



#### Explanation

Inappropriate route selection and construction methods can have significant adverse effects on the district's environment. The effects of traffic noise, permanent visual effects, runoff, impact on energy use etc must be considered when developing the transportation network.

- Parts of the transportation network are vulnerable to natural hazard events.

#### Explanation

Natural hazards such as slips, flooding, coastal erosion and sea level rise can damage and/or close transportation networks. Some transportation structures (eg railway embankments) can also increase the effects of such events by, for example, acting as a barrier to flood water dissipation. This potential risk must be taken into account when decisions are made in relation to the location and design of such routes.

### 3.3.3 OBJECTIVES.

#### Objective TRAN.1

To achieve and maintain appropriate public safety levels in respect of the District transportation network.

*(Refer Policy TRAN.1 to 10)*

#### Objective TRAN.2

To maintain an efficient flow of people and goods along the District's transportation routes.

*(Refer Policy TRAN.1 to 11)*

#### Objective TRAN.3

To maintain the amenity values of the District, while enabling the continual development and upgrading of the transportation network.

*(Refer Policy TRAN.7 to 10)*

#### Objective TRAN.4

To manage the development of the transportation network in a sustainable manner that recognises the link between transportation, energy and climatic changes.

*(Refer Policy TRAN.11)*

### 3.3.4 POLICIES

#### Policy TRAN.1 Effects of Land Use

To ensure that the adverse effects that land use activities can have on the District's transportation network, are avoided, remedied or mitigated.

#### Explanation

*The safe and efficient operation of the District's transportation network can be significantly affected by adjoining land uses. New development must take into consideration any effects it may have on the operation of the District's transportation routes and those who use them.*

*(Refer Rule TRAN.5-7, Rule TRAN.9)*

#### Policy TRAN.2 Loading and Manoeuvring

To mitigate adverse effects on the safe and efficient operation of the roading network by requiring owners and occupiers, where appropriate, to provide off-road loading and manoeuvring facilities for the servicing of premises

#### Explanation

*The operation of retail type activities generally involve numerous loading and unloading operations during the normal course of business. Undertaking such activities on the road can greatly impede traffic flows.*

*However Council recognises that there are circumstances where the provision of off-road loading facilities is neither practical nor necessary and therefore dispensations can be granted.*

*(Refer Rule TRAN.5)*

#### Policy TRAN.3 Parking

To mitigate adverse effects on the safety and efficiency of the roading network by requiring that adequate off-street parking be developed for all land use activities.

#### Explanation

*Developments such as shopping centres and hospitals, employ large numbers of people and attract a high density of traffic. Parking facilities associated with such activities reduce the pressure to park on the road and therefore do not compromise the safety and efficiency of the roading system.*

Council shall exercise control in respect of the following matters:

- a. The effects of noise, vibration, glare, dust and other similar effects on affected property owners.
- b. Visual effects, and the techniques used to mitigate these.
- c. The roads impact on energy consumption in terms of its design and location.
- d. The method of construction, in particular.
  - The extent, timing, and duration of bare ground; and
  - the location, timing of construction design, and density of earthworks, and
  - the re-establishment of an appropriate vegetation cover; and
  - the disposal and stabilisation of waste material or fill; and
  - measures to avoid, remedy, or mitigate:
    - (i) loss of or damage to soil; and
    - (ii) movement of vegetation, soil, or debris, into any water body or coastal water; and
    - (iii) damage to riparian vegetation or soil; and
    - (iv) damage to animal or plant communities in water bodies or coastal water; and
    - (v) effects of the activity on river or stream flows.
    - (vi) Stormwater runoff.
- e. Design, construction and location of intersections with public roads excluding State Highways in which case these matters will be subject to the requirements of Transit New Zealand.

Any applications for resource consent made under this rule shall generally be considered without notification or the written consents of affected parties.

(ii) Internal Access on Private Property in Rural Resource Areas

Provided Rule RRA.7 (at page 205) has been complied with, access roads or tracks (including bridges and culverts associated therewith) for the purposes of internal access are permitted activities provided that -

- (a) No site of heritage value listed in Table 13.1 to Table 13.8 (page 108), is adversely affected.
- (b) The location is not or is not likely to be subject to material damage by erosion, subsidence,



slippage or inundation and the proposed development is not likely to accelerate any of these processes.

