

Transport (TRA)

Issues

The transport network in Whangārei is essential in facilitating the accessibility and efficient functioning of the District and the Region. The transport network includes public and private [roads](#), railways, [access](#) ways, service lanes, active and public transport lanes and parking and loading areas. The network provides for the movement of people and goods throughout the District, creates a service corridor for [network utility operators](#), and is a public space that people can identify with and use to interact. The transport vision for Whangārei is a safe and efficient transport network that promotes a range of transport choices and supports the vitality, liveability and connectivity of the District and its communities.

Historic scattered patterns of development have led to a high dependency on private motor vehicles for transportation needs and have caused inefficiencies in providing transport network improvements. Similarly, ad hoc development has often led to fragmented and inefficient [transport infrastructure](#). The interrelationship between transport and [land](#) use planning is therefore fundamental to achieving Whangārei's transport vision.

Whangārei's future growth expectation is for consolidated and compact urban development. Planning for growth in a consolidated and compact manner allows transport priorities to be established and [transport infrastructure](#) to be more efficiently provided. Consolidated and compact development and responsible land use planning can also promote a variety of transport methods, including walking, cycling and public transport, and can help reduce the reliance on private motor vehicles within the District.

While the District Plan promotes alternative modes of transportation and reduced dependency on private motor vehicles, mobility through private motor vehicle usage will continue to be provided for. Therefore, it is important to establish clear standards and expectations for the transport network, and promote its safe, efficient, accessible and convenient use. Where potential future [transport infrastructure](#) needs are identified, indicative [roads](#) and strategic [road](#) protection areas are mapped to provide for and safeguard future transport needs.

The establishment, maintenance and use of transport network assets such as parking areas, footpaths, cycleways and [roads](#) can cause adverse [effects](#) on the surrounding [environment](#) such as reducing [amenity values](#), increasing impervious surfaces and increasing noise levels. The transport network and [transport infrastructure](#) can contribute positively or negatively to an area. Therefore, urban design should be considered when constructing transport network assets while also balancing Whangārei's practical transportation needs.

The management of parking and loading is important to the safe and efficient functioning of the transport network. It is important that parking and loading are provided and managed in a manner that supports the efficient use of [land](#) and is compatible with surrounding amenity and is flexible for diverse living choices. Car parking can also be managed to have an influence on reducing private motor vehicle use.

The safe and efficient operation of the transport network can be adversely affected by adjacent [land](#) use activities, development and [subdivision](#). Activities or [subdivisions](#) which may result in too many accesses or may generate higher amounts of traffic than anticipated must be well integrated with the transport network to manage adverse [effects](#).

Objectives

TRA-O1 – Transport Network

Provide and maintain a safe, efficient, accessible and sustainable transport network while avoiding, remedying or mitigating adverse [effects](#) on the [environment](#), adjoining [land](#) uses and the surrounding amenity and character.

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TRA-O2 – Integrate Transport and Land Use Planning	Integrate land use and transport planning to ensure that land use activities, development and subdivision maintain the safety and efficiency of the transport network.
TRA-O3 – Active and Public Transport	Encourage and facilitate active transport and public transportation.
TRA-O4 – Safety and Efficiency	Provide suitable and sufficient vehicle crossings , access , parking, loading and manoeuvring areas that minimise adverse effects on the safe, effective and efficient functioning of the transport network.
TRA-O5 – Urban Design	Design and locate transport infrastructure in a manner that is consistent with the amenity and urban design outcomes anticipated for the zone.
TRA-O6 – Future Growth	Ensure that future growth can be supported by appropriate transport infrastructure .

Policies

TRA-P1 – Design, Construction and Maintenance	<p>To design, construct and maintain roads, cycleways, walkways, public transport infrastructure, car parks and pedestrian access in a manner that:</p> <ol style="list-style-type: none"> 1. Provides a safe and efficient transport network. 2. Enables the efficient provision of network utility infrastructure while providing for suitable streetscape amenity including lighting and landscaping. 3. Has regard to the future capacity and growth of the transport network. 4. Is multi-modal and provides for the needs of all users, as appropriate for the surrounding environment and the function of the road within the transport network hierarchy. 5. Avoids no exit roads where through roads and connected networks can be designed, particularly in commercial and industrial areas. 6. Provides pedestrian and cyclist access to connect roads and public spaces where they would offer a shorter route. 7. Ensures access to multiple allotments is constructed to an acceptable standard and vested as a public road where appropriate. 8. Appropriately manages stormwater to ensure the risk of flooding is not increased and water quality is maintained.
TRA-P2 – Roads	<p>Allow new public roads or major roading upgrades to public roads where the location and design of the road:</p> <ol style="list-style-type: none"> 1. Provides for the needs of all users, as appropriate for the surrounding environment and the function of the road within the transport network hierarchy. 2. Minimises adverse effects on surrounding sensitive activities, including severance effects and streetscape amenity.

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	<ol style="list-style-type: none"> 3. Maintains or enhances the safety and efficiency of the transport network. 4. Does not compromise, and where possible provides, connections to surrounding areas, particularly for buses, pedestrians, and cyclists. 5. Provides sufficient area for landscaping and tree planting in appropriate areas while balancing the need to maintain safety and provide underground services and footpaths. 6. Contributes to positive urban design outcomes within the Urban Area.
TRA-P3 – Transport Network Capacity	<p>To manage the scale and design of subdivision and development by:</p> <ol style="list-style-type: none"> 1. Ensuring that there is sufficient capacity within the transport network to cater for the proposal. 2. Requiring subdividers and developers to meet the costs of any upgrades and/or extensions to the transport network which are directly attributed to measurable impacts of the subdivision or development.
TRA-P4 – Integrated Transport Assessments	<p>To avoid remedy or mitigate adverse effects on the adjacent and wider transport network by requiring Integrated Transport Assessments for large scale developments and subdivisions.</p>
TRA-P5 – Active Transport	<p>To promote active transport by facilitating cycle and pedestrian connectivity within new subdivisions and developments and, where appropriate, to existing developments, reserves and other public spaces.</p>
TRA-P6 – Dust Nuisances	<p>To avoid dust nuisances in the Urban Area and improve amenity and accessibility by implementing formation standards for access and parking whilst managing stormwater.</p>
TRA-P7 – Access and Intersections	<p>To ensure that access and intersections are designed and located so that:</p> <ol style="list-style-type: none"> 1. Good visibility is provided. 2. Vehicle manoeuvres and public and active transport modes are appropriately accommodated. 3. They are sufficiently separated so as not to adversely affect the free flow of traffic.
TRA-P8 – Vehicle Crossings and Access	<p>To require vehicle crossings and associated access to be designed and located to ensure safe and efficient movement to and from sites for vehicles, pedestrians and cyclists by managing:</p> <ol style="list-style-type: none"> 1. Separation distances between vehicle crossings. 2. Separation distances from intersections, railway crossings and pedestrian crossing facilities. 3. Vehicle crossing sight distances. 4. The number of vehicle crossings per site. 5. The design, formation and construction standards of crossings and access.

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TRA-P9 – Parking and Loading	To require parking and loading areas and access to be designed and located to ensure safe movement on-site and safe ingress and egress of vehicles, pedestrians and cyclists by managing: <ol style="list-style-type: none"> 1. Parking and loading space dimensions and gradient. 2. The location and identification of car parking and loading spaces. 3. Manoeuvring space within the site. 4. The formation and construction standards of parking areas. 5. The design and layout of parking areas.
TRA-P10 – Bicycle Parking	To provide safe and secure bicycle parking spaces and end-of-trip facilities for activities with high numbers of employees, students or residents.
TRA-P11 – Charging Stations	To reduce emissions and enhance the sustainability of Whangārei’s transport network by providing electric vehicle charging station parking spaces where high numbers of on-site car parking spaces are provided.
TRA-P12 – Landscaping	To require landscape planting where uncovered on-site car parking is provided to improve visual amenity, navigability and stormwater management.
TRA-P13 – Indicative Roads and Strategic Road Protection Areas	To identify indicative roads and strategic road protection areas based on long term growth projections, and to require development and subdivision to have regard to effects on any indicative road or strategic road protection area.
TRA-P14 – Transport Network Hierarchy	To identify and apply a transport network hierarchy to ensure that the functions of transport network assets are recognised and protected in the management of land use and subdivision .
TRA-P15 – Rail Infrastructure	To support the safe, effective and efficient operation of the transport network by; <ol style="list-style-type: none"> 1. Discouraging new vehicle and new pedestrian rail level crossings. 2. Providing sufficient building setbacks from identified strategic railway line protection areas to ensure that buildings can be safely accessed and maintained.

Rules

TRA-R1	Any Activity Not Otherwise Listed in This Chapter
All Zones and Port Nikau Development Area	Activity Status: Permitted Where: <ol style="list-style-type: none"> 1. Resource consent is not required under any rule of the District Plan. 2. The activity is not prohibited under any rule of the District Plan.

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Parking

TRA-R2	Required Spaces and Dimensions	
<p>All Zones and Port Nikau Development Area</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> All off-street car parking spaces, loading spaces, bicycle parking spaces, end-of-trip facilities and associated manoeuvring areas are provided and constructed in accordance with TRA Appendix 1. <p><i>Note:</i></p> <ol style="list-style-type: none"> <i>Lighting requirements for parking and loading spaces are contained within the LIGHT Chapter.</i> 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> Location, size and design of parking and loading areas. The number of parking and loading spaces. Scale, management and operation of the activity as it relates to its demand for parking. The safety and efficiency of the transport network for vehicles, pedestrians and cyclists.
TRA-R3	Location and Identification	
<p>All Zones and Port Nikau Development Area</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> All car parking spaces and loading spaces are: <ol style="list-style-type: none"> Not located on any footpath, access, manoeuvring or outdoor living court area. Not located within any strategic road protection area. Permanently marked or delineated, except where they are: <ol style="list-style-type: none"> Associated with a residential unit which is not part of a multi unit development. Associated with the loading area for the fuel delivery vehicle or car parking spaces at a pump of a service station. Located in the Rural Production Zone, Natural Open Space Zone or Open Space Zone. 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> Location, size and design of parking and loading areas. The safety and efficiency of the transport network for vehicles, pedestrians and cyclists.
TRA-R4	Gradient	

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<p>All Zones and Port Nikau Development Area</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> 1. All car parking spaces, loading spaces and associated manoeuvring areas do not have a gradient steeper than: <ol style="list-style-type: none"> a. 1 in 16 for surfaces at 90° to the angle of the parking. b. 1 in 20 for surfaces parallel to the angle of the parking. 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. Location and design of parking, loading and manoeuvring areas. 2. The safety and efficiency of the transport network for vehicles, pedestrians and cyclists.
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Vehicle Crossings and Access

