

## 47 Road Transport Rules

### 47.1 Introduction

This chapter contains rules applicable to activities in all Environments. Road Transport rules (including parking and loading, and vehicle crossing standards) are stated in the rule table below. Principal reasons for the rules are stated after the rule table. In addition to the rules in this chapter, New Zealand Transport Agency regulates access to, and the use, of State Highways.

### 47.2 Transportation Rules - All Environments

#### 47.2.1 Parking and Loading

<p>Any activity is <b>permitted</b> if:</p> <ul style="list-style-type: none"> <li>a) Off-street parking spaces, loading bays and associated manoeuvring areas, are provided in accordance with Appendix 6A and constructed in compliance with Whangarei District Council's Environmental Engineering Standards 2010; and</li> <li>b) Vehicles are not required to undertake more than one reverse manoeuvre when manoeuvring in or out of any required vehicle parking space or loading bay; and</li> <li>c) Parking spaces and loading bays are not located on any access, manoeuvring area or outdoor living court and they remain unobstructed at all times; and</li> <li>d) Parking spaces and loading bays are located on the same site as the activity for which they are required; and</li> <li>e) All work is undertaken in accordance with the Engineering Performance Standards in Appendix 9.</li> </ul>	<p>Any activity that does not comply with a condition for a permitted activity is a <b>restricted discretionary</b> activity.</p> <p><b>Discretion is restricted to:</b></p> <ul style="list-style-type: none"> <li>i. Parking space numbers;</li> <li>ii. Availability of parking spaces;</li> <li>iii. Parking area location;</li> <li>iv. Parking area design;</li> <li>v. Parking spaces for people with disabilities;</li> <li>vi. Loading areas;</li> <li>vii. Access design;</li> <li>viii. Safety for pedestrians;</li> <li>ix. Location of activity;</li> <li>x. Type and frequency of use;</li> <li>xi. Efficiency and safety of roads;</li> <li>xii. On-site manoeuvring.</li> </ul>
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#### 47.2.2 Parking for the Disabled (Refer to Policy 22.4.9 approved Plan Change 96)

#### 47.2.3 Gradient of Parking and Access (deleted)

#### 47.2.4 On-Site Manoeuvring

<p>Any activity is <b>permitted</b> if:</p> <p>On-site manoeuvring is provided to ensure that no vehicle is required to reverse either onto, or off, a site where:</p> <ul style="list-style-type: none"> <li>a) The site has vehicle access to a State Highway, arterial or collector road; or</li> <li>b) The site requires 3 or more vehicle</li> </ul>	<p>Any activity that does not comply with a condition for a permitted activity is a <b>restricted discretionary</b> activity.</p> <p><b>Discretion is restricted to:</b></p> <ul style="list-style-type: none"> <li>i. Manoeuvring areas;</li> <li>ii. On-site manoeuvring;</li> </ul>
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<p>parking spaces; or</p> <p>c) The site is a rear site, or access is provided by a shared access.</p>	<p>iii. Pedestrian safety;</p> <p>iv. Traffic safety and visibility;</p> <p>v. Type and frequency of use.</p>
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**47.2.5 Queuing Space (Deleted)**

**47.2.6 Lighting**

<p>Any activity is <b>permitted</b> if:</p> <p>a) In a Business Environment, parking and loading areas, (excluding those for residential activities), which are used at night, are illuminated to a minimum maintained level of 5 Lux.</p>	<p>Any activity that does not comply with a condition for a permitted activity is a <b>restricted discretionary</b> activity.</p> <p><b>Discretion is restricted to:</b></p> <p>i. Illumination;</p> <p>ii. Surface of parking and loading areas;</p> <p>iii. Pedestrian safety;</p> <p>iv. Traffic safety and visibility;</p> <p>v. Type and frequency of use.</p>
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**47.2.7 Formation Standards (Deleted)**

**47.2.8 Vehicle Crossings (Deleted)**

**47.2.9 Shared Access Widths (Deleted)**

**47.2.10 Road formation (Deleted)**

**47.2.11 Engineering Standards**

<p>An activity is a <b>permitted</b> activity if:</p> <p>a) It complies with all the relevant Standards set out in Whangarei District Council’s Environmental Engineering Standards 2010.</p> <p><b>Note:</b> Written approval from the NZ Transport Agency will be requested for any proposal in the vicinity of the State Highway network should Council consider that the State Highway is potentially adversely affected.</p>	<p>Any activity that does not comply with a condition for a permitted activity is a <b>restricted discretionary</b> activity:</p> <p><b>Discretion is restricted to</b> those matters that do not comply with the Whangarei District Council’s Environmental Engineering Standards 2010.</p>
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**47.2.12 Living Overlay**

