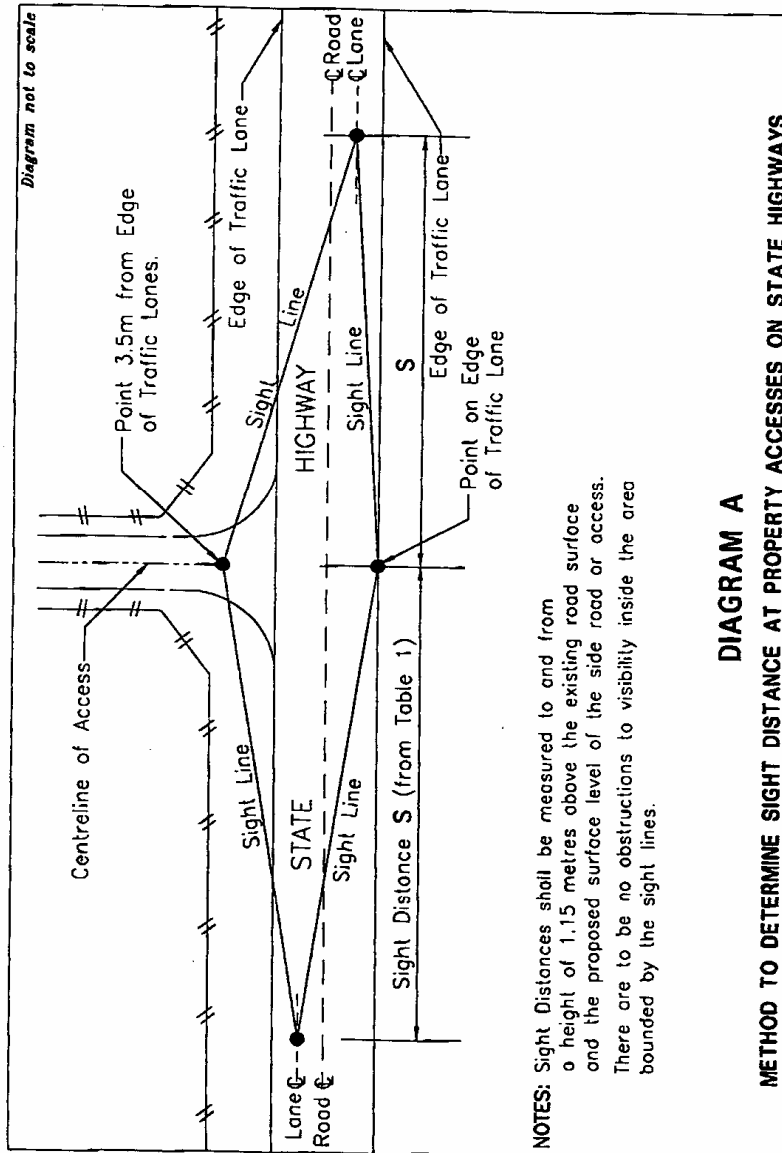
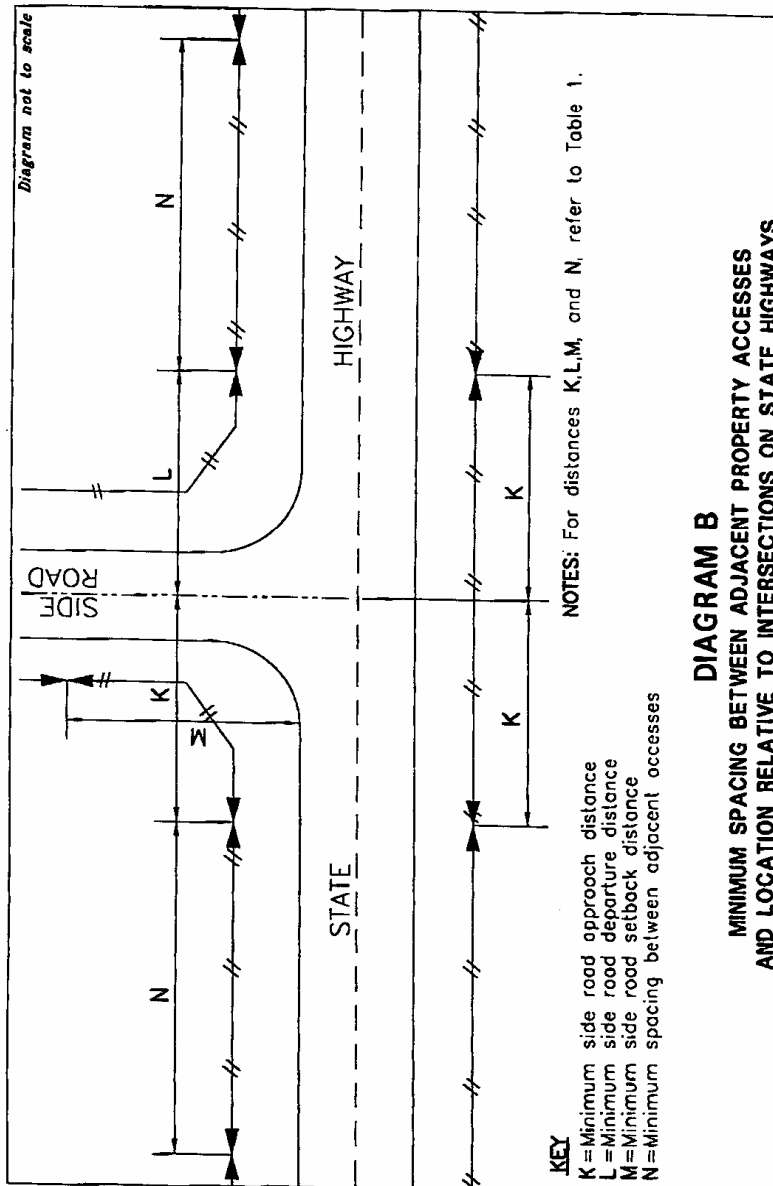