TRA-R5	Design and Location	
<p>All Zones and Port Nikau Development Area</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The <u>vehicle crossing</u> and <u>access</u> are provided and constructed in accordance with TRA Appendix 2. 2. A shared private <u>access</u> serves no more than 8 <u>principal residential units</u>. 3. The <u>vehicle crossing</u> is not fronting a state highway. 4. Any unused <u>vehicle crossings</u> are reinstated to match the existing footpath and kerbing. 5. The vehicle or pedestrian crossing is not over a railway corridor. <p><i>Compliance Standard:</i></p> <ol style="list-style-type: none"> 1. <i>TRA-R5.2 does not apply within the Port Nikau Development Area.</i> <p><i>Note:</i></p> <ol style="list-style-type: none"> 1. A <u>vehicle crossing</u> permit may be required. 	<p>Activity Status when compliance not achieved with TRA-R5.1 – 4: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. Location, size and design of <u>vehicle crossings</u> and <u>access</u>. 2. The safety and efficiency of the transport network for vehicles, pedestrians and cyclists. 3. The extent to which the safety and efficiency of railway and <u>road</u> operations will be adversely affected. <p>Activity Status when compliance not achieved with TRA-R5.5: Non-Complying</p>

TRA-R6	Setbacks	
<p>All Zones and Port Nikau Development Area</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The new <u>vehicle crossing</u> is located at least: <ol style="list-style-type: none"> a. 30m from a railway level crossing. 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p>

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	<ul style="list-style-type: none"> b. 8m from a dedicated pedestrian crossing facility (including pedestrian crossing, mid-block pedestrian signals, refuge islands and traffic signalled intersections). c. 2m from a separate vehicle crossing. 	<ul style="list-style-type: none"> 1. Location, size and design of vehicle crossings and access. 2. The safety and efficiency of the transport network for vehicles, pedestrians and cyclists.
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Manoeuvring Space

TRA-R7	Requirements for On-Site Manoeuvring Space	
<p>All Zones and Port Nikau Development Area</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> 1. All car parking, loading spaces and associated manoeuvring areas provide sufficient on-site manoeuvring space: <ul style="list-style-type: none"> a. To ensure that no vehicle is required to reverse either onto or off the site, except for front sites where: <ul style="list-style-type: none"> i. Access is gained from an Access or Low Volume Road; and ii. Less than 3 car parking spaces are provided on-site. b. That enables vehicles occupying a car parking space or loading space to have ready access to the road at all times, without needing to move any other vehicles occupying other car parking spaces or loading spaces, except for: <ul style="list-style-type: none"> i. Parking associated with an individual residential unit. ii. Staff parking areas associated with an individual activity; or iii. Parking for vehicles being serviced at a repair and maintenance service or rural centre service activity. c. To ensure that vehicles using or waiting to use fuel dispensers, ticket vending machines, remote ordering facilities and devices, entrance control mechanisms, or other drive-through facilities do not queue into the adjoining road or obstruct entry to or exit from the site. 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p> <ul style="list-style-type: none"> 1. Location, size and design of vehicle crossings, manoeuvring and access. 2. Location, size and design of parking and loading spaces. 3. The safety and efficiency of the transport network for vehicles, pedestrians and cyclists.

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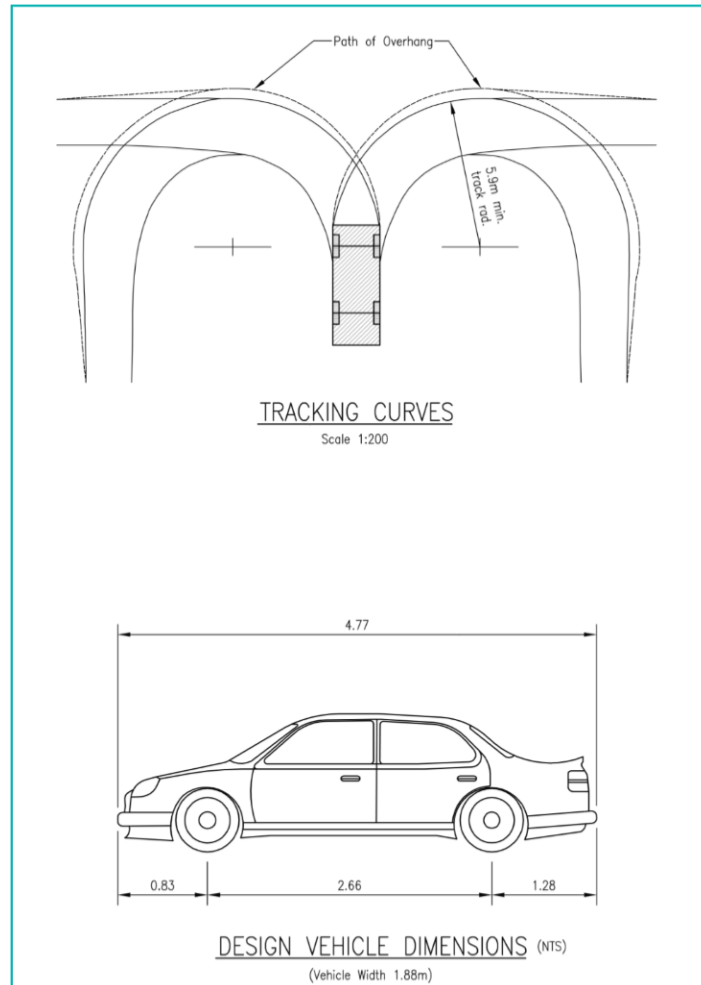
- d. For every car parking space, to accommodate the 90th percentile car tracking curves in Figure TRA 1 so that only one reverse manoeuvre is required to manoeuvre in or out of any car parking space.
- e. For every loading space, to comply with the tracking curves set out in the *NZTA guidelines: RTS 18: NZ on-road tracking curves for heavy vehicles (2007)* so that only one reverse manoeuvre is required to manoeuvre in or out of any loading space.

Note:

- 1. *Acceptable means of compliance with access, parking and manoeuvring design can be found in the Whangārei District Council Engineering Standards.*

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Figure TRA 1: Standard Car Tracking Curve



Note: The turning radius shown is the minimum and is not appropriate for speeds greater than 10km/hr.

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Sealing and Formation Standards

TRA-R8	Crossings, Access and Parking Areas	
<p>All Zones and Port Nikau Development Area</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Vehicle crossings accessing a sealed road are sealed to a standard not less than that of the adjoining road surface. 2. On-site access and parking areas (including loading and manoeuvring areas) are formed, drained and sealed with a permanent all-weather surface in the following instances: <ol style="list-style-type: none"> a. Urban Zone sites. b. Future Urban Zone sites with an area less than 2,000m². c. Settlement Zone sites. d. Strategic Rural Industries Zone sites. e. Any accessway serving more than 5 principal residential units. f. Where the gradient exceeds 12.5%. 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. Location, size and design of vehicle crossings, manoeuvring and access. 2. Location, size and design of parking and loading spaces. 3. The safety and efficiency of the transport network for vehicles, pedestrians and cyclists. 4. Dust nuisance. 5. Adverse effects on amenity. 6. Stormwater management.

Strategic Road Protection Areas and Indicative Roads

TRA-R9	Setbacks	
<p>All Zones and Port Nikau Development Area</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> 1. All buildings and major structures (excluding minor buildings) are set back at least 0.5m from a strategic road protection area as detailed in TRA Appendix 4. 2. Sensitive activities at ground floor are set back at least 2m from a strategic road protection area as detailed in TRA Appendix 4. 3. No buildings or major structures (excluding minor buildings) are located within 10m of an indicative road as shown on the Planning Maps. 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. Location, size and design of buildings and activities. 2. The safety and efficiency of the transport network. 3. Effects on the future growth or expansion of the transport network. 4. Alternative routes to achieve the indicative road outcome.

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TRA-R10	New Buildings, Excluding Minor Buildings	
<p>Residential Zones</p> <p>All Zones Except Residential Zones</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> All new buildings, excluding minor buildings, are set back at least 2m from the strategic railway line protection areas as shown on the Planning Maps. All new buildings, excluding minor buildings, are set back at least 2.5m from the strategic railway line protection areas as shown on the Planning Maps. 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> The location, size and design of the building as it relates to the ability to safely use, access and maintain buildings without requiring access on, above or over the rail corridor. <p>Notification:</p> <p>Any restricted discretionary activity under TRA-9A shall not be notified or limited notified unless KiwiRail is determined to be an affected person in accordance with section 95B of the Resource Management Act 1991 or Council decides that special circumstances exist under section 94A(4) of the Resource Management Act 1991.</p>

Landscaping

TRA-R11	Landscaping Within Parking Areas	
<p>All Zones and Port Nikau Development Area except for the Heavy Industrial, Rural Production and Strategic Rural Industries Zones</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> All uncovered ground level car parking areas: <ol style="list-style-type: none"> Of 20 – 200 adjacent car parking spaces provide landscaping within or adjacent to the parking area to a minimum of 5% of the total parking area. Of more than 200 adjacent car parking spaces provide landscaping within or adjacent to the parking area to a minimum of 7.5% of the total parking area. <p><i>Compliance Standard:</i></p> <ol style="list-style-type: none"> <i>For the purpose of calculating total parking area, only the areas used for parking spaces and access aisles along parking spaces shall be included. Not included in the parking area calculation are service roads, pedestrian</i> 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> Location, size and design of parking and loading areas. Safety and efficiency for vehicles, pedestrians and cyclists. Amenity and character. Stormwater management. Navigability for pedestrians. The number of parking spaces.

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footpaths, loading/unloading areas, and perimeter landscape areas.

Note:

1. Further guidance on best practice [landscaping](#) in car parks is contained in Whangārei's Urban Design Guidelines.

TRA-R12	Tree Planting Within Parking Areas	
<p>All Zones except for the Port Nikau Development Area and the Heavy Industrial, Rural Production and Strategic Rural Industries Zones</p>	<p>Activity Status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> 1. All uncovered ground level parking areas where at least 20 car parking spaces are provided, provide at least 1 tree for every 20 car parking spaces and each tree: <ol style="list-style-type: none"> a. Is planted within or adjacent to the parking area. b. Has a minimum height of 4m above ground level at maturity. c. Has a minimum canopy shade coverage of 30m² at maturity. <p>Compliance Standard:</p> <ol style="list-style-type: none"> 1. For the purpose of calculating total parking area, only the areas used for parking spaces and access aisles along parking spaces shall be included. Not included in the parking area calculation are service roads, pedestrian footpaths, loading/unloading areas, and perimeter landscape areas. <p>Note:</p> <ol style="list-style-type: none"> 1. Further guidance on best practice landscaping in car parks is contained in Whangārei's Urban Design Guidelines. 	<p>Activity Status when compliance not achieved: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. Location, size and design of parking and loading areas. 2. Safety and efficiency for vehicles, pedestrians and cyclists. 3. Amenity and character. 4. Stormwater management. 5. Navigability for pedestrians. 6. The number of parking spaces.

