

TRAN - Transport

The transportation systems of the Kaikōura District provide for the movement of people and goods throughout the district. Road, rail, and air transport systems contribute to the social and economic functioning of the district by providing a means of access between home, work, educational, recreational, cultural and business activities, as well as providing a route for visitors to, and through the District.

Kaikōura District has a well-established transport infrastructure consisting of:

- a. State Highway 1, passing through the District from north to south and providing vital links to Marlborough and Canterbury. The state highway is New Zealand's main north-south transport link and is therefore of national significance;
- b. The Inland Road, starting just to the south of Kaikōura and passing through Waiau and onto Culverden, provides an alternative route south;
- c. A network of secondary roads feeding into the highway system and providing access to adjoining properties, in both rural and urban areas;
- d. A network of unsealed local roads in rural areas providing property access;
- e. The Main Trunk Railway passing through the District - the main north-south rail link;
- f. The Kaikōura wharf, and the boat launching facilities at South Bay and at other small bays along the coastline;
- g. The Kaikōura Airfield - a base for tourist charter and club flights;
- h. Helipads - e.g., south of Kaikōura on Council land, near the Railway Station, and another opposite Kaikōura Hospital.

The Government is currently investigating and assessing existing responsibilities in respect of the provision and maintenance of roads throughout New Zealand. As a result of these investigations responsibilities for roading may change.

Key defined terms for this chapter	
Term	Definition
Access	means that area of land over which a site or lot obtains legal vehicular and/or pedestrian access to a legal road. This land may include: — an access leg;

	<ul style="list-style-type: none"> — an access lot; — a private way; — common land as defined on a cross-lease or company-lease; or — common property as defined in Section 2 of the Unit Titles Act 1972.
<p>Accessway</p>	<p>has the same meaning as defined in Section 315 of the Local Government Act 1974, which, at the notification date of this Plan, means:</p> <p><i>"any passage way, laid out or constructed by the authority of the council or the Minister of Works and Development, [or on or after the 1st day of April 1988, the Minister of Lands] for the purpose of providing the public with a convenient route for pedestrians from any road, service lane, or reserve to another, or to any public place or to any railway station, or from one public place to another public place, or from one part of any road, service land, or reserve to another part of that same road, service land or reserve."</i></p>
<p>Adjoining</p>	<p>land shall be deemed to be adjoining other land, notwithstanding that it is separated from the other land only by a road, railway, drain, water race, river or stream.</p>
<p>Allotment</p>	<p>has the same meaning as in Section 218 of the Resource Management Act 1991, except that for the purpose of this Plan, in the case of:</p> <ul style="list-style-type: none"> — land being subdivided, the word allotment shall be extended to include an area of land or volume of space the boundaries of which are separately shown on a plan submitted with an application for subdivision consent, including two or more areas, whether adjoining or not which are held, intended to be held, or required to be held together in a single certificate of title, and any balance area; and/or — land being subdivided under the cross lease or company lease systems under the Unit Titles Act 1972, the word

	allotment shall be extended to have the same meaning as site.
All Weather Surface	means a pavement which has been excavated to a sound subgrade, backfilled and compacted to properly designed drainage gradients with screened and graded aggregate, is dust free and is useable by motor vehicles under all weather conditions, and includes asphalt, concrete, paving, tiles and gobi blocks but excludes metalled, gravelled or limestone surfaces.
Boundary	means any boundary of the net area of a site and includes any road boundary or internal boundary. Site boundary shall have the same meaning as boundary.
Carriageway	means that portion of a road devoted particularly to the use of motor vehicles, inclusive of shoulders in a General Rural Zone and from the face of kerb to face of kerb in a General Residential, Commercial, or Settlement Zone, or Ocean Ridge Development Area.
Commercial Activity (NPS)	Means any activity trading in goods, equipment or services. It includes any ancillary activity to the commercial activity (for example administrative or head offices).
Day Care Facility	means land and/or buildings used for the care during the day of people other than those residing on the site. This definition only applies to the car parking requirement rules.
Elderly Persons Housing Unit	means one of a group of residential units developed or used for the accommodation of elderly persons, and where the group is held under either one title or unit titles under the Unit Titles Act with a body corporate and which, is encumbered by a bond or other appropriate legal instrument which ensures that the use of the unit is confined to elderly persons.
Formed Road	means a road with a carriageway constructed to an all-weather standard with a minimum carriageway width of 3m and includes roads which have metalled surfaces.
Frontage	means the road boundary of any site.