- (c) That where such a road or track is to be visible from a public road, or public place that the permanent visual effects are mitigated against by, where practicable, following the contour, reducing the use of fill batters, or vegetating fill batters.
- (d) Intersections with public roads are to be constructed in accordance with the standards set out in Rule TRAN.4.
- (e) The following design and construction standards are complied with:
  - all formation surfaces with an inwards crossfall shall be drained by a watertable; and
  - cutoffs or culverts shall be constructed or installed so as to prevent scour, gullyng, or other erosion of the formed or constructed surface and to comply with Section VI of the Freshwater Fisheries Regulations 1983; and
  - fill shall not be placed over woody vegetation except where the woody vegetation has been specifically placed for corduroying purposes; and
  - all areas of fill including any formation surface overlying fill shall be compacted; and
  - fill batters shall be constructed and vegetated, to a standard that is adequate to avoid batter erosion or failure; and
  - spoil shall be disposed of by end-hauling where the formation by sidecasting of any road or track crosses any unstable site or crush zone.

(iii) Public Roads

The construction of public roads, that comply with the standards set out in the "Guide to Geometric Standards for Rural Roads", National Roads Board, New Zealand, 1985 or NZS 4404 1981 Urban Land Subdivision is a controlled activity where aligned with a legal roadline or a restricted discretionary activity where it is not aligned with a legal roadline. Council shall exercise either its control or restrict its discretion over the following matters;

- a. The effects, including noise, vibration, dust, glare, on affected property owners.
- b. The reasons the road is required and the public benefit of such a road.



- c. The impact on vegetation, habitats, watercourses and sites of heritage value (as listed in Table 13.1 to Table 13.8 (page 108).
- d. Visual impacts, and the techniques used to mitigate these.
- e. Whether the location is or is likely to be subject to material damage by erosion, subsidence, slippage or inundation (including the possibility of sea level rise) and whether the proposed development is likely to accelerate any of these processes.
- f. The chosen routes impact on energy consumption.
- g. Alternative techniques and/or routes to mitigate any adverse effects.
- h. The construction standards proposed relative to the potential vehicle movements.

Any application for resource consent under this rule shall generally be considered without notification or the written consent of affected parties.

Reason

*The construction and performance standards selected are considered appropriate to mitigate the adverse effects of road construction. Standards reflect established Council policy on construction standards for each category of the roading hierarchy.*

Rule TRAN.2 Road Realignment

Realignment of any part of any road outside the existing reserve boundary, is a permitted activity provided -

- (a) Consent of the affected landowners is received.
- (b) No sites or objects of heritage value listed in Table 13.1 to Table 13.8 (page 108) of this Plan, are adversely affected.
- (c) All reasonable and practical steps are taken to avoid long term visual impacts from such works including the disposal of spoil, and the use of cut and batter fills.
- (d) The area of land no longer required for road is rehabilitated for productive uses or is appropriately landscaped.

Where these criteria cannot be met such activities shall be considered as restricted discretionary activities, with Council restricting the exercise of its discretion to the criteria that cannot be met.

Any application for resource consent under this rule shall generally be considered without notification or the written consent of affected parties.

Reason

*Provided adverse effects are mitigated it is seen as an unnecessary and costly step to require resource consent for realignment work, particularly when realignment is generally carried out for safety and efficiency reasons.*

Rule TRAN.3 Road Maintenance

Road maintenance works are permitted activities provided adverse effects on the environment are avoided or mitigated.

Reason

*Road maintenance is considered an important work and does not warrant unnecessary intervention, when generally such work occurs within the road reserve.*

Rule TRAN.4 Access Standards from a Public Road

Access standards for properties and activities shall be determined in accordance with the following standards:

(i) Construction and Maintenance

All vehicular access from a public road shall be designed, constructed and maintained to ensure that:

- they are able to be used in all weather conditions
- they have no adverse impact upon road drainage systems
- stormwater and detritus (including gravel and silt) do not migrate on to the road
- intersect with the property boundary within 15 degrees of a right angle

(ii) Sight distances

Clear visibility along the road in both directions from the vehicular access shall comply with the following Table:



Table 11 Sight Distances (Source "Guidelines for Visibility at Driveways" Land Transport Safety Authority - Publication No. 6"). See also Figure 12 (page 92).