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Electric Vehicle Charging Station Parking Spaces

TRA-R13	Number Requirements	
All Zones and Port Nikau Development Area	Activity Status: Permitted Where: 1. All parking areas, except those associated with a residential activity , where 50 or more car parking spaces are provided sets aside space for at least 1 parking space for an electric vehicle charging station per every 50 car parking spaces provided. Note: 1. <i>This rule does not require installation of electric vehicle charging infrastructure, rather, it requires the provision of sufficient space to accommodate electric vehicle charging infrastructure.</i>	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. Location, size and design of parking and loading areas. 2. The number of parking spaces that can accommodate electric vehicle charging stations .

Subdivision

TRA-R14	Subdivision	
All Zones and Port Nikau Development Area All Zones and Port Nikau Development Area Future Urban Zone	Activity Status: Controlled Where: 1. The site does not contain an indicative road or a strategic road protection area. 2. Subdivision results in all sites having access and crossings which comply with TRA-R5 – R6. 3. Subdivision results in: a. A shared access which serves no more than 3 allotments or 3 principal residential units . b. No more than 1 right of way being created.	Activity Status when compliance not achieved: Restricted Discretionary Matters of discretion: 1. The matters of control listed in TRA-R14. 2. Location, size and design of vehicle crossings and access . 3. The safety and efficiency of the transport network for vehicles, pedestrians and cyclists. 4. Effects on the future growth or expansion of the transport network. 5. The extent to which the subdivision impacts on the future ability to form a road or access within an indicative road or strategic road protection area, and
	All Zones except for the	

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Port Nikau Development Area and the Future Urban Zone

4. Subdivision results in a shared access which serves no more than 8 allotments or 8 principal residential units.

Matters of control:

1. Effects on the road network in the vicinity due to increased traffic from the subdivision.
2. The need for footpaths, kerb and channel on roads in the vicinity, including for stormwater management.
3. The adequacy of the access for the anticipated use.
4. The ability of the access to contain required services.
5. Traffic safety and visibility.
6. Type, frequency and timing of traffic.
7. Access design, and number and location of vehicle crossings.
8. Design and construction of any bridges or culverts.
9. The construction and maintenance of new vehicle crossings or alterations to existing vehicle crossings where proposed as part of the subdivision.
10. Where relevant, the provision, location, design, capacity, connection, upgrading, staging and integration of transport infrastructure.
11. Pedestrian and cycle connections to public roads from existing reserves and/or pedestrian accessways, especially where the connection will provide a significantly shorter distance.
12. Design of pedestrian and cycle connections to ensure ease of use, accessibility and safety.
13. In the Future Urban Zone, the protection of land within the proposed allotments to allow access and linkages to adjacent allotments for future transport infrastructure.

Notes:

1. Refer to Rules TRA-R15 – R16 for any Integrated Transport Assessment Requirements as part of a subdivision.

Acceptable means of compliance can be found in the Whangārei District Council Engineering Standards.

any mitigation to not preclude that future formation.

6. The adequacy of the access for the anticipated use.
7. The ability of the access to contain required services.

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Integrated Transport Assessments

TRA-R15	Any Activity
<p>All Zones except for the Port Nikau Development Area and the Hospital Zone, and the Strategic Rural Industries Zone</p>	<p>Activity Status: Restricted Discretionary</p> <p>Where, with respect to Table TRA 15:</p> <ol style="list-style-type: none"> 1. A new activity specified in Column A exceeds the Threshold Limit in Column B; or 2. A change to an existing activity specified in Column A exceeds the Threshold Limit in Column C; or 3. Any <u>subdivision</u> proposes more than 25 vacant <u>allotments</u>; or 4. <u>Subdivision</u> is proposed of an <u>allotment</u> that existed at 15 April 2021 and the area of the parent <u>allotment</u> is equal to or larger than: <ol style="list-style-type: none"> a. 1ha within the Future Urban Zone where any <u>allotment</u> will be connected to Council reticulated <u>water</u>, <u>wastewater</u> and <u>stormwater</u> services. b. 7,500m within the Medium Density Residential Zone. c. 1ha within the General Residential Zone or Settlement Zone Residential. d. 4ha within the Low Density Residential Zone. e. 6ha within the Large Lot Residential Zone. 5. <u>Subdivision</u> is of an <u>allotment</u> within the Parihaka Environmental Benefit Precinct that existed at 21 April 2021 and the <u>subdivision</u> is proposed under PREC12-R8. <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. <u>Effects</u> on the sustainability, safety, efficiency, effectiveness and accessibility of the immediately adjacent transport network, including cumulative <u>effects</u> from incremental changes to the activity on the <u>site</u> or <u>sites</u>. 2. Required improvements, alterations or extensions to the immediately adjacent transport network to mitigate adverse <u>effects</u> (including at level crossings). 3. The need for pedestrian and cyclist connections to adjacent destinations. 4. Adverse <u>effects</u> on streetscape and amenity. 5. Demonstrated characteristics of the activity or proposal which result in low traffic generation relative to size or scale of the activity. 6. Recommendations and proposed mitigation measures of the Integrated Transport Assessment and any further information provided through the consent process. <p><i>Compliance Standard:</i></p> <ol style="list-style-type: none"> 1. <i>TRA-R15.1 does not apply for any activity where consent has previously been granted for the activity under TRA-R15.1.</i> 2. <i>In TRA-R15.2 “change” means a change of activity or a change in intensity, or scale of the activity.</i> 3. <i>The thresholds for a change under TRA-R15.2 shall be measured based on:</i> <ol style="list-style-type: none"> a. <i>The size or scale of the activity as constructed or consented at 15 April 2021 where the activity does not have consent under TRA-R15 or TRA-R16; or</i>

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	<p>b. <i>The resource consent where one has previously been granted under TRA-R15 or TRA-R16.</i></p> <p>Notes:</p> <ol style="list-style-type: none"> 1. <i>Applications shall comply with information requirement TRA-REQ1.</i> 2. <i>Table TRA 15 is located in TRA Appendix 5.</i>
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TRA-R16	Any Activity
<p>All Zones except for the Port Nikau Development Area (refer PNDA chapter) and the Hospital Zone, and the Strategic Rural Industries Zone</p>	<p>Activity Status: Restricted Discretionary</p> <p>Where, with respect to Table TRA 16:</p> <ol style="list-style-type: none"> 1. A new activity specified in Column A exceeds the Threshold Limit in Column B; or 2. A change to an existing activity specified in Column A exceeds the Threshold Limit in Column C; or 3. Any <u>subdivision</u> proposes more than 50 vacant <u>allotments</u>; or 4. <u>Subdivision</u> is proposed of an <u>allotment</u> that existed at 15 April 2021 and the area of the parent <u>allotment</u> is equal to or larger than: <ol style="list-style-type: none"> a. 1.5ha within the Medium Density Residential Zone. b. 2ha within the General Residential Zone or Settlement Zone Residential. c. 8ha within the Low Density Residential Zone. <p>Matters of discretion:</p> <ol style="list-style-type: none"> 1. <u>Effects</u> on the sustainability, safety, efficiency, effectiveness and accessibility of the affected transport network, including cumulative effects from incremental changes to the activity on the <u>site</u> or <u>sites</u>. 2. Required improvements, alterations or extensions to the affected transport network to mitigate adverse <u>effects</u> (including at level crossings). 3. The need for pedestrian and cyclist connections to nearby destinations. 4. Adverse <u>effects</u> on streetscape and amenity. 5. The location, design, scale and intensity of the proposed activity in relation to its <u>effects</u> on the affected transport network. 6. Demonstrated characteristics of the activity or proposal which result in low traffic generation relative to size or scale of the activity. 7. Recommendations and proposed mitigation measures of the Integrated Transport Assessment and any further information provided through the consent process. <p><i>Compliance Standard:</i></p> <ol style="list-style-type: none"> 1. <i>TRA-R16.1 does not apply for any activity where consent has previously been granted for the activity under TRA-R16.1.</i> 2. <i>In TRA-R16.2 “change” means a change of activity or a change in intensity, or scale of the activity.</i> 3. <i>The thresholds for a change under TRA-R16.2 shall be measured based on:</i>

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	<p>a. The size or scale of the activity as constructed or consented at 15 April 2021 where the activity does not have consent under TRA-R15 or TRA-R16; or</p> <p>b. The resource consent where one has previously been granted under TRA-R15 or TRA-R16.</p> <p>Notes:</p> <ol style="list-style-type: none"> Applications shall comply with information requirement TRA-REQ2. Table TRA 16 is located in TRA Appendix 5.
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TRA-R17	Construction of Any New Public Road or Service Lane
TRA-R18	Any Major Roading Alteration to an Existing Public Road
All Zones except for the Port Nikau Development Area	<p>Activity Status: Restricted Discretionary</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> The provision, design and construction of the <u>road</u> or service lane. <u>Effects</u> on the sustainability, safety, efficiency, effectiveness and accessibility of the transport network. Streetscape, urban design and amenity <u>effects</u> of the <u>transport infrastructure</u>. Provision and encouragement of active and public modes of transport. Integration with surrounding <u>land</u> uses and <u>transport infrastructure</u>. Recommendations and proposed mitigation measures of the Integrated Transport Assessment and any further information provided through the consent process. <p>Notes:</p> <ol style="list-style-type: none"> Any application shall comply with information requirement TRA-REQ3. Acceptable means of compliance for the provision, design and construction of <u>infrastructure</u> is contained within the Whangārei District Council Engineering Standards.

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Rule Requirements

TRA-REQ1	Information Requirement – Restricted Discretionary Integrated Transport Assessments
	<p>1. Any application pursuant to TRA-R15 shall include an Integrated Transport Assessment prepared by a suitably qualified and experienced professional which shall include:</p> <ol style="list-style-type: none"> a. A description of the site characteristics, existing development, existing traffic conditions and trip generation, immediately adjacent land uses, proposed activity and its intensity. b. An assessment of the features of the existing transport network, including the following (where relevant to the proposal): <ol style="list-style-type: none"> i. Existing access arrangements, on-site car parking and crossing locations. ii. Existing internal vehicle and pedestrian circulation. iii. Existing walking and cycling networks. iv. Existing public transport service routes and frequencies including bus stops and lanes. v. Hours of operation for non-residential activities. vi. The adjacent transport network road hierarchy and the safety of the transport network in the immediate vicinity including crash history if relevant. vii. The location and type of any existing level crossings in the locality. c. A description of the estimated number of trips which will be generated by each transport mode (public transport, walking, cycling and private vehicles, including heavy vehicles). d. An evaluation of the effects of the development on the immediately adjacent transport network, including: <ol style="list-style-type: none"> i. The impacts that any additional vehicle movements are likely to have on the capacity and operation of adjacent road and rail networks, including any intersections and level crossings. ii. For heavy vehicle trips per day, whether there are any effects from these trips on roading infrastructure. iii. Where the development will directly impact the railway corridor, a summary of consultation with the railway operator. e. Identification of any necessary mitigation measures that will be required to address any impacts on the transport network, including: <ol style="list-style-type: none"> i. Potential mitigation measures needed both within the proposed development and on the immediately adjacent transport network including any improvements, upgrades, alterations or extensions to the transport network (including at level crossings). ii. Any mitigation required to achieve convenient and safe operation of access points and loading areas for all users.