<p>Gross Floor Area (GFA) (NPS)</p>	<p>Means the sum of the total area of all floors of a building or buildings (including any void area in each of those floors, such as service shafts, lift wells or stairwells) measured:</p> <ul style="list-style-type: none"> a. where there are exterior walls, from the exterior faces of those exterior walls; b. where there are walls separating two buildings, from the centre lines of the walls separating the two buildings; c. where a wall or walls are lacking (for example, a mezzanine floor) and the edge of the floor is discernible, from the edge of the floor.
<p>Health Care Facility (Medical)</p>	<p>means land and/or buildings used for the provision of services relating to the physical and mental health of people and animals and includes:</p> <ul style="list-style-type: none"> a. hospitals and/or ancillary gymnasiums and/or pools which are part of a hospital service and treatment programme; b. care facilities for the elderly and/or the disabled which include medical facilities and may incorporate on-site accommodation; c. based facilities for the provision of off-site health services; d. accessory buildings and activities <p>but excludes facilities used for the promotion of physical fitness or beauty such as gymnasium and/or pools, weight control clinics or beauty clinics. Also refer to the definition community activity.</p>
<p>Heavy Vehicle</p>	<p>means a motor vehicle (other than a motor car) that is not used, kept or available for the carriage of passengers for hire or reward. The gross laden weight of which exceeds 3500kg; but does not include a traction engine or vehicle designed solely or principally for the use of fire brigades in attendance at fires.</p>
<p>High Traffic Generating Activities</p>	<p>means any activity that generates more than 100 vehicle movements per day (VPD) and includes the following:</p>

	<ul style="list-style-type: none"> a. service stations; and b. retail activities (or groups of retail activities using common vehicle crossings containing a total gross floor area of more than 400m²).
Hospital	means any building in which two or more persons are accommodated for the purposes of receiving any medical treatment. Also refer to the definition community activity
Hotel	means any building and associated land where accommodation is provided and which is the subject of a liquor licence, and may include restaurants, bars, accommodation, solarium, conference and other ancillary facilities associated therewith as part of an integrated complex. Hotel is also included in the definition of visitor accommodation.
Industrial Activity (NPS)	Means an activity that manufactures, fabricates, processes, packages, distributes, repairs, stores, or disposes of materials (including raw, processed, or partly processed materials) or goods. It includes any ancillary activity to the industrial activity.
Loading Space	means a portion of a site, whether covered or not, clear of any road or service lane upon which a vehicle can stand while being loaded or unloaded.
Manoeuvring Area	means that part of a site used by vehicles to move from the vehicle crossing to any parking, garage or loading space and includes all driveways and aisles and may be part of an access.
Office	<p>means any of the following:</p> <ul style="list-style-type: none"> a. Administrative offices where the administration of any entity, whether trading or not, and whether incorporated or not, is conducted; b. Commercial offices such as banks, insurance agents, typing services, duplicating services and real estate agents, being places where trade (other than that involving the immediate exchange for

	<p>goods or the display or production of goods) is transacted;</p> <p>c. Professional offices such as the offices of accountants, solicitors, architects, surveyors and engineers.</p> <p>Also refer to the definition commercial activity.</p>
Parking Area	<p>means that part of a site or buildings within which vehicle parking spaces required by this Plan or otherwise provided are accommodated, and includes all parking spaces, associated manoeuvre areas and required landscape areas.</p>
Parking Space	<p>means a space on a site or building available at any time for accommodating one stationary motor vehicle. Such parking space shall not be located on any access or outdoor living space and shall have vehicular access to a road or service lane.</p>
Place of Assembly	<p>means any building or place used principally as the meeting place for any organisation, event, club, group or religion. Place of assembly includes churches, marae and halls, except for those associated with educational facilities.</p>
Residential Unit (NPS)	<p>Means a building(s) or part of a building that is used for a residential activity exclusively by one household, and must include sleeping, cooking, bathing and toilet facilities.</p>
Restaurant	<p>means any land and/or buildings, or part of a building, in which meals are regularly supplied for sale to the general public for consumption on the premises, including such premises which a licence has been granted pursuant to the Sale of Liquor Act 1989.</p>
Retirement Village (NPS)	<p>means a managed comprehensive residential complex or facilities used to provide residential accommodation for people who are retired and any spouses or partners of such people. It may also include any of the following for residents within the complex: recreation, leisure, supported residential care, welfare and medical facilities (inclusive of hospital care) and other non-residential activities.</p>