	<p>a) The construction of two or more residential units or any subdivision on a site within the Living Overlay is considered a restricted discretionary activity.</p>
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	<p><b>Discretion is restricted to:</b></p> <p>i. <i>The extent to which the additional allotments or residential units appropriately address effects on the transportation network, including through:</i></p> <ul style="list-style-type: none"> <li>• <i>The current or future provision of a well-connected street and transport network.</i></li> <li>• <i>Facilitation of walking, cycling and public transport.</i></li> <li>• <i>Methods to manage significant localised traffic effects.</i></li> </ul>
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### 47.3 Principal Reasons for Rules / Explanations

#### **Parking and Loading**

Where an activity established on a site or buildings are altered, off-street parking and loading/unloading areas for vehicles using the site must be provided. The provision of off-street parking for each activity minimises the adverse effects on the safety and efficiency of the adjoining road network, inconvenience and loss of amenity to surrounding sites from on-street parking and vehicle manoeuvring. On-site parking needs to be available for staff, residents, and service vehicles to minimise the need for vehicles to park on roads.

For most Environments the parking requirements have been categorised under broad activity headings, each of which generates different parking requirements.

The parking requirements for developments in the Whangarei Central Business District differ from the rest of the district, recognising the difficulties in providing a significant number of car parking spaces on small and restricted sites, and the presence of public parking areas.

The residential requirement for on-site parking helps to protect the safety and efficiency of the road network and reduces adverse effects on amenity.

It is necessary for parking spaces to be located on the same site as the activity for which they are required, so as to provide parking for staff and visitors. Parking and manoeuvring spaces should remain clear and unobstructed to ensure they can achieve their purpose. Similarly, these should not be located in any outdoor living court, as parking or manoeuvring in such areas will detract from their amenity values.

Parking spaces are to be set back from road boundaries in order to maintain the amenity of the streetscape, space for landscaping and to ensure that loading/unloading and cleaning of vehicles does not impact on the public road.

#### **On-Site Manoeuvring**

Vehicles reversing onto busy roads can result in significant adverse effects on traffic safety. It is therefore important that, in these circumstances, on-site manoeuvring is provided.

**Lighting**

Where car parking areas are used at night, it is important to provide some lighting for traffic safety, and the security of people and vehicles. A minimum level of 5 lux will provide such lighting, while preventing the adverse effect of light spill onto adjoining properties.

**New Roads**

Where roads are to be provided, these should be of a legal width and formation standard sufficient to serve the type of road and annual average daily vehicle trips (Sheet 4 of the Whangarei District Council's Environmental Engineering Standards 2010).

## Revision and Sign-off Sheet

Date Approved	Editor	Paragraph	Change Reference	Decision Date	Approved By
4 October 2007	FP	47.2.1	Plan Change 50 - Parking and Loading	ES 20 September 2007	PW
4 October 2007	FP	47.2.10b	Plan Change 50 - Road Formation	ES 20 September 2007	PW
4 October 2007	FP	47.3	Plan Change 50 - amendment of definition Parking and Loading and New Roads	ES 20 September 2007	PW
4 March 2009	FP	47.21.1	Underlining of Ref to Appendices removed to avoid confusion with hyperlinks		PW
12 May 2010	FP	47.2.2	Plan change 96 - Approved deletion of Rule 47.2.2. Refer to addition of Policy 22.4.9	ES 12 May 2010 – Operative 25 May 2010	PW
14 September 2010	FP	Reference to Chapter 2.3.3	Plan Change 106 - consequential changes, this provision no longer exists	Record 10/96471	PW
12 October 2011	FP	47.2.4	Approved Plan Change 76 – deletion and addition of rules	12 October 2011 Operative on 26 October 2011	PW
2 November 2011	LB	47.2.1, 47.2.7 – 47.2.11	Editorial corrections Alignment of headings.		PW
12 September 2012	LB	47.3	Plan Change 123B Referencing of EES 2010 Consequential Changes.	Operative date 25 September 2012	PW
27 June 2018	AM	47.2.12	Plan Change 86B	Operative date 5 July 2018	MM

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