Diagram B

Minimum Spacing Between Adjacent Property Accesses



- 7.4.4. The principal access into shopping complexes and supermarkets except those with a main street frontage, must be via the off-street parking area.
- 7.4.5. Access to or from a corner site in the Urban Character Area shall not be located nearer than nine metres from the edge of the road reserve, kerb line or effective carriageway of the intersecting road, or outside the Urban Character Area, 100 metres from the effective carriageway of the intersecting road.
- 7.4.6. In respect of any existing site, no new access shall be provided from any property having frontage to a declared or proposed limited access road. Where land abutting a declared or proposed limited access road is being subdivided, every additional allotment proposed to be located shall have frontage and access to an alternative legal road.
- 7.4.7. Access strips shall be to the following standards in the Urban Character Area:
- 7.4.7.1. width 3.5m to one rear allotment
 - 7.4.7.2. width 4.0m to two or three allotments
 - 7.4.7.3. width 5.0m to four or more rear allotments
 - 7.4.7.4. maximum length shall not exceed 60m.
- 7.4.8. All parking, loading and trade vehicle storage areas with access to strategic routes shall be designed to ensure that there is adequate turning space on site so vehicles are not required to reverse either onto or off the site.
- 7.4.9. Reductions in these standards will require an application for a resource consent as a discretionary activity.
- 7.4.10. Where there is unformed legal road, the activities which may establish on that land are the same as those permitted for the zone, subject to agreement with the owner of the road and road reserve. The only other activities which may be carried out on land gazetted, or reserved for road are defined in Part 7 as permitted activities. On road vested in Council, a road closure may be required before any development can occur.
- 7.4.11. Access to any subdivision and development in the Sergeants Hill Industrial Area from State Highway 67 shall be limited to access as identified on the Concept Plan in Part 5.2.6.7. Such access shall be constructed in accordance with the design specifications published in the Austroads document "*Guide to Traffic Engineering Practice Part 5: Intersection at Grade*" to provide a right turn bay and left turn lane. Non-compliance with this standard shall be a discretionary activity.