Transport (TRA)

- iii. A summary of the Integrated Transport Assessment including key findings and implications that the development will have for transport including any proposed mitigation measures.

Note:

- 1. *For further guidance on Integrated Transport Assessments refer to Appendix A of New Zealand Transport Agency Research Report No.422, "Integrated Transport Assessment Guidelines", Abley et al, November 2010.*

TRA-REQ2

Information Requirement –Discretionary Integrated Transport Assessments

- 1. Any application pursuant to TRA-R16 shall include an Integrated Transport Assessment prepared by a suitably qualified and experienced professional which shall include:
 - a. A description of the site characteristics, existing development, existing traffic conditions and trip generation, surrounding land uses, proposed activity and its intensity, and future development potential of the site.
 - b. An assessment of the features of the existing transport network, including the following (where relevant to the proposal):
 - i. Existing access arrangements, on-site car parking and crossing locations.
 - ii. Existing internal vehicle and pedestrian circulation.
 - iii. Existing walking and cycling networks.
 - iv. Existing public transport service routes and frequencies including bus stops and lanes.
 - v. Hours of operation for non-residential activities.
 - vi. The adjacent transport network road hierarchy and the safety of the transport network in the vicinity including crash history if relevant.
 - vii. The location and type of any existing level crossings in the locality.
 - c. A description of the estimated number of trips which will be generated by each transport mode (public transport, walking, cycling and private vehicles, including heavy vehicles).
 - d. An assessment of the suitability of the proposal for all users within the development and connecting to the adjacent transport network. This shall include assessments of:
 - i. The accessibility of the development for public transport and how the design of the development will encourage public transport use by considering the attractiveness, safety, distance and suitability of the walking routes to the nearest bus stop.
 - ii. The accessibility of the development for pedestrians and cyclists and how the design of the development will encourage walking and cycling, particularly to nearby destinations such as reserves, other public spaces and commercial or community facilities.
 - iii. Any safety implications that may detract from walking or cycling to/from the development.

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- iv. The accessibility of the development by private motor vehicles and the suitability of the proposed [access](#) and use of the [site](#) with respect to the safe, efficient and effective functioning of the transport network.
- e. An evaluation of the [effects](#) of the development on the surrounding transport network, including:
 - i. Impacts on the operation of public [transport infrastructure](#), and any vehicle and pedestrian/cyclist conflicts likely to arise from vehicle movements to and from the development.
 - ii. The impacts that any additional vehicle movements are likely to have on the capacity and operation of adjacent [road](#) and rail networks, including any intersections and level crossings.
 - iii. For [heavy vehicle](#) trips per [day](#), whether there are any [effects](#) from these trips on roading [infrastructure](#).
 - iv. Where the development will directly impact the state highway, a summary of consultation with the New Zealand Transport Agency.
 - v. The impacts of construction traffic where a development will require a significant amount of construction work.
 - vi. Where the development will directly impact the railway corridor, a summary of consultation with the railway operator.
- f. An assessment of how the transport network will be designed to accommodate [infrastructure](#) and services, [stormwater](#), lighting, [landscaping](#) and street trees. For larger scale non-residential developments this shall include consideration of underground electrical supply system for [electric vehicle charging stations](#).
- g. Identification of any necessary mitigation measures that will be required to address any impacts on the transport network, including:
 - i. Potential mitigation measures needed both within the proposed development and on the transport network surrounding the development including any improvements, upgrades, [alterations](#) or extensions to the transport network (including at level crossings).
 - ii. Any mitigation required to achieve convenient and safe operation of [access](#) points and loading areas for all users.
 - iii. How the design and layout of the proposed activity maximises opportunities, to the extent practical, for travel other than by private car.
 - iv. Where appropriate, the use of [Crime Prevention Through Environmental Design](#) principles and techniques to mitigate any safety issues for pedestrians or cyclists.
 - v. A description of measures that will be put in place to mitigate against the [effects](#) of the construction process.
 - vi. A summary of the Integrated Transport Assessment including key findings and implications that the development will have for transport including any proposed mitigation measures.
- h. An overview of the transport implications of existing [land](#) uses and any [land](#) use characteristics that affect the proposal, including in the wider surrounding

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	<p>area those that will affect assessment of the proposal. This shall consider projected growth predictions and predicted annual average daily traffic.</p> <ul style="list-style-type: none"> i. An assessment of the traffic volumes on the wider transport network serving the development and any intersections that will be affected by the proposal. Include consideration of the existing peak-hour congestion near the site, level of service, turning volumes, and comparisons between peak and interpeak conditions. j. A description of any proposed transport upgrades or changes within the vicinity of the proposed development such as known intersection or road upgrades, cycle infrastructure, parking restrictions or public transport upgrades or changes. If the proposed development is to be staged this description shall consider how the proposal will correspond with planned transport upgrades. k. An assessment of the proposal's consistency with relevant strategic documents including the Blue/Green Network Strategy for Whangārei City, the Walking and Cycling Strategy and the Whangārei Transport Strategy. l. An assessment of the overall suitability of the site to accommodate the proposed activity and its transportation effects in a manner that is consistent with relevant District and Regional transport policies and objectives. <p><i>Note:</i></p> <ol style="list-style-type: none"> 1. <i>For further guidance on Integrated Transport Assessments refer to Appendix A of New Zealand Transport Agency Research Report No.422, "Integrated Transport Assessment Guidelines", Abley et al, November 2010.</i>
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TRA-REQ3	Information Requirement – New Roads and Major Rooding Alterations to an Existing Public Road
	<ol style="list-style-type: none"> 1. Any application pursuant to TRA-R17 – R18 shall include a detailed assessment including the following: <ul style="list-style-type: none"> a. The details required under TRA-REQ2. b. A roading layout plan, including: <ul style="list-style-type: none"> i. The provision of landscaping and street trees. ii. The provision of on-street parking. iii. The provision of street lighting and amenities (e.g. benches, bus shelters, etc.). iv. Geometric design. v. Drainage design. vi. Road marking and signage. vii. Traffic calming devices. viii. Utility service locations. ix. Sight distance plans. x. Clear distinction between public and private assets.

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- c. Consideration of the sufficiency of space within the legal road reserve for proposed and potential future street trees, landscaping and/or underground and overhead services and structures.
- d. An assessment of traffic volumes and vehicle operating speeds.
- e. An assessment of how the road design is compatible with the character and amenity of the surrounding environment taking into account urban design and Crime Prevention Through Environmental Design principles.

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Appendix 1A. Minimum On-site Bicycle Parking Requirements

[Bicycle parking spaces](#) shall be provided on-site in accordance with Table TRA 1.

Table TRA 1. Minimum on-site car and bicycle parking requirements

Activity		Required Bicycle Parking Spaces
Residential Activities		
Principal Residential Unit		Nil
Minor Residential Unit		Nil
Multi Unit Development		Long stay: 1 per residential unit without a dedicated garage , for developments of 20 or more residential units . Short stay: 1 per 20 residential units .
Supported Residential Care		Long stay: 1 per employee
Retirement Village		Long stay: 1 per 15 employees
Commercial Activities		
Retail	Motor Vehicle Sales	Long stay: 1 per 15 employees
	Trade Suppliers, Garden Centres, Marine Retail and Hire Premise	
	Grocery Store	Long stay: 1 per 15 employees
	Other Retail (less than 600m ² GFA)	Short stay: 1 per 400m ² GFA
	Other Retail (greater than 600m ² GFA)	
Food and Beverage Activity		Long stay: 1 per 15 employees Short stay: 1 per 350m ² GFA
Commercial Services and Funeral Home		Long stay: 1 per 15 employees Short stay: 1 per 400m ² GFA
Service Stations		Long stay: 1 per 15 employees
Visitor Accommodation		
Entertainment Facilities		Long stay: 1 per 15 employees Short-stay: 2 parks plus 1 per 1,000m ² GFA
General Commercial		Long stay: 1 per 15 employees
Industrial Activities		

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Activity		Required Bicycle Parking Spaces
<u>Industrial activities</u>	<u>Repair and Maintenance Services</u>	Long stay: 1 per 30 employees
	<u>Manufacturing</u>	
	<u>Storage</u>	
	Other <u>industrial activities</u>	
Activities within the Oil Refinery Precinct (if activity not stated above)		Nil
Activities within the Port Zone		
Activities within the Fonterra Kauri Milk Processing Site		
Community Activities		
<u>Place of Assembly</u>		Long stay: 1 per 15 employees Short-stay: 2 parks plus 1 per 1,000m ² <u>GFA</u>
<u>Recreation Facilities</u> (excluding public playgrounds)		Short-stay: 3 parks plus 3 per ha
Public Playgrounds		Nil
<u>Emergency Services</u>		Nil
<u>Care Centre</u>		Long stay: 1 per 15 employees
<u>Hospital</u>		Long stay: 1 per 15 employees
<u>Educational Facilities</u>	Primary and Secondary Schools	Long stay: 1 per 15 employees, plus: Short stay: 1 per 20 students
	Tertiary Facilities	Long stay: 1 per 15 employees, plus: Short stay: 1 per 15 students
	Pre-school and Childcare Facility	Long stay: 1 per 5 employees
<u>General Community</u>		Long stay: 1 per 15 employees Short-stay: 2 parks plus 1 per 1,000m ² <u>GFA</u>
Rural Production Activities		
Forestry		Nil
Other Rural Production Activities		
Other		

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Activity	Required Bicycle Parking Spaces
Mineral Extraction	Nil
Boat Sheds, Marinas, Moorings	Nil
Rural Centre Service Activity	Long stay: 1 per 10 employees Short stay: 1 per 300m ² GFA
General Public Amenities	Nil
Network Utilities	

Compliance Standards:

1. Short stay bicycle parking space shall not be required in the City Centre Zone.
2. If any activity is not represented above the activity closest in nature to the new activity shall be used, or where there are two or more similar activities in the table above, the activity with the higher parking rate shall apply.
3. [Bicycle parking spaces](#) required under Table TRA 1 above shall provide adequate space to allow cyclists to manoeuvre and attach a bicycle to each stand or parking space.
4. Short stay [bicycle parking spaces](#) required under Table TRA 1 above shall:
 - a. Be clearly visible or signposted.
 - b. Be located within 30m of public entrances to the activity.
 - c. Consist of stands that are securely attached to an immovable object such as a wall or the ground.
5. Long stay [bicycle parking spaces](#) required under Table TRA 1 above shall be undercover, protected from inclement weather and secure from theft.