Minimum Sight Distance from Access			
85 percentile	Sight Distance (m) per road classification		
Speed (km/h)	Local	Collector	Arterial S.H.
50	40	45	90
60	55	65	115
70	85	85	140
80	105	105	175
90	130	130	210
100	160	160	250
110	190	190	290
120	230	230	330

Note: The 85th percentile speed is defined as the speed which is not exceeded by 85% of the vehicles travelling over that particular route.

(iii) Access to Rural State Highways and Regional Arterials

Design and construction of access shall comply with the following standards:

- (a) Where the speed limit is 100 kph, spacing between accesses shall be not less than 200 metres (regardless of the side of road on which they are located), and no vehicle access shall be constructed within 100 metres of road intersections.
- (b) Width of vehicular access ways at the property boundary are to be no greater than 6 metres.
- (c) Heavy vehicular accesses shall be designed and constructed to:
  - i) Carry the volume and weight of traffic likely to use the access.
  - ii) To ensure heavy vehicles do not have to cross the road centre line when making a left turn.
  - iii) Ensure the surface is constructed to the same standard as the adjacent road carriageway.
  - iv) Has sufficient width to accommodate the swept path of the largest vehicle anticipated to use it.
- (d) Figures 7 to 9 (pages 88-90) establish the minimum design standards for access determined by activity type.
- (e) Access to State Highways shall be to Transit New Zealand design specification.

(iv) Access to District Arterial and Collector Roads

- (a) Access for residential activities shall conform with the standards set out in Figure 11(a) (page 92).
- (b) Access for non-residential activities shall conform with the standards set out in Figure 11 (b) (page 92).
- (c) Distance from any road intersection shall be not less than 40 metres.

(v) Access to Urban State Highways and Urban Arterials

Design and construction of accesses shall comply with the following standards;

- a) The vehicle crossing shall intersect with the road reserve boundary at an angle between 45 degrees and 90 degrees.
- b) For activities that attract a low level of vehicles width measured at the edge of carriageways shall not be greater than 3.5 metres.
- c) For activities that attract a high level of vehicles width measured at the edge of the carriageway shall be as follows:
  - between 3.5 and 6.0 for a one way operation or
  - between 6.0 and 9.0 metres for a two way operation.
- d) No access shall be constructed within 7.5 metres of the road reserve boundary of a road intersection.
- e) Access shall be constructed in accordance with the details set out in Figure 10 (page 91).

(vi) Access to Local Roads

Access to local roads shall be in accordance with (i) and (ii) above.

(vii) Non-Compliance

Any proposal that does not conform with these standards shall be considered as a restricted discretionary activity, with discretion restricted to this matter. Unless Council determines otherwise on the basis of safety concerns, written consent of affected parties need not be received and the application may not be notified except where the activity affects a State Highway in which case, Transit New Zealand's comments will be required.

Assessment Criteria (not part of this rule)

In considering any application under this rule, Council will consider the following:



- a) the intensity and duration of the activity;
- b) the classification and use of the road;
- c) any effect on the safety and efficiency of that road.

Reason

*Development alongside of the roading network may reduce the safety and efficiency levels of the road. Performance standards have been developed by Transit NZ and the Land Transport Safety Authority to ensure safety and efficiency levels are not compromised. These standards have been used as the basis for control, although in some instances they have been modified to suit local conditions. Refer to "Highway Planning under the Resource Management Act" Transit NZ, 1994.*

Rule TRAN.5 Loading and Manoeuvring

(i) Servicing Activities

Where the loading and unloading of goods is an integral part of an activity, loading facilities are to be provided.

All such loading areas shall be so located that no vehicle or machinery engaged in any loading or unloading operation shall stand on or be required to manoeuvre on any part of the road reserve.

Design shall be appropriate to the type of vehicles that have occasion to visit the site.

(ii) Scheduled Roads

Loading facilities together with access and turning space are to be provided and designed so that it is not necessary to reverse vehicles either on to or off the road, on properties fronting the following roads;

- all State Highways, Regional and Urban Arterials;
- James, Elizabeth, John, Gordon, George and Charlotte Streets, Balclutha.

(iii) Non-Compliance

Any proposal that does not comply with these requirements shall be considered as a restricted discretionary activity. Council shall restrict the exercise of its discretion to this matter.

Assessment Criteria (not part of this rule)

In considering any application under this rule, Council will consider the following:

- a) the configuration of the site;
- b) the size and intensity of the activity;
- c) the classification and use of the road;
- d) any effect on the safety and efficiency of the road.