<p>Road</p>	<p>has the same meaning as defined in the Local Government Act 1974, which at the notification date of this Plan means the whole of any land which is within a district, and which</p> <ul style="list-style-type: none"> a. Was a road or street or public highway prior to April 1st, 1979, or for the purposes of this plan, was a state highway alignment created after April 1st, 1979; or b. Immediately before the inclusion of any area in the district was a public highway within that area; or c. Was laid out by the council as a road or street after April 1st, 1979; or d. Is vested in the council for the purpose of a road as shown on a deposited survey plan; or e. Is vested in the council as a road to street pursuant to any other enactment. <p>Road includes -</p> <ul style="list-style-type: none"> a. Except where elsewhere provided in the Local Government Act 1974, any access way or service lane which, prior to April 1st 1979, was under the control of any council or which is laid out or constructed by or vested in any council as an access way or service lane or which was declared by the Minister of Works and Development as an access way or service land after April 1st 1979 or which was declared by the Minister of Lands as an access way or service land on or after the 1st day of April 1988. b. Every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof; - <p>but, except as provided in the Public Works Act 1981, or in any regulation under that Act does not include a motorway within the meaning of that Act.</p>
<p>Road Boundary</p>	<p>means any boundary of a site abutting a legal road (other than an accessway or service lane) or contiguous to a</p>

	boundary of a road designation. Frontage or road frontage shall have the same meaning as road boundary.
Service Lane	means any lane laid out or constructed whether by the authority of the council or the Minister of Works and Development (or, on or after the 1st day of April 1988, the Minister of Lands) for the purpose of providing the public with a side or rear access for vehicular traffic to any land.
Service Station	<p>means any site where the predominant activity is the retail sales of motor vehicle fuels, including petrol, LPG, CNG, and diesel, by way of dispensing pump or bowser. Service station may also include any one or more of the following:</p> <ul style="list-style-type: none"> a. the sale of kerosene, alcohol-based fuels, lubricating oils, tyres, batteries, vehicle spare parts and other accessories normally associated with motor vehicles; b. mechanical repair and servicing of motor vehicles (includes motorcycles, caravans, boat motors, trailers); c. warrant of fitness testing and/or certification; d. the sale of other merchandise where this is an ancillary activity to the sale of motor vehicle fuels; e. truck stops.
Site (NPS)	<p>Means:</p> <ul style="list-style-type: none"> a. an area of land comprised in a single record of title under the Land transfer Act 2017; or b. an area of land which comprises two or more adjoining legally defined allotments in such a way that the allotments cannot be dealt with separately without the prior consent of the council; or c. the land comprised in a single allotment or balance area on an approved survey plan of subdivision for which a separate record of title under the Land transfer Act 2017 could be issued without further consent of the Council; or d. despite paragraphs (a) to (c), in the case of land subdivided under the Unit Titles Act 1972 or the Unit

	Titles Act 2010 or a cross lease system, is the whole of the land subject to the unit development or cross lease
Vehicle Movements per Day (VPD)	<p>means one single car trip to or from a site. Equivalent car movements are as follows:</p> <ul style="list-style-type: none"> — 1 car to and from a site = 2 VPD — 1 truck to and from a site = 6 VPD — 1 truck and trailer to and from a site = 10 VPD — a single residential unit generates 10 VPD
Visitor Accommodation (NPS)	Means the land and/or buildings used for accommodating visitors, subject to a tariff being paid, and includes any ancillary activities.

Issues

TRAN-I1	Efficiency and safety
The use of motorised transport has the potential to adversely affect the efficient and safe use of the District's <i>roads</i> .	
TRAN-I2	Environmental effects of transportation
The use of motorised transport has the potential to adversely affect the environment.	
TRAN-I3	Maintenance and provision of access
The maintenance of existing <i>access</i> routes and the provision of new <i>access</i> routes at the time of subdivision are necessary for the functioning of communities within the District.	

Objectives

TRAN-O1	Efficiency and safety of transportation infrastructure
To provide for the safe and efficient use of the District’s existing and future transportation infrastructure.	
TRAN-O2	Manage effects of transportation
To avoid remedy or mitigate actual and potential adverse effects of transportation.	
TRAN-O3	Maintenance and provision of access
To maintain and provide for access and ease of pedestrian and vehicle movement throughout the District.	

Policies

TRAN-P1	Promote, protect, and improve efficiency and safety of the transport network
<ol style="list-style-type: none"> 1. To promote the efficient use of all <i>roads</i> within the District by adopting and applying design and <i>access</i> standards within different zones of the District, based on the intended function of each <i>road</i>, and the expected vehicle generation. 2. To protect the efficiency of through traffic on State Highway 1 due to its role as a carrier of through traffic. 3. To improve the safety of local traffic and pedestrians on Beach Road due to its role as a local road and business area. 4. To promote the efficient use of <i>roads</i> by ensuring the size, location and type of <i>access</i> to properties is appropriate. 5. To reduce congestion and loss of efficiency of <i>roads</i> by ensuring off-road parking and loading is provided for activities. 6. To promote and encourage cycling as a safe and efficient use of the Districts <i>roads</i>. 7. To provide for the continued operation of the Kaikōura Airfield and lawfully established helipads. 8. To recognise the Airfield as an important transport node in the District and to avoid, remedy, and mitigate effects of reverse sensitivity on airfield operations. 	