Note:

1. Where parking is provided, the Building Code requires parking spaces to be provided for people with disabilities and accessible routes from the parking spaces to the associated activity or [road](#). The dimensions and accessible route requirements are detailed in the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS 4121:2001).

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Appendix 1B. Maximum On-site Car Parking in the City Centre Zone

Any activity located in the City Centre Zone shall provide no more on-site car parking spaces than those specified in Table TRA 2.

Table TRA 2. Maximum on-site car parking in the City Centre Zone

Activity	Maximum Car Parking Spaces
<u>Residential Unit</u>	Maximum: 1 per unit
<u>Visitor Accommodation</u>	Maximum: 1 per 2 units
<u>Commercial Services</u>	Maximum: 1 per 50m ² <u>GFA</u>

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Appendix 1C. Minimum On-site Loading Space Requirements

Loading spaces shall be provided on-site in accordance with Table TRA 3 for [sites](#) outside of the car parking exemption area detailed in Appendix 1E.

Table TRA 3. Minimum on-site loading space requirements

Activity Class	GFA Threshold	Loading Space Requirement
Industrial Activities and Retail Activities (goods handling activities)	Up to 300m ²	Nil
	Greater than 300m ² up to 5,000m ²	1
	Greater than 5,000m ² up to 10,000m ²	2
	Greater than 10,000m ²	3 spaces plus 1 space for every additional 10,000m ²
Commercial Services, Visitor Accommodation, Hospitals and Other Activities not included above	Up to 2,000m ²	Nil
	Greater than 2,000m ² up to 20,000m ²	1
	Greater than 20,000m ² up to 50,000m ²	2
	Greater than 50,000m ²	3 spaces plus 1 space for every additional 25,000m ²

Compliance Standards:

1. Where there are multiple activities on the [site](#) and each activity requires loading spaces, the total loading spaces shall be the combined total requirement for all activities.
2. The minimum dimensions of loading spaces shall be:
 - a. For [industrial activities](#) – 11m long and 3.5m wide.
 - b. For any loading spaces designed to accommodate articulated vehicles – 18m long and 3.5m wide.
 - c. For all other activities – 9m long and 3.5m wide.

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Appendix 1D. Minimum End-of Trip Facilities Requirements

Where long stay [bicycle parking spaces](#) are provided, [end-of-trip facilities](#) shall be provided on-site in accordance with Table TRA 4. This provision does not apply to [residential activities](#).

Table TRA 4. Minimum on-site end-of-trip facilities requirements

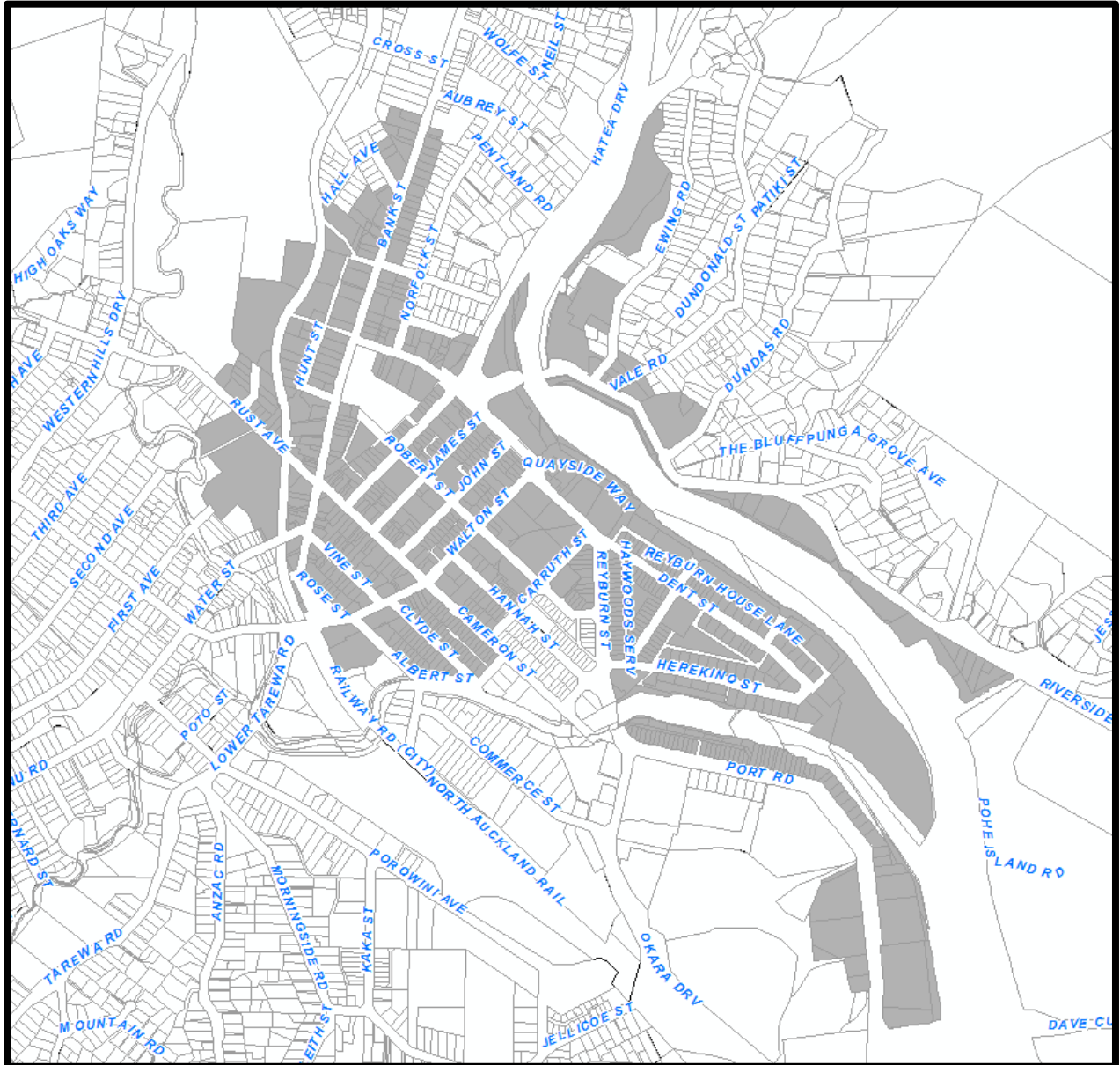
Number of Long Stay Bicycle Parking Spaces On-Site	Minimum Number of Showers	Minimum Number of Changing Rooms
5 – 50	2	2
51 – 100	4	
Every additional 100 spaces	2 additional	

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Appendix 1E. Loading Space Exemption Areas

Any activity located solely within the shaded area shown in Figure TRA 2 is exempt from providing the minimum loading spaces required in Appendix 1C.

Figure TRA 2. Loading space exemption area

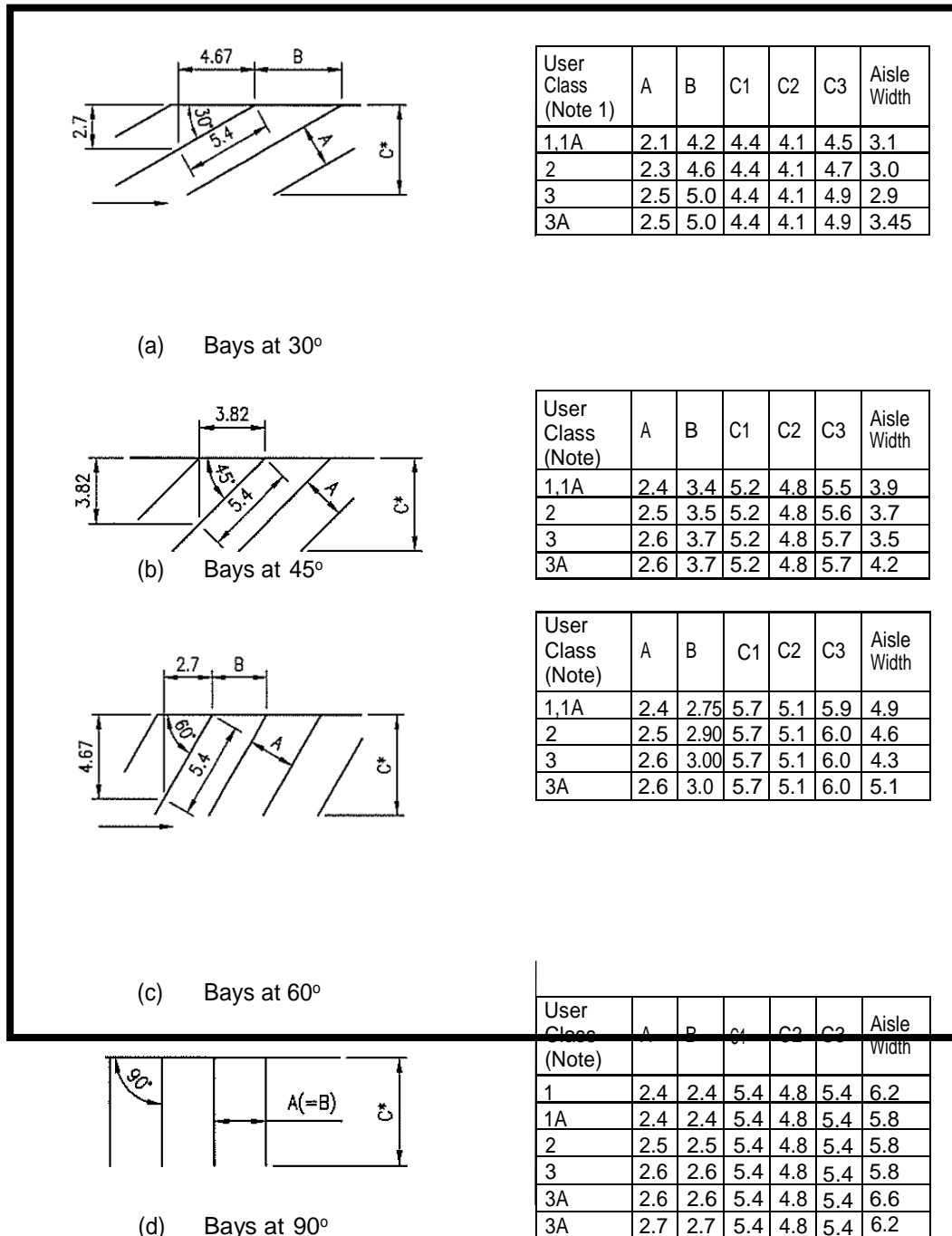


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Appendix 1F. Minimum Car Parking Space Dimensions

Any car parking space shall comply with the minimum dimensions in Figures TRA 3 and TRA 4:

Figure TRA 3. Minimum car parking space dimensions (in metres) for angled parking spaces



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Note:

1. *Parking space dimensions will vary for mobility car park spaces and electric vehicle charging station parking spaces.*

Compliance Standards:

1. *Dimension C is selected as follows:*

C1 - Where parking is to a wall or high kerb not allowing any overhang.