Any application for resource consent under this rule shall generally be considered without notification or the written consent of affected people. Except that where a state highway is involved the application will be referred to Transit New Zealand for comment.

Reason

*The loading and manoeuvring of vehicles can have a major impact on the safety and efficiency of the roading network, and therefore it is imperative loading activities are controlled on certain busy and important roads.*

Rule TRAN.6 Parking

Every activity shall make sufficient provision for vehicular parking in accordance with Table 12 and Figures 5 and 6 (pages 85-87) other than on public roads.

Any reduction in the requirements of Table 12 or where this Table does not provide for any particular activity which attracts people to its location, that activity will be considered as a restricted discretionary activity. Council shall restrict the exercise of its discretion to this matter.

In granting any resource consent Council may require a cash contribution in lieu of the provision for vehicular parking which will be determined on the basis of the actual cost of developing the required amount of parking in that particular area (including the purchase of the land).

Construction of parking areas including vehicle access and turning spaces, shall be constructed in accordance with the following standards:

- (i) Parking areas shall be formed and sealed or otherwise maintained, so as not to create a dust nuisance or permit vehicles to carry deleterious materials such as mud, stone, chip or gravel onto the public road or footpath.
- (ii) Stormwater originating from the parking areas shall be adequately disposed of by a pipe to a road channel or stormwater drain.
- (iii) Traffic safety is to be ensured by:
  - Vehicles using the parking area being prevented by means of a kerb wall from entering or leaving the site except by access ways provided.
  - Requiring that where more than three off road parking spaces are required, the parking area and turning spaces shall be



Figure 8 - Heavy Vehicle Private Access to Rural State Highway and Regional Arterial