7.4.12. Explanation/Reasons

- 7.4.12.1. Safety is a prime concern for the operation of the roading network and the standards aim to reduce any undue interference with, or obstruction of, traffic flows and other road users, vehicles entering or leaving the road traffic stream. The potential for increases in the number of vehicle crossings and confusion over exit and entry points to a site will be reduced. Reductions in these standards will require an application as a discretionary activity.
- 7.4.12.2. Safety is also a prime concern in situations where vehicle or pedestrian access is required across the rail corridor. The Railway Safety and Corridor Management Act 1991 shall be taken into account when assessing applications.
- 7.4.12.3. The Sergeants Hill Industrial Area is of a scale that traffic generation will have a significant impact on the State Highway if access is not provided at an appropriate location, and to an appropriate standard to deal with the effects of full development. Access to the Area is limited to one point on the State Highway (identified in the Concept Plan in Part 5.2.6.7) and ensures that the standard and design is appropriate to address the adverse traffic effects of the Area.

Diagram C

Accesses On Rural State Highways Where Traffic Generation Is Less Than 30 Vehicle Movements Per Day

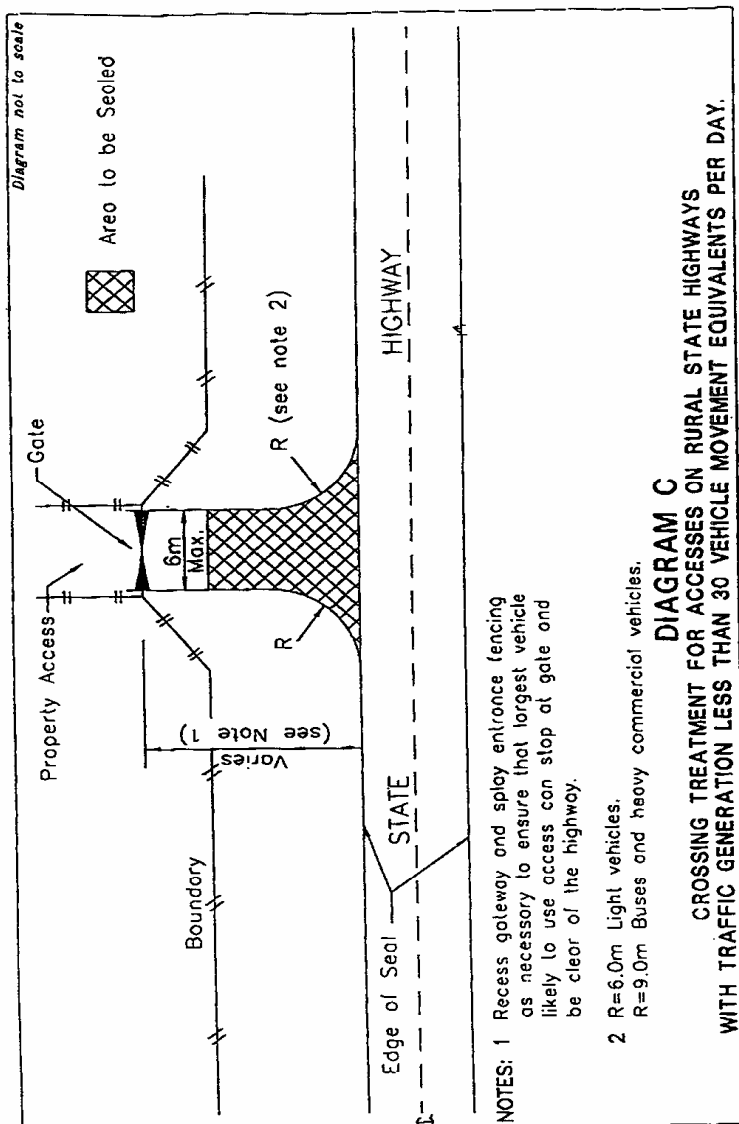


Diagram D

Accesses On Rural State Highways Where Traffic Generation Is Between 30 And 60 Vehicle Movements Per Day