C2 - Where parking is to a low kerb which allows 600mm overhang.

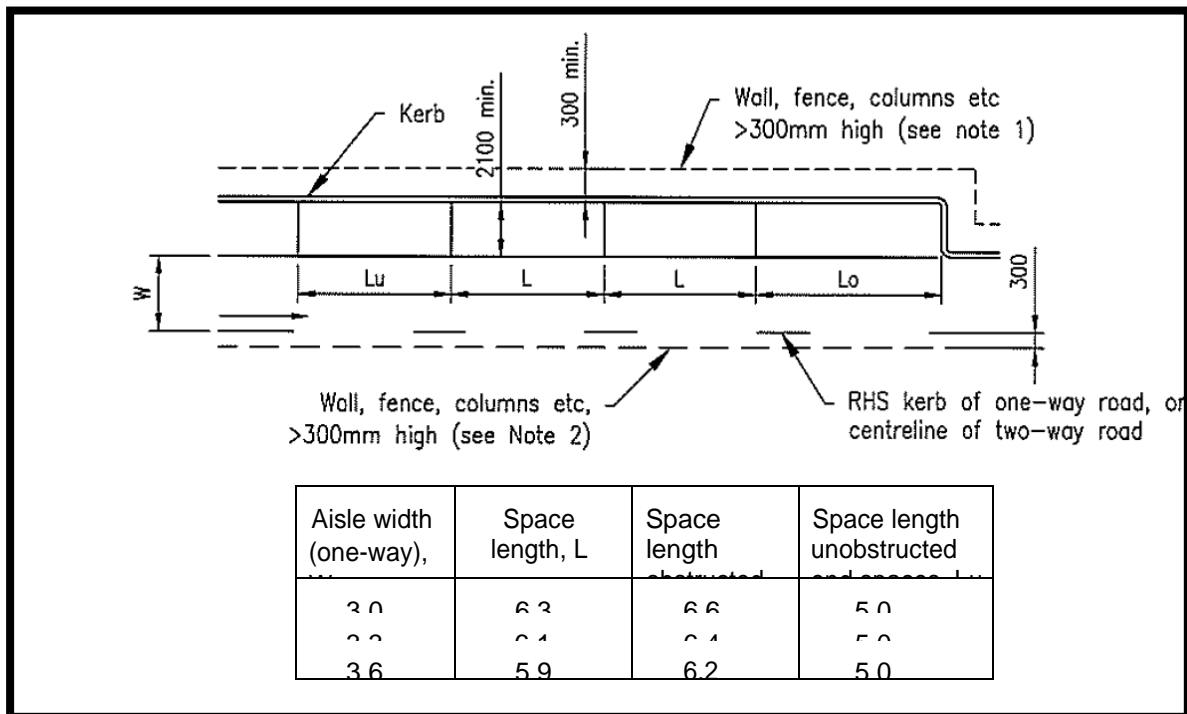
C3 - Where parking is controlled by wheel stops installed at right angles to the direction of parking, or where the ends of parking spaces form a saw tooth pattern.

2. *Classifications of off-street car parking facilities are as follows (the two Class 3A options given for 90o parking are alternatives of equal standing):*

User Class	Required Door Opening	Required Aisle Width	Examples of Uses
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day-parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only. Otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospitals and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres

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Figure TRA 4. Minimum car parking space dimensions (in metres) for parallel parking spaces



Compliance Standards:

1. Spaces shall be located at least 300mm clear of obstructions higher than 150mm such as walls, fences and columns.
2. Where the opposite side of the aisle is bounded by obstructions higher than 150mm, Dimension W shall be increased by at least 0.3m.
3. If a single space is obstructed at both ends, a further 0.3m shall be added to dimensions in this column.
4. Where the aisle is two-way, but parking is on one side only, its width shall be increased by 3m minimum.
5. Where parallel parking is provided on both sides of a two-way aisle, the aisle widths shown shall be provided on each side of the aisle centre line.
6. For parallel parking on both sides of a one-way aisle the aisle width shall be at least twice that shown.

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Appendix 2A. Vehicle Crossings Per Site

The number of vehicle crossings per site shall not exceed those stated in Table TRA 6.

Table TRA 6. Maximum number of vehicle crossings per site

Site <u>Frontage</u> (m)	Hierarchy Class of Road <u>Frontage</u>				
	Low Volume	<u>Access</u>	Secondary Collector	Primary Collector	Arterial
0 - 16	1	1	1	1	1
17 - 60	2	2	1	1	1
61 -100	3	3	2	1	1
>100	3	3	3	2	1

Compliance Standards:

1. Where a site has frontage to more than one road, the vehicle entrance must be onto the road that has the lower class in the transport network hierarchy.
2. Where there is more than one road frontage, the frontage measurement will only apply to the road front approved for gaining entrance.
3. Service stations are permitted to provide two crossings per site.
4. Paddock entrances in the Rural Production or Rural Lifestyle Zones, with less than 10 vehicle movements per month, are exempt from the maximum number of vehicle crossings per site detailed in Table TRA 6.

Note:

Vehicle access to all state highways is managed by the New Zealand Transport Agency under the Government Rounding Powers Act 1989 and access requires the approval of the New Zealand Transport Agency.

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Appendix 2B. Vehicle Crossing Distances from Intersections

Any vehicle crossing shall comply with the minimum distance from intersections as stated in Table TRA 7. Distances are measured along the centreline of the frontage road from the centreline of the vehicle crossing to the edge of the carriageway of the intersecting road.

Table TRA 7. Minimum distance of vehicle crossing from intersections

Intersection Road Classification (m)			
<u>Frontage</u> Road	National, Regional & Arterial	Primary & Secondary Collector	<u>Access</u> & Low Volume
Speed Limit 50km/hr			
Arterial	70	55	35
Primary & Secondary Collector	40	40	20
<u>Access</u> & Low Volume	25	25	10
Speed Limit Over 50km/hr			
Arterial	180	180	90
Primary & Secondary Collector	75	60	60
<u>Access</u> & Low Volume	75	60	60

TRA – Appendix 2

Appendix 2C. Vehicle Crossings Sight Distances

Any vehicle crossing shall comply with the minimum sight distance requirements as stated in Table TRA 8. Sight lines shall be contained within the road reserve.

Table TRA 8. Minimum vehicle crossing sight distances

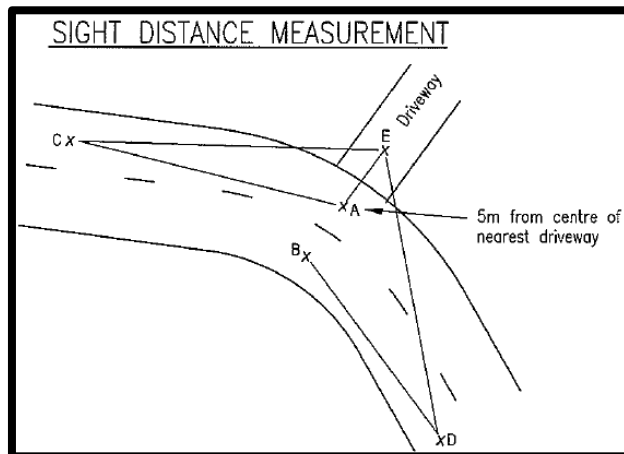
Posted Speed Limit (km/hr)	Minimum Sight Distance (m)		
	<u>Frontage</u> Transport Corridor Classification		
	<u>Access</u> & Low Volume	Primary & Secondary Collector	Arterial & Regional
40	45	50	90
50	60	70	120
60	85	90	150
70	105	120	185
80	135	145	220
90	160	175	265
100	195	210	305

Compliance Standards:

1. Access road sight distances are calculated based upon Approach Sight Distance (ASD) with Reaction Time (RT) of 1.5 seconds.
2. Collector road sight distances are calculated based upon ASD with RT of 2 seconds.
3. Arterial and Regional road sight distances are calculated based upon Safe Intersection Sight Distance (SISD) with RT of 2 seconds.
4. There shall be lines of clear sight from the driver's eye height (1.15m above ground level) along the lines detailed below:

Lines AC and BD (see diagram below).	All <u>vehicle crossings</u> on all <u>roads</u> .
Lines EC and ED (no permanent obstructions, exclude parked vehicles which might obstruct these sight lines).	All <u>vehicle crossings</u> on arterial, collector, <u>access</u> and low volume <u>roads</u> .
Lines EC and ED (no obstructions, parked vehicles not excluded).	All <u>vehicle crossings</u> on regional <u>roads</u> .
Points C and D are established by measuring the sight distance from Table TRA 8 along the centre of the appropriate lane from points A and B. For practical purposes A and B can be taken as opposite the centre of the driveway.	

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Appendix 2D. Performance Standards for Shared Private Access

Except within the Port Nikau Development Area, shared private [access](#) shall be designed and constructed in accordance with Table TRA 9.

Table TRA 9. Shared private access requirements

Number of Principal Residential Units	Maximum length (m)	Minimum Legal Width (m)	Minimum Carriageway Width (m)			Footpath Width (m)	Maximum gradient	Crossfall
			Unsealed shoulder	Surfacing width	Total			
Urban								
2 - 4	50m	3.5	-	1 x 3.0	3.0 ¹	-	12.5% for the first 5m from the road boundary and 22.2% for the remainder restricted to straight sections	3%
5 - 8	100m	6.0	-	1 x 4.5	4.5	1 x 0.95		
Rural								
2	-	4.0	2 x 0.25	1 x 3.0	3.5 ¹	-	12.5% for the first 5m from the road boundary and 22.2% for the remainder	3% where sealed; 6% where unsealed
3 - 5		6.0	2 x 0.25	1 x 4.0	4.5			
6 - 8		10.0	2 x 0.25	2 x 2.75	6.0			

Notes:

1. "Urban" includes [sites](#) within:
 - a. The Future Urban Zone, Settlement Zone Residential or Large Lot Residential Zones where the [net site area](#) is less than 2,000m².
 - b. The General Residential Zone, Medium Density Residential Zone, City Centre Zone, Mixed Use Zone, Waterfront Zone, Local Centre Zone, Neighbourhood Centre Zone, Ruakaka Equine Zone, Marsden Primary Centre Zone or Settlement Zone Centre.
 - c. Any [Open Space and Recreation Zone](#) adjacent to any of the above.
 - d. The Parihaka Environmental Precinct created through PREC12-R8.
2. "Rural" includes sites within:
 - a. The Future Urban Zone, Settlement Zone Residential or Large Lot Residential Zones where the [net site area](#) is equal to or greater than 2,000m².