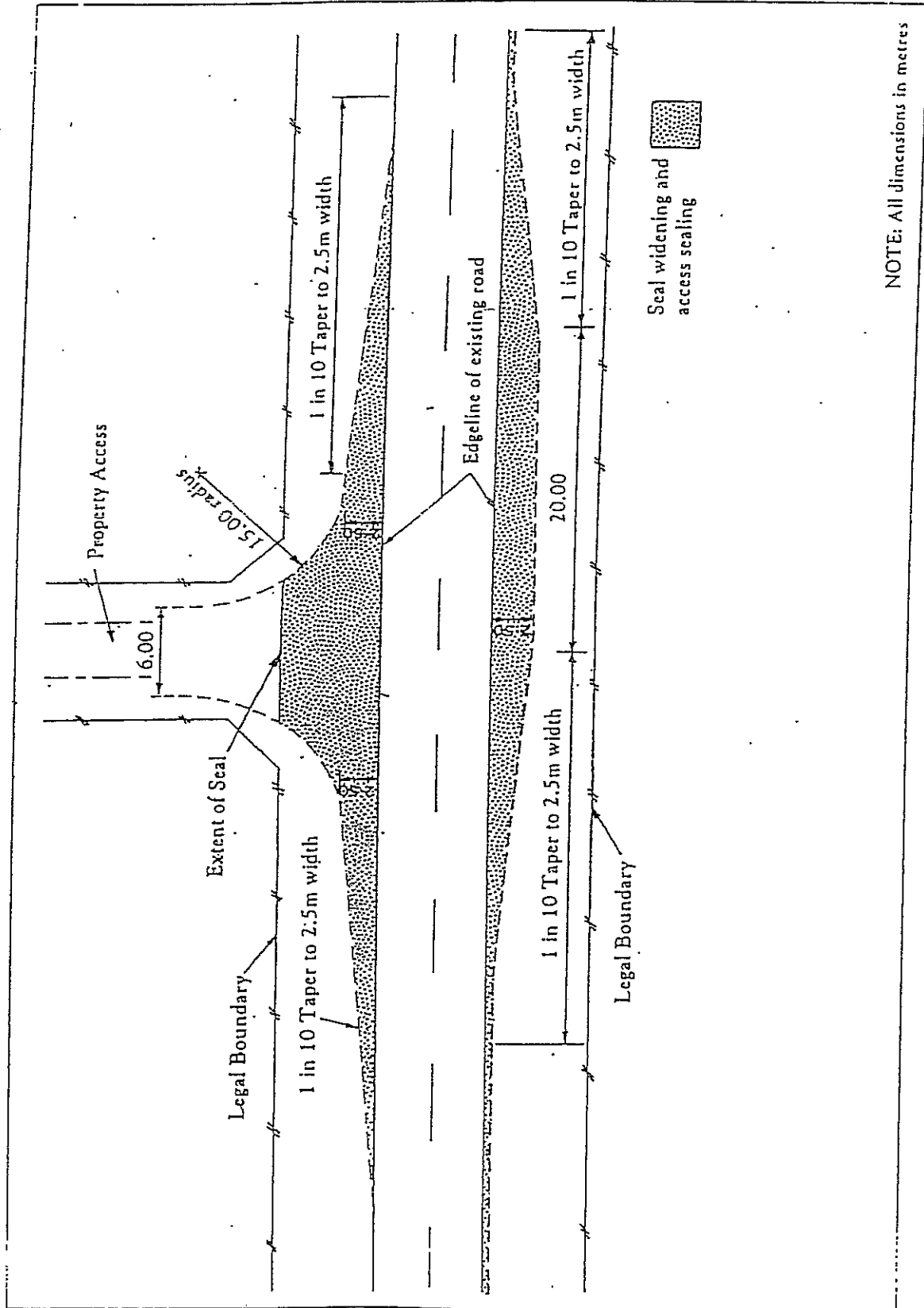




Figure 10 - Access to Urban State Highway