9. To require all business activities to provide adequate and convenient car-parking for customers and staff.
10. To support the new development of safe pedestrian links, and to upgrade existing pedestrian links, in order to promote and provide for the safe, direct and pleasant movement of pedestrians and to reduce short vehicle trips and congestion.
11. To improve connections between rail and other transport modes, particularly pedestrian access, to the commercial areas of the township.
12. To encourage any new urban development in Settlement Zones to locate within or on the periphery of existing settlements to reduce the length of, and need for, vehicle trips.

TRAN-P2	Manage the environmental effects of transportation
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1. To encourage new residential development to locate within or on the periphery of existing settlements to reduce the length of and need for vehicle trips.
2. To enable people to establish workplaces in their homes to reduce the need for vehicle trips, provided other effects on the environment are minor.
3. To support the development of pedestrian and cycling links within the settlements and urban areas, having regard to the needs of disabled persons by making these facilities safe and pleasant.
4. To promote the use of transport modes which have low adverse environmental effects.
5. To ensure new roads are designed to visually complement the surrounding area.
6. To encourage the incorporation of tree and landscape plantings within new roads and roading improvements, wherever possible, having due regard to traffic and pedestrian safety.
7. To ensure any adverse effects arising from road or railway maintenance, protection, upgrading, construction or realignment on the following are avoided, remedied or mitigated: significant habitats of indigenous fauna, indigenous plants; the natural character of the coastal environment and waterbodies; outstanding landscapes and natural features; mahinga kai and taonga; and habitats of salmon and trout and; people and communities.
8. To ensure parking and loading associated with activities, does not adversely affect the amenity enjoyed by neighbours.

TRAN-P3	Ensure maintenance and provision of access
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1. To encourage the development of pedestrian areas, walking routes, and cycleways, having regard to the needs of disabled persons.
2. To ensure access is available through the provision of new roads and related facilities.

Rules

TRAN-R1	Activities complying with TRAN Standards
	<p>1. Activity status: Permitted</p> <p>Where:</p> <p style="padding-left: 40px;">a. Compliance is achieved with TRAN-S1 to TRAN-S8.</p>
	<p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <p style="padding-left: 40px;">a. Compliance is not achieved with or more of TRAN-S1 to TRAN-S8, unless specified otherwise by another rule in this chapter.</p> <p>Matters of discretion:</p> <p style="padding-left: 40px;">1. The matters of discretion of the standard(s) not met.</p> <p>Note: These provisions shall not limit the power of the Council to require or impose conditions or standards in respect of applications for resource consent.</p>

Standards

TRAN-S1	Parking and loading	
<p>1. Minimum <i>Parking Space</i> Requirements</p> <p style="padding-left: 20px;">a. There shall be a minimum number of <i>parking spaces</i> to be provided at all times within the net area of the <i>site</i> of any activity. The number of <i>parking spaces</i> is specified below in TRAN Table 1. The required <i>parking spaces</i> shall be available for residents, staff and visitors at all times during the hours of operation of the activity.</p> <p style="padding-left: 20px;">b. Where there are two or more different activities on the <i>site</i>, the total</p>	<p>Matters of discretion:</p> <p>The effects of not meeting the standard.</p> <p>Refer to Appendix 6: Assessment Matters for guidance on what matters may be relevant to consider for the proposed activity.</p>	