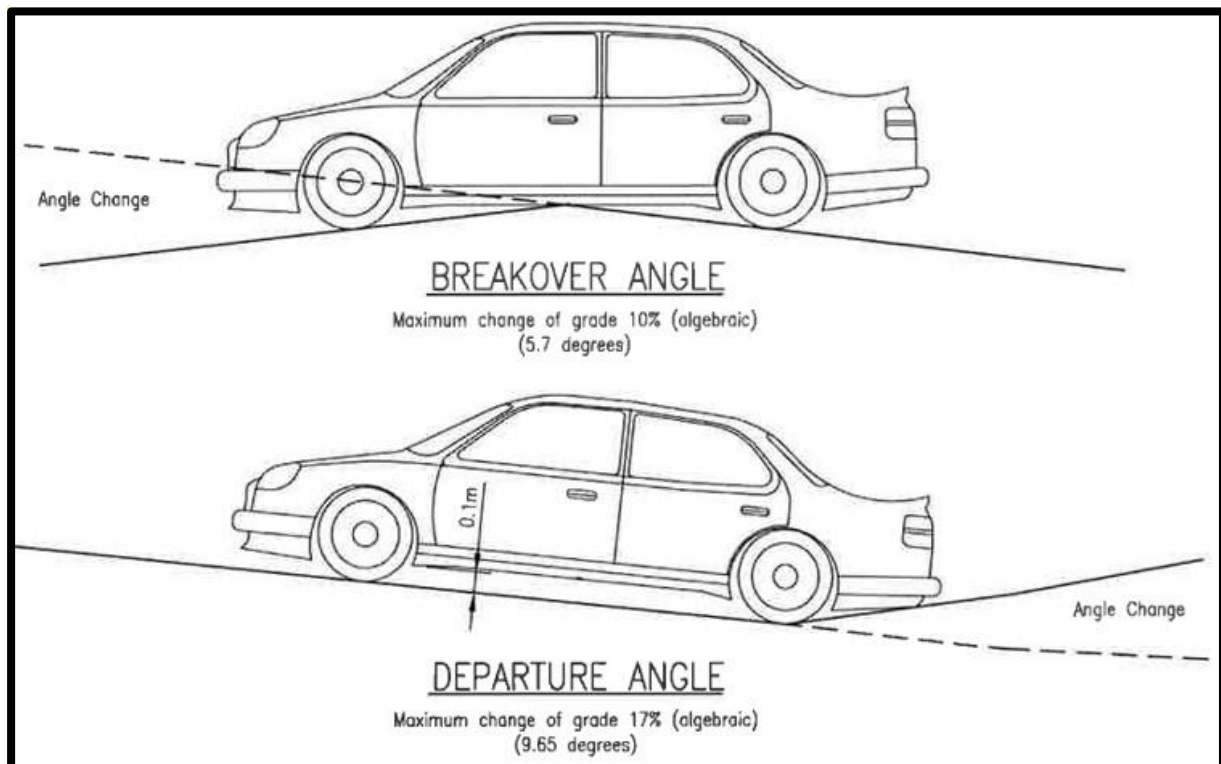
TRA – Appendix 2

- b. The Low Density Residential, Rural Production or Rural Lifestyle Zones (except those under Note 1(d) above).
 - c. Any Open Space and Recreation Zone adjacent to any of the above.
3. The New Zealand Fire Service Firefighting Supplies Code of Practice SNZ PAS 4509:2008 and NZ Building Code C/AS1 contain guidance on an adequate access to water supply for firefighting purposes.
 4. Shared private access for industrial, commercial and community activities fall within the definition of service lane.

Compliance Standards:

1. Where a public sewer pump station or fire hydrant is located within, or accessed via a private accessway, the minimum legal width and total carriageway width shall be at least 4m.
2. Where a private accessway contains public wastewater reticulation the legal width shall be increased by 1.11m.
3. Where a private accessway contains public water reticulation the legal width shall be increased by 0.6m.
4. For curved private accesses, the gradient is measured along the inside radius.
5. The maximum change of grade for a breakover angle on any private access is 10% and the maximum change of grade for a departure angle on any private access is 17% - see Figure TRA 5 below.

Figure TRA 5. Maximum change of grade for private access



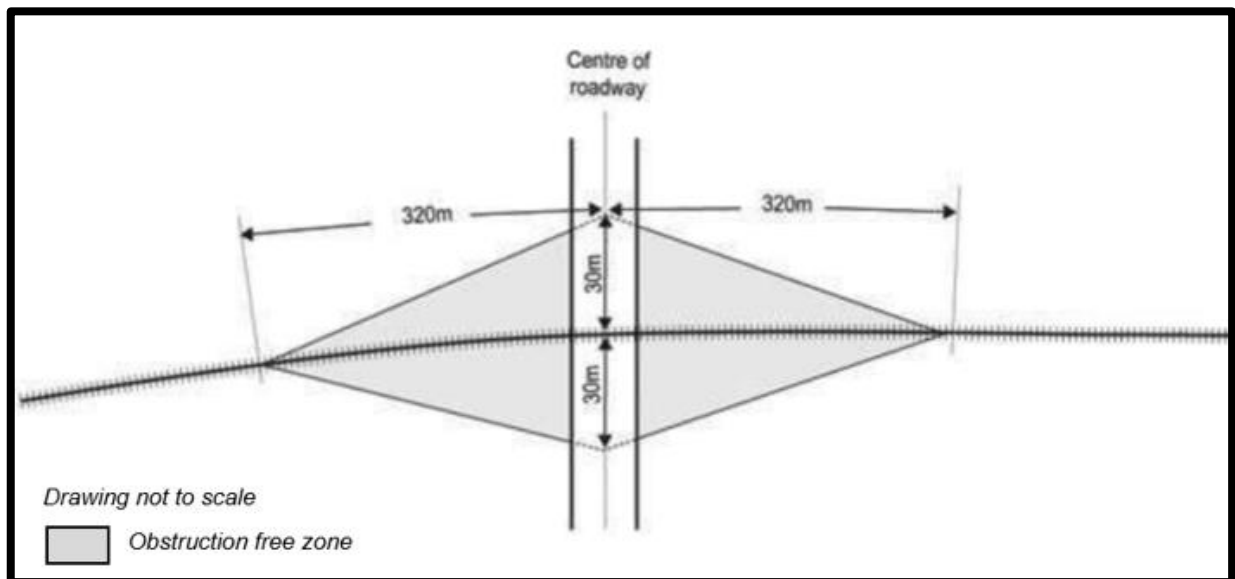
TRA – Appendix 2

Appendix 2E. Railway Level Crossing Sight Triangles and Explanations

Approach sight triangles at level crossings with Give Way signs

Except within the Port Nikau Development Area, on [sites](#) adjacent to rail level crossings controlled by Give Way Signs, no [building](#), [major structure](#) or planting shall be located within the shaded areas shown in Figure TRA 6. These are defined by a sight triangle taken 30m from the outside rail and 320m along the railway track.

Figure TRA 6. Approach Sight Triangles for Level Crossings with “Give Way” Signs



Restart sight triangles at level crossings

On [sites](#) adjacent to all rail level crossings, no [building](#), [major structure](#) or planting shall be located within the shaded areas shown in Figure TRA 7. These areas are defined by a sight triangle taken 5m from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table TRA 12).

TRA – Appendix 2

Figure TRA 7. Restart Sight Triangles for all Level Crossings

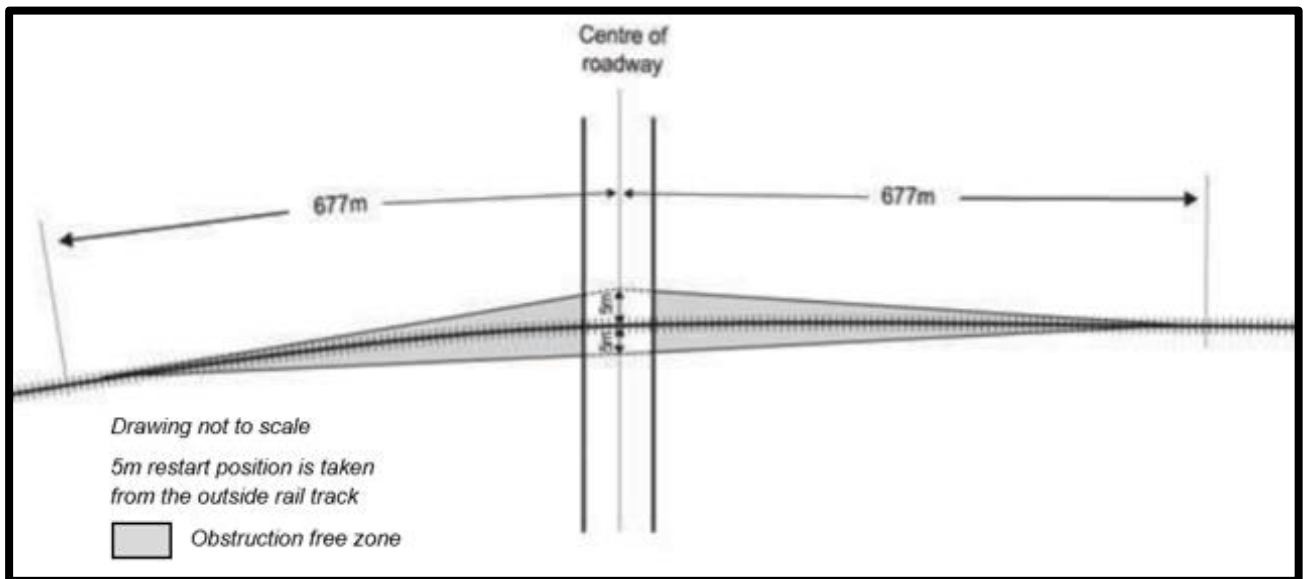


Table TRA 12. Required Restart Sight Distances for Figure TRA 7

Required Approach Visibility Along Tracks A (m)		
Signs only	Alarms only	Alarms and barriers
677m	677m	60m

Compliance Standards:

1. These conditions apply irrespective of whether any visual obstructions already exist.
2. Approach sight triangles under Figure TRA 6 do not apply for level crossings fitted with alarms and/or barrier arms.
3. Figures TRA 6 and 7 show a single set of rail tracks only. For each additional set of tracks add 25m to the along-track distance in Figure TRA 6, and 50m to the along-track distance in Figure TRA 7.