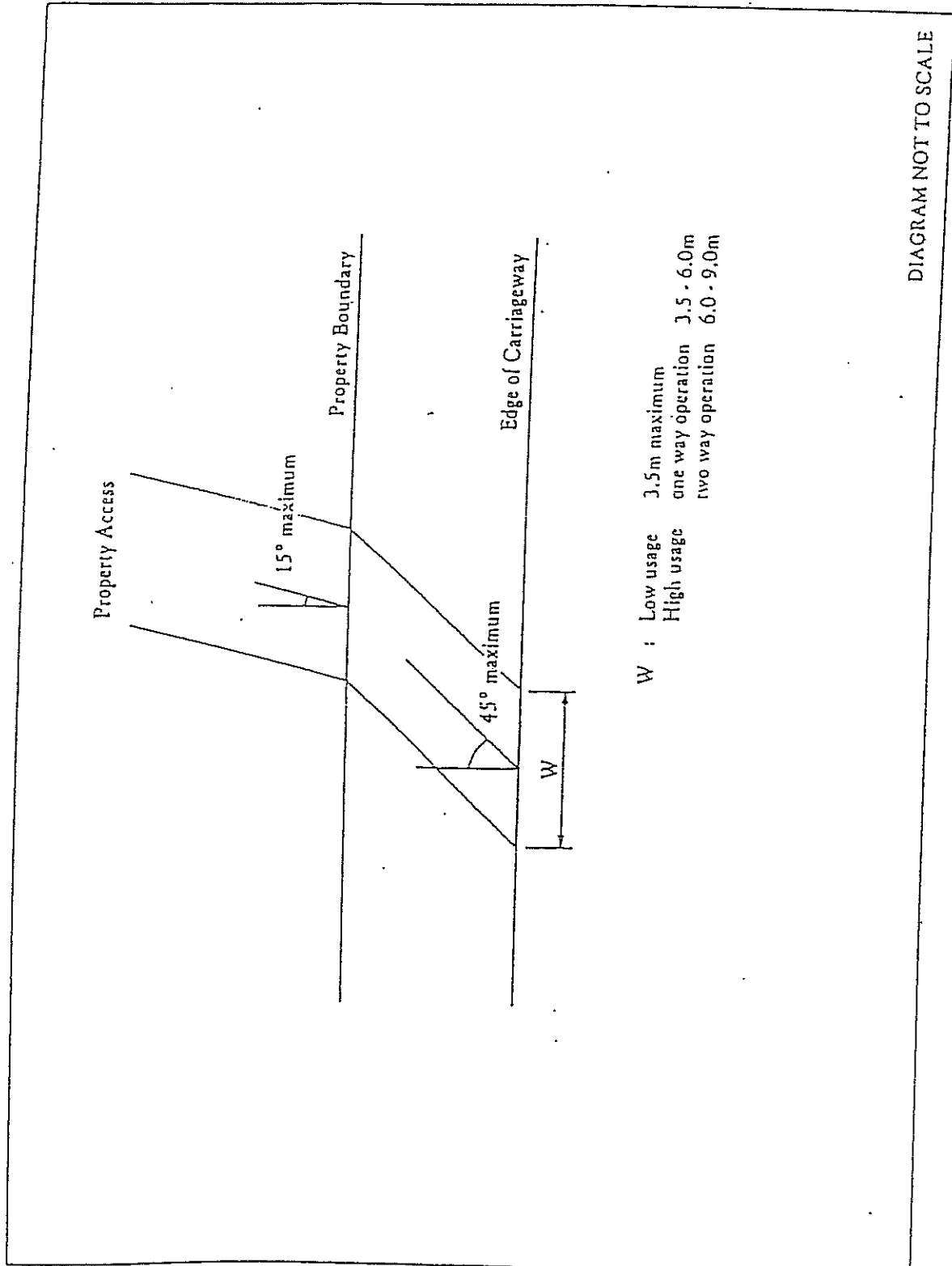
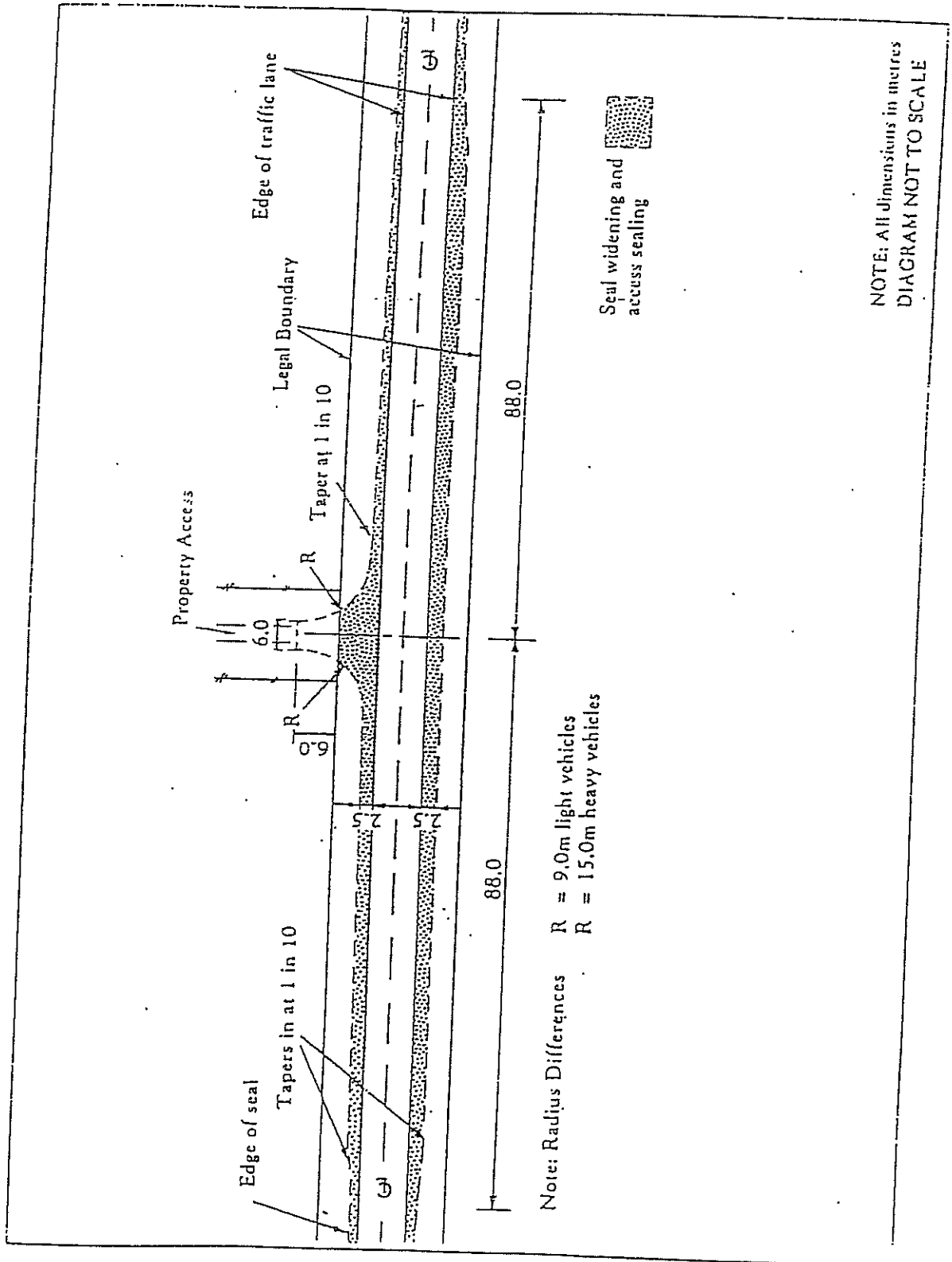