<p>requirement for the <i>site</i> shall be the sum of the parking requirements for each activity.</p> <p>c. Where a land use corresponds with two or more similar activities in TRAN Table 1, the activity with the higher parking rate shall apply. Where there are two or more different activities on a <i>site</i>, the total requirement for the <i>site</i> shall be the sum of the parking requirements for each activity. However, where there is a specific <i>parking space</i> requirement for a particular activity in TRAN Table 1 that requirement shall be provided on the <i>site</i> of the activity, rather than the sum of the requirements for any group of individual activities that may collectively make up the particular activity. For example, the requirement for service stations shall be provided rather than the sum of the requirements for <i>commercial activities</i> and service stations.</p> <p>2. Car Parking for Disabled Persons</p> <p>a. Where 15 or more <i>car parking spaces</i> are required, <i>car parking spaces</i> for disabled persons shall be provided at the rate of 1 space per 15 required spaces or part thereof; except that in the Kaikōura Peninsula Tourism Development Area <i>car parking spaces</i> for disabled persons shall be provided at the following ratio:</p> <ul style="list-style-type: none">i. None for up to 14 required spaces, and;ii. 1 space per 15 required spaces, or part thereof, between 15 and 45 spaces required, and;iii. 1 space per 50 required spaces, or part thereof, for	
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<p>additional spaces required beyond 45.</p> <p>b. Each disabled persons car <i>parking space</i> shall be clearly marked and exclusively reserved for disabled persons.</p> <p>3. Assessment of <i>Parking Areas</i></p> <p>a. Where the parking requirements listed in TRAN Appendix 1 results in a fractional space, any fraction under one half shall be disregarded, except for staff car parking where any fraction under one half shall be counted as one space. Any fraction of one half or more shall be counted as one car <i>parking space</i>.</p> <p>b. The area of any <i>parking space</i> or spaces provided and of vehicular access, drives and aisles provided within a building shall be excluded from the assessment of <i>gross floor area</i> of that building for the purpose of ascertaining the total number of spaces required or permitted.</p> <p>4. Design of <i>Parking Spaces</i></p> <p>a. All required <i>parking spaces</i> and associated manoeuvring areas, other than for <i>residential units</i> and temporary activities, are to be designed in accordance with TRAN Appendix 4 size, accessibility and queuing.</p> <p>b. Off street bus <i>parking spaces</i> shall be a minimum of 3.5m in width and 14m in depth. All associated manoeuvring areas shall be designed in accordance with the New Zealand On-Road Tracking Curves for a Tour</p>	
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Coach or determined by using recognised vehicle tracking software.

5. Reverse Manoeuvring

- a. On-site manoeuvring for a design car (refer TRAN Appendix 1) shall be provided to ensure that no vehicle is required to reverse either onto or off a *site* where:
 - i. Any activity is required to provide, or contains, 6 or more parking or *loading spaces*; or
 - ii. The activity is not a residential activity; or
 - iii. Any activity has vehicle *access* and/or a vehicle crossing onto or off a Strategic Arterial Road (refer TRAN Appendix 5).
- b. On-site manoeuvring for a design truck (refer TRAN Appendix 1) shall be provided to ensure that no truck is required to reverse onto or off a *site* where any development requires loading areas or trade vehicle storage *having vehicle access* and/or a vehicle crossing onto a *road* in the Mixed Use Precinct or onto a Strategic Arterial Road (refer TRAN Appendix 5).
- c. All truck refuelling *sites* shall be designed to accommodate a maximum length B-Train in a manner which will avoid the need to reverse off the *site*.
- d. Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required parking or *loading space* to depart the *site*.

6. Loading Areas

All industrial and *commercial activities* (including retail activities) in the Kaikōura Peninsula Tourism Development Area, the Mixed Use Precinct, and in the Commercial Zone on the northern side of West End, shall provide one *loading space* and associated *manoeuvring area* on the same *site* as the activity, in accordance with the following:

- a. Every *loading space* shall have a minimum height of 3.8m and a minimum width of 3.5m or such greater width as is required for adequate manoeuvring. The depth shall be as follows:
 - i. For transport depots or other similar activities, not less than 9m.
 - ii. For retail premises, *offices*, warehouses, bulk stores, industrial and service activities and other similar uses, not less than 8m

except that for *offices* and other non-goods handling activities, where the *gross floor area* is less than 1500m² the space can be reduced to 6m in deep, 3m wide and 2.6m high.

- b. No loading or unloading of goods or passengers shall be undertaken on a Strategic Arterial Road.

7. Surface of Parking and Loading Areas

- a. The surface of all parking, loading and trade vehicle areas and associated *manoeuvring areas* shall be formed; finished in an all-weather surface; adequately drained and clearly marked.

<p>b. TRAN-S1(6)(a above does not apply where a <i>site</i> contains one <i>residential unit</i> or up to two <i>elderly persons units</i>.</p> <p>Non-notification: Resource consents in relation to TRAN-S1(4), (5), (6), and (7) shall not be notified, except where the activity is adjacent to a State Highway. Where the activity is adjacent to the State Highway, the resource consent shall be notified only if affected party approvals cannot be obtained.</p>	
<p>TRAN-S2</p>	<p>Vehicle crossings</p>
<p>1. Vehicle Crossings to be provided</p> <p>In all zones:</p> <p>a. Every <i>site</i> with <i>frontage</i> and/or vehicle <i>access</i> to a <i>formed road</i> shall be provided with a complying vehicle crossing except that no vehicle crossing shall provide vehicle <i>access</i> onto or off a Strategic Arterial where <i>frontage</i> and/or legal <i>access</i> is available from another <i>road</i>.</p> <p>b. Vehicle <i>access</i> to a <i>formed road</i> shall only be provided by way of a complying vehicle crossing.</p> <p>2. Design, Formation and Sealing of Vehicle Crossings</p> <p>a. A formed and drivable surface shall be provided between the <i>carriageway</i> of the <i>road</i> and the <i>road boundary</i> of the <i>site</i> or lot.</p> <p>b. Except in the Kaikōura Peninsula Tourism Development Area all vehicle crossings onto sealed <i>roads</i></p>	<p>Matters of discretion:</p> <p>The effects of not meeting the standard.</p> <p>Refer to Appendix 6: Assessment Matters for guidance on what matters may be relevant to consider for the proposed activity.</p>