Note:

1. All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings. The formulae in this document are performance based; however, the rule contains fixed parameters to enable easy application of the standard. Approach and restart distances are derived from a:
 - a. Train speed of 110 km/h.
 - b. Vehicle approach speed of 20 km/h.
 - c. Fall of 8% on the approach to the level crossing and a rise of 8% at the level crossing.
 - d. 25m design truck length.
 - e. 90° angle between road and rail.

TRA – Appendix 3

Appendix 3. Transport Network Hierarchy

Whangārei’s [roads](#) have been classified into a hierarchy to define their purpose and expectation within the transport network. The hierarchy is two-tiered. The first tier is the One Network Road Classification, which aligns with the national system, and is shown on the Planning Maps. The second tier comprises Regionally Significant Transport Infrastructure as identified in the Regional Policy Statement for Northland 2016. The tiers overlap as some [roads](#) are classified under multiple tiers. A description of each category of the hierarchy is set out in Table TRA 13.

Table TRA 13. Transport network hierarchy

Classification	Expectation
<i>Tier 1: One Network Road Classifications</i>	
National (High Volume)	Roads that make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports and have high volumes of heavy commercial vehicles or general traffic.
Regional	Regional roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports or airports. They are also major connectors between regions and in urban areas may have substantial passenger transport movements.
Arterial	Arterial roads make a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports or airports and may be the only route available to some places within the region (i.e. they may perform a significant lifeline function). In urban areas, they may have significant passenger transport movements and numbers of cyclists and pedestrians using the road .
Primary Collector	Primary Collectors are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or areas of population. They may be the only route available to some places within the region and in urban areas they may have moderate passenger transport movements and numbers of cyclists and pedestrians using the road .
Secondary Collector	Secondary Collectors are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites and may be the only route available to some places within this local area.
Access	Access includes all other roads . Low volume roads within this category will fall into the low volume subset.
Low Volume	All other roads are classed as low volume.
<i>Tier 2: Regionally Significant Transport Infrastructure</i>	
Strategic Tourist Routes	The tourism routes support tourist related transport users in the District. Tourism routes should positively add to visitors’ impressions of the District. Rest areas and amenities are important on Tourism Routes.
Strategic Freight Routes	Freight routes support freight movements into and out of the District. Two freight carriers that are of particular significance to the District are forestry and dairy. Freight routes will continue to support significant amounts of heavy transport while considering impacts on surrounding established and planned settlements.

TRA – Appendix 3

National Cycleway	These areas generally represent the most significant concentrations of population within Whangārei and would therefore benefit the most from a strategic approach to creating and enhancing local networks for recreational and commuting use. Additionally, the national cycleway connects wider areas of the District and Region.
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TRA – Appendix 4

Appendix 4. Strategic Road Protection Areas

Table TRA 14 contains details of the strategic [road](#) protection areas shown on the Planning Maps.

Table TRA 14. Strategic Road Protection Areas

Road Name	Location		Strategic Road Protection Area (metres)	
	Start	Finish	Direction	
Dent St	Bank St	Rathbone St		3 SW
Dent St	Rathbone St	Walton St	2 NE	5 SW
Dent St	Walton St	Reyburn St	4 NE	3 SW
Hatea Drive	All		12.5 from centre	
Kamo Rd	Bank St	40m from Bank St	3 W	
Kamo Rd	Kensington Ave	60m S of McClintock St	2 W	3 E
Kamo Rd	60m S of McClintock St	Western Hills Dr	2 W	5.4 E
Kamo Rd	Western Hills Dr	Burling Ave		5 E
Kamo Rd	Burling Ave	70m S of Adams Pl		2 E
Kamo Rd	Whau Valley Rd	550m N of Whau Valley Rd	1.6 W	
Kiripaka Rd	Waiaatawa Rd	Corks Rd	12.5 from centre	
Maunu Rd	Water St Intersection with Central Ave and Walton St	SH 1	3 S	2 N
Mill Rd	Nixon St	Whareora Rd	2.5 W	2.5 E
Okara Drive	Commerce St	Port Rd	11 from centre	
Rathbone St	Robert St	Dent St		3 SE
Tarewa Rd	Porowini Ave	Otaika Rd	11 from centre	
Waiaatawa Rd	Whareora Rd	Kiripaka Rd	12.5 from centre	
Walton St	Bank St	Dent St		4 E

Compliance Standards:

1. "x from centre" refers to a distance taken from the centre of the existing legal [road](#). The legal [road](#) width varies in these locations and it is not practical to define Strategic Road Protection Areas from the existing edge of the legal [road](#).
2. All other Strategic Road Protection Areas are expressed as the distance from the [frontage](#) of sites.

Note:

1. Abbreviations for directions:
 N = north NE = north-east
 S = south SW = south-west
 E = east SE = south-east
 W = west NW = north-west

TRA – Appendix 5

Appendix 5. Integrated Transport Assessment Thresholds

Table TRA 15 – TRA-R15 Thresholds

(A) Activity Type		(B)	(C)
			Threshold Limits
		New Activity	Change to an Existing Activity
(1)	Residential Units	25 residential units	Every additional 25 residential units
(2)	Supported Residential Care	20 beds	Every additional 20 beds
(3)	Visitor Accommodation	25 bedrooms	Every additional 25 bedrooms
(4)	Drive Through Facilities	300m ²	Every additional 300m ² GFA
(5)	General Retail	1,000m ² GFA	Every additional 1,000m ² GFA
(6)	Grocery Stores	750m ² GFA	Every additional 750m ² GFA
(7)	Trade Retail	1,000m ² GFA	Every additional 1,000m ² GFA
(8)	Commercial Services	1,250m ² GFA	Every additional 1,250m ² GFA
(9)	Food and Beverage Activity	500m ² GFA	Every additional 500m ² GFA
(10)	Entertainment Facilities	1,000m ² GFA	Every additional 1,000m ² GFA
(11)	Other Commercial Activities	1,000m ² GFA	Every additional 1,000m ² GFA
(12)	Place of Assembly	1,000m ² GFA	Every additional 1,000m ² GFA
(13)	Recreational Facilities	1,000m ² GFA	Every additional 1,000m ² GFA
(14)	Other Community Activities	2,500m ² GFA	Every additional 2,500m ² GFA
(15)	Storage	5,000m ² GFA	Every additional 5,000m ² GFA
(16)	Other Industrial Activities	2,500m ² GFA	Every additional 2,500m ² GFA
(17)	Rural Centre Service Activities	1,000m ² GFA	Every additional 1,000m ² GFA
(18)	Retirement Village	20 individual retirement village units or beds	Every additional 20 individual retirement village units or beds
(19)	Care Centre	Facilities which accommodate at least 25 persons receiving care	Every additional 25 persons receiving care that are accommodated in the facility
(20)	Service Station	4 refuelling spaces per site	Every additional 4 refuelling spaces per site
(21)	Educational Facilities – Primary Schools, Pre-school and Childcare Facilities	Schools which accommodate at least 40 pupils	Every additional 40 pupils accommodated at the school
(22)	Educational Facilities – Secondary and Tertiary Schools	Schools which accommodate at least 180 pupils	Every additional 180 pupils accommodated at the school

TRA – Appendix 5

Compliance Standards:

1. The threshold limits for rows (1) – (19) within Table TRA 15 apply per site or building, whichever is the more restrictive.
2. Temporary activities, rural production activities, general public amenities, network utilities and public playground are exempt from TRA-R15.

Table TRA 16 – TRA-R16 Thresholds

(A)		(B)	(C)
Activity Type		Threshold Limits	
		New Activity	Change to an Existing Activity
(1)	<u>Residential Units</u>	50 or more <u>residential units</u>	Every additional 50 <u>residential units</u>
(2)	<u>Supported Residential Care</u>	40 beds	Every additional 40 beds
(3)	<u>Visitor Accommodation</u>	50 bedrooms	Every additional 50 bedrooms
(4)	<u>Drive Through Facilities</u>	600m ²	Every additional 600m ² <u>GFA</u>
(5)	<u>General Retail</u>	2,000m ² <u>GFA</u>	Every additional 2,000m ² <u>GFA</u>
(6)	<u>Grocery Stores</u>	1,500m ² <u>GFA</u>	Every additional 1,500m ² <u>GFA</u>
(7)	<u>Trade Retail</u>	2,000m ² <u>GFA</u>	Every additional 2,000m ² <u>GFA</u>
(8)	<u>Commercial Services</u>	2,500m ² <u>GFA</u>	Every additional 2,500m ² <u>GFA</u>
(9)	<u>Food and Beverage Activity</u>	1,000m ² <u>GFA</u>	Every additional 1,000m ² <u>GFA</u>
(10)	<u>Entertainment Facilities</u>	2,000m ² <u>GFA</u>	Every additional 2,000m ² <u>GFA</u>
(11)	Other <u>Commercial Activities</u>	2,000m ² <u>GFA</u>	Every additional 2,000m ² <u>GFA</u>
(12)	<u>Place of Assembly</u>	2,000m ² <u>GFA</u>	Every additional 2,000m ² <u>GFA</u>
(13)	<u>Recreational Facilities</u>	2,000m ² <u>GFA</u>	Every additional 2,000m ² <u>GFA</u>
(14)	Other <u>Community Activities</u>	5,000m ² <u>GFA</u>	Every additional 5,000m ² <u>GFA</u>
(15)	<u>Storage</u>	10,000m ² <u>GFA</u>	Every additional 10,000m ² <u>GFA</u>
(16)	Other <u>Industrial Activities</u>	5,000m ² <u>GFA</u>	Every additional 5,000m ² <u>GFA</u>
(17)	<u>Rural Centre Service Activities</u>	2,000m ² <u>GFA</u>	Every additional 2,000m ² <u>GFA</u>
(18)	<u>Retirement Village</u>	40 individual <u>retirement village</u> units or beds	Every additional 40 individual <u>retirement village</u> units or beds
(19)	<u>Care Centre</u>	Facilities which accommodate at least 50 persons receiving care	Every additional 50 persons receiving care that are accommodated in the facility
(20)	<u>Service Station</u>	8 refuelling spaces per site	Every additional 8 refuelling spaces per site

TRA – Appendix 5

(21)	Educational Facilities – Primary Schools, Pre-school and Childcare Facilities	Schools which accommodate at least 80 pupils	Every additional 80 pupils accommodated at the school
(22)	Educational Facilities – Secondary and Tertiary Schools	Schools which accommodate at least 360 pupils	Every additional 360 pupils accommodated at the school

Compliance Standards:

1. *The threshold limits for rows (1) – (19) within Table TRA 16 apply per site or building, whichever is the more restrictive.*
2. *Temporary activities, rural production activities, general public amenities, network utilities and public playground are exempt from TRA-R16.*