Figure 9 - Commercial Access and Road Widening  
to Rural State Highways and Regional Arterials



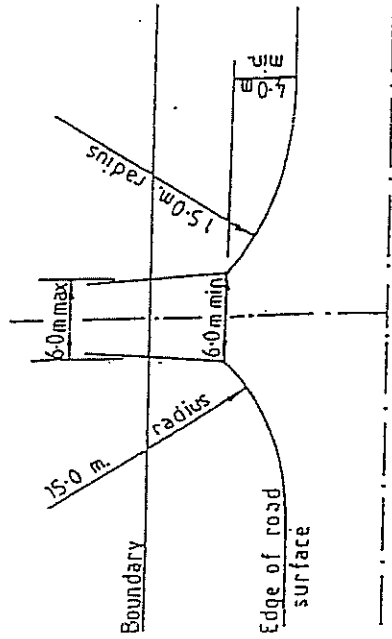
NOTE: All dimensions in metres  
DIAGRAM NOT TO SCALE





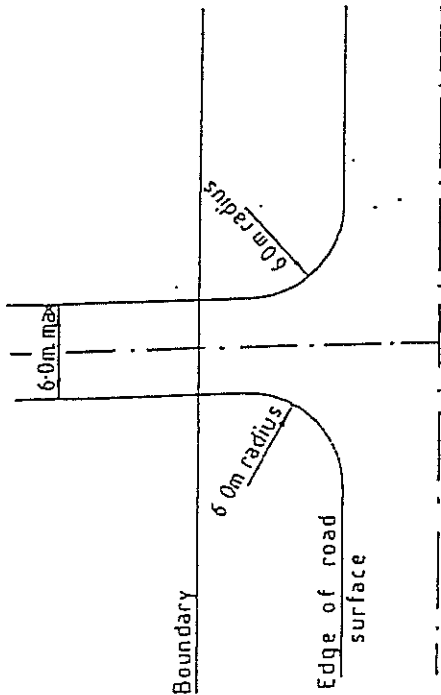
Figure 11 - Access to District Arterial and Collector Roads  
 Figure 12 - Measurement of Sight Distance

FIGURE 11(b)



Access layout for Non-Residential activities including FARMING, FACTORY FARMING, INTENSIVE FARMING and OTHER PERMITTED USES

FIGURE 11(a)



Access layout for Residential activities including DWELLINGS, LIFESTYLE BLOCKS, and RETIREMENT DWELLINGS