<p>or <i>service lanes</i> shall be designed in accordance with TRAN Appendix 2 and shall be sealed to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, sealed <i>road</i> or <i>service lane</i>. The area shall be sealed with Grade 4 Chip surface to Transit New Zealand specifications, and shall be sealed as follows:</p> <ul style="list-style-type: none"> i. For the full width of the vehicle crossing or <i>service lane</i>; and ii. Between the edge of the <i>carriageway</i> and the <i>road boundary</i> of the <i>site</i>, or for the first 10m as measured from the centreline of the <i>road</i>, whichever is the greater <p>c. Within the Kaikōura Peninsula Tourism Development Area, vehicle crossings onto sealed <i>roads</i> or <i>service lanes</i> shall be formed and finished to an all-weather surface to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, sealed <i>road</i> or <i>service lane</i>, and shall be formed between the edge of the <i>carriageway</i> and the <i>road boundary</i> of the <i>site</i>, or for the first 10m as measured from the edge of the <i>carriageway</i>, whichever is the greater.</p> <p>d. The crossing widths TRAN Table 2: Crossing Widths shall apply in all zones.</p> <p>3. Location of Vehicle Crossings onto State Highway 1</p> <p>4. Refer TRAN Table 3: Vehicle crossing location standard and TRAN Diagrams A and B.</p>	
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<p>Non-notification: Resource consents in relation to TRAN-S2 shall not be notified, except where the activity is adjacent to a State Highway. Where the activity is adjacent to the State Highway, the resource consent shall be notified only if affected party approvals cannot be obtained.</p>	
<p>TRAN-S3</p>	<p>Access (Kaikōura Peninsula Tourism Development Area)</p>
<ol style="list-style-type: none"> 1. Prior to the operation of the <i>hotel</i>, clubhouse or visitor attraction complex, the primary vehicle access shall be formed to the standard set out in TRAN Table 4: Access standard 2. Prior to the operation of the golf course clubhouse, the secondary vehicle access shall be formed to the standard set out in TRAN Table 4: Access standard 3. Prior to construction within the Lifestyle Living Area shown on the Outline Development Plan for the Kaikōura Peninsula Tourism Development Area in DEV1 Appendix 1, a vehicle access shall be formed to the standard set out in TRAN Table 4: Access standard, and the access standards in SUB - Subdivision. 4. Non-notification: Resource consents in relation to TRAN-S3 shall not be notified, except where the activity is adjacent to a State Highway. Where the activity is adjacent to the State Highway, the resource consent shall be notified only if affected party approvals cannot be obtained. 	<p>Matters of discretion:</p> <p>The effects of not meeting the standard.</p> <p>Refer to Appendix 6: Assessment Matters for guidance on what matters may be relevant to consider for the proposed activity.</p>
<p>TRAN-S4</p>	<p>High traffic generating activities</p>
<p>Any <i>high traffic generating activity</i> (i.e., an activity which generates more than 100</p>	<p>Matters of discretion:</p>

<p><i>vehicle movements per day</i>) is a Restricted Discretionary activity with Council's discretion restricted to the following matters:</p> <ul style="list-style-type: none"> a. effects on traffic, pedestrian and cyclist safety b. effects of vehicle movements on amenity values of any <i>residential units</i> c. effects of vehicle movements on any surrounding land uses d. efficiency of <i>roads</i> and state highways <p>except that in the Kaikōura Peninsula Tourism Development Area, this rule shall only apply to activities which, if established, would result in a combined total of more than 3800 movements per day within this zone, measured as a combined total for all <i>access roads</i> to the zone along Scarborough Street.</p>	<p>The effects of not meeting the standard.</p> <p>Refer to Appendix 6: Assessment Matters for guidance on what matters may be relevant to consider for the proposed activity.</p>
<p>TRAN-S5 Intersections</p>	
<p>1. Spacing Between Intersections</p> <p>All intersections shall be designed and located such that the minimum spacing between successive intersections is not less than the minimum distance specified in TRAN Table 5.</p> <p>The distance shall be measured from the centre of one intersection to the centre of the succeeding intersection, parallel to the centreline of the <i>road</i>.</p> <p>In the General Rural Zone where the legal speed limit for the <i>road</i> is 100km/hr, the above standard shall apply regardless of the side of the <i>road</i> on which the intersections are located.</p>	<p>Matters of discretion:</p> <p>The effects of not meeting the standard.</p> <p>Refer to Appendix 6: Assessment Matters for guidance on what matters may be relevant to consider for the proposed activity.</p>

<p>On <i>roads</i> in other zones, the above standard shall apply to intersections on the same side of the <i>road</i> only.</p> <p>2. Minimum Sight Distances from Intersections</p> <p>Unobstructed sight distances, in accordance with the minimum sight distances specified in TRAN Diagram 2 shall be available from all intersections.</p> <p>All sight distance measurements shall be undertaken in accordance with the relevant diagram in TRAN Appendix 3.</p>	
<p>TRAN-S6</p>	<p><i>Service stations</i></p>
<ol style="list-style-type: none"> 1. <i>Service station</i> pumps shall be located a minimum of 4.5m from the <i>road boundary</i> and 9m from the midpoint of any vehicle crossing at the <i>road boundary</i>. Pumps shall be located so that all vehicles are clear of the footpath and <i>access</i> when stopped for refuelling. 2. A minimum path width of 4.5m shall be provided for vehicles through any <i>service station</i> forecourt. 3. The minimum path and loading bay widths for tankers shall be 4.5m with a minimum inside turning radii of 7.5m. 4. <i>Access</i> for bulk fuel tankers to bulk tank filling positions shall be designed to ensure that tankers drive in and out in a forward direction, without the need for manoeuvring either on the <i>site</i> or adjacent <i>roadways</i>. Where this cannot be achieved <i>access</i> shall be designed so that bulk fuel tankers drive out in a forward direction. 5. Bulk fuel tankers shall not obstruct the footpath or obstruct the view of vehicles 	<p>Matters of discretion:</p> <p>The effects of not meeting the standard.</p> <p>Refer to Appendix 6: Assessment Matters for guidance on what matters may be relevant to consider for the proposed activity.</p>

<p>entering or leaving the <i>site</i> when discharging fuel.</p> <p>6. <i>Service station</i> canopies shall be setback a minimum of 2m from the <i>road boundary</i>.</p>	
<p>TRAN-S7</p>	<p>Road/rail level crossings</p>
<p>All <i>road/rail</i> level crossings shall comply with the standards specified in TRAN Appendix 3.</p> <p>Non-notification: Resource consents in relation to TRAN-S7 shall not be notified, except where the activity is adjacent to a State Highway. Where the activity is adjacent to the State Highway, the resource consent shall be notified only if affected party approvals cannot be obtained.</p>	<p>Matters of discretion:</p> <p>The effects of not meeting the standard.</p> <p>Refer to Appendix 6: Assessment Matters for guidance on what matters may be relevant to consider for the proposed activity.</p>
<p>TRAN-S8</p>	<p>Kaikōura airfield protection</p>
<p>1. No buildings, structures, masts, poles, fences, overhead telecommunications lines, overhead power lines, trees or other object may penetrate any surface described below and delineated on Planning Map 19.</p> <p>a. Take-off Climb / Approach Surfaces</p> <ul style="list-style-type: none"> i. commences 5 metres out from the end of the sealed runway; ii. extends for a distance of 1200 metres from the point of commencement; iii. extends for the full width of the runways; iv. rises at a gradient of 5 degrees (1 in 20); v. has sides which are splayed outwards from the surface at the rate of 5 degrees (1 in 20) vi. <p>b. The transitional side surface extends sideways and upwards from the eastern and western boundaries of</p>	<p>Matters of discretion:</p> <p>The effects of not meeting the standard.</p> <p>Refer to Appendix 6: Assessment Matters for guidance on what matters may be relevant to consider for the proposed activity.</p>

<p>the runways and from the take-off climb / approach surface, at a gradient of 25 degrees (1 in 4) until it reaches a height of 2 metres above the runway strip.</p> <p>Refer to TRAN Diagram C.</p>	
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Methods Other Than Rules