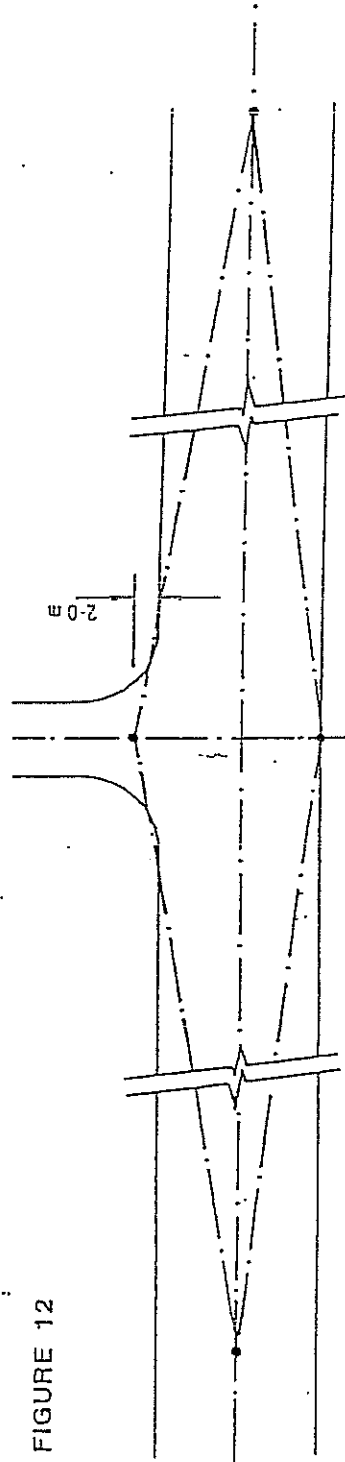
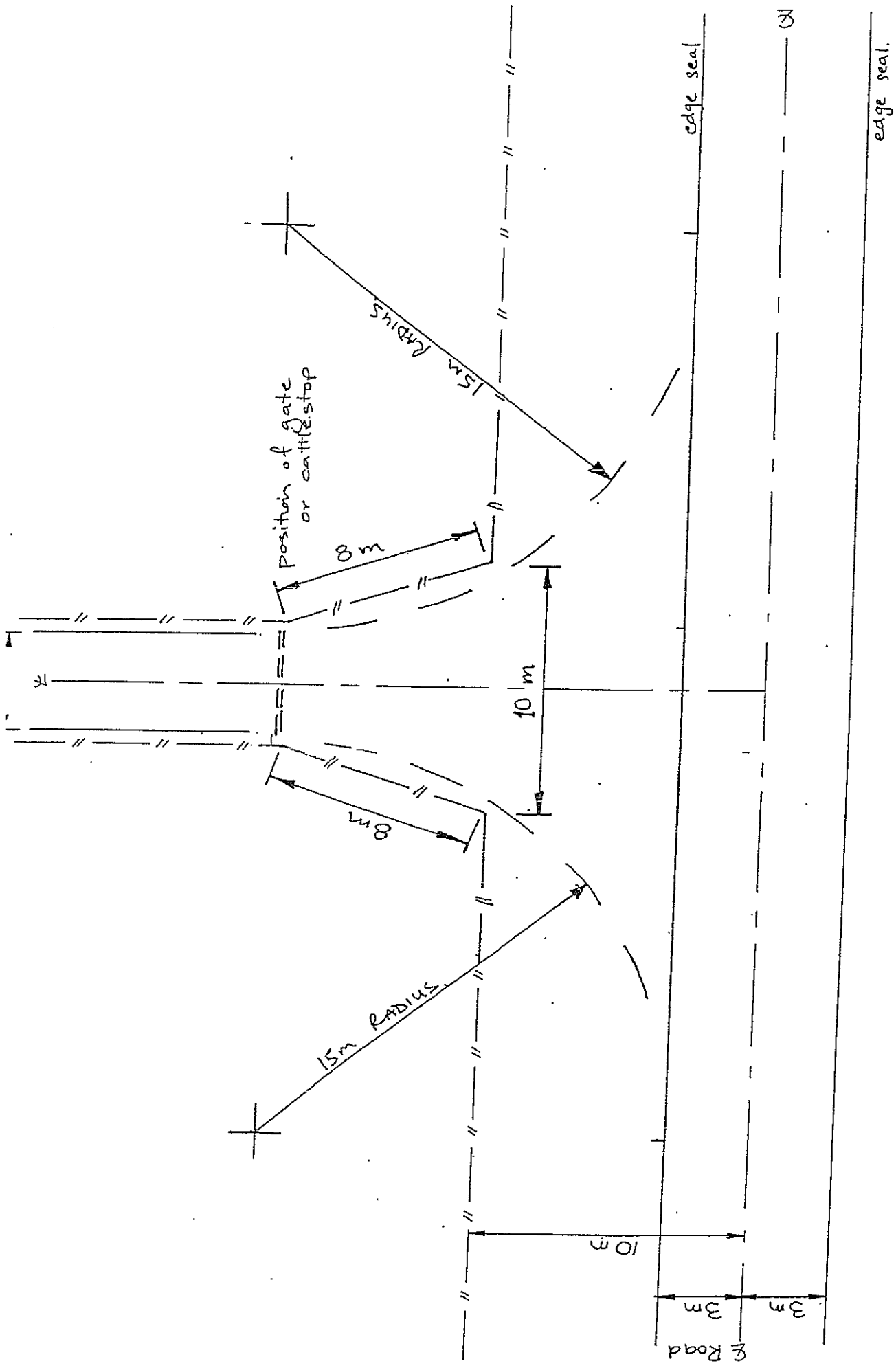


FIGURE 12

Measurement of Sight Distances - refer Table 7



HEAVY VEHICLE ACCESS. HOVING TRUCK + TRAILER,  
 DAIRY TANKER TRUCK + TRAILER.