TRAN-M1	Ensure safety and efficiency of the transport network
	<p>1. The inclusion of Rules to:</p> <ul style="list-style-type: none"> a. Define design and access standards based on the intended function of <i>roads</i>; b. Control the location of vehicle crossings on the State Highway; c. Set performance standards for property access, parking and loading; d. Specify performance standards for <i>road</i> construction, subject to the intended function of the <i>road</i>. <p>2. Consolidation of existing settlements through the clear definition of the extent of Kaikōura township and other settlements through zoning provisions.</p> <p>3. Classification of the District's Roads according to <i>road</i> capacity and capabilities.</p> <p>4. Through the Council's annual planning process:</p> <ul style="list-style-type: none"> a. Maintain the West End car-parking area for the benefit of all businesses in the West End. b. Continue to maintain and progressively improve the roading network throughout the District, to improve traffic safety, and to provide for safe cycling, efficiency and accessibility. c. To advocate that Transit New Zealand investigate and pursue options to improve the safety of Beach Road for local traffic and pedestrians, such as the proposed by-pass in order to protect the safety of pedestrians at the State Highway 1, West End and Ludstone Road intersection. <p>Consider the establishment of a pedestrian bridge over State Highway 1 to provide for school students crossing Beach Road.</p>
TRAN-M2	Manage environmental effects of transportation
	<p>1. The methods in TRAN-M1; and</p> <p>2. Through the Council's annual planning process:</p>

- a. Continue to improve the design and visual appearance of *roads* within the District, in particular within the settlements.
- b. Encourage Transit New Zealand Ltd, Tranz Rail Ltd, Department of Conservation; the Council, and the Canterbury Regional Council to develop siting and design guidelines for works associated with any maintenance, protection, upgrading, construction or realignment of *road* or rail infrastructure in order to protect conservation and landscape values and to provide for the health and safety of people and communities.
- c. Maintain the West End car-parking area for the benefit of all businesses in the West End.
- d. Collect fair and reasonable financial contributions from benefiting landowners for the provision of public car-parking in Kaikōura township.

TRAN-M3

Maintenance and provision of access

1. The inclusion of Rules to:
 - a. Require vehicular *access* to be provided to all *sites*.
 - b. Specify performance standards for *road* construction, subject to the intended function of the *road*.
 - c. Require the provision of footpaths.
2. Through the Council’s annual planning process:
 - a. Encourage the development of pedestrian areas, walking routes, and cycleways.

Principal Reasons

TRAN-PR1

Ensure safety and efficiency of the transport network

Access within and through the District is required for the social and economic well-being of the people of the District and for visitors to the area. It is important that provision and maintenance of transport routes is such that the safety of motorists and pedestrians is provided for. It is also important to encourage and provide for cycling as a healthy and environmentally friendly alternative form of transport. Cycling is seen as a particularly important form of transport in Kaikōura, being a small town with easy cycle access, and with an increasing number of tourists using bikes.

To enable people to carry out their existing and future activities, it is necessary to provide for a basic level of accessibility within and through the District. The adoption of design and *access* standards for different *roads* in the District will enable the use of *roads* to be related to their intended function, and for standards to be set accordingly.

Efficiency in relation to transport relates to a wide range of factors including infrastructure costs, traffic movement, environmental costs and safety. Some of the adverse effects on traffic safety and the environment resulting from access location and design, and high traffic numbers, can be mitigated through applying standards to *roads* and specifying acceptable access design and activities.

The efficient and safe flow of traffic on State Highway 1 is particularly important, as it is the main north-south transport route between Canterbury and Marlborough. The extent to which access is permitted onto the State Highway is the responsibility of both Transit New Zealand and the Kaikōura District Council. The safety of local traffic and pedestrians on Beach Road is also important to the Council. In particular, the Council recognises the need to ensure that the safety of school pupils crossing Beach Road is improved. Consequently, the Council wishes to encourage Transit New Zealand to investigate and pursue options to improve the safety of Beach Road such as the proposed by-pass.

To ensure that *road* safety and efficiency is maintained and enhanced it is appropriate for the Council to specify suitable standards for roading construction, access, parking and loading. Pedestrian links within urban areas also enhance pedestrian safety.

TRAN-PR2

Manage environmental effects of transportation

Motorised transport can result in the following adverse effects on the environment:

- a. emission of noxious gases from the burning of fossil fuels;
- b. noise and fumes affecting the local community's health and environmental standards;
- c. reduction in the safety experienced by pedestrians and people using non-motorised transport.

To reduce the need for the use of motorised transport, further residential development will be encouraged to develop within or on the periphery of existing settlements. Provision will be made to enable people to work from home, provided that any adverse effects on the amenity of the surrounding neighbourhood are mitigated, remedied or avoided.

The amenity of an area may be affected by quantity and type of traffic on nearby *roads*, in particular the *road* from which access to a property is obtained. By adopting design and access standards based on the intended function of *roads*, the Council can protect the amenity of areas within the District. Adverse effects of transportation can be avoided by routing traffic away from sensitive areas, for example residential and commercial environments.

The *road* environment is an important, highly visible and extensive area of public open space within the District. Development of *roads* and their immediate surrounds (alignment,

<p>layout and associated plantings) is significant in maintaining and improving the amenity of both residential and business areas.</p> <p>People need to make provision for parking and loading associated with any proposed activities, to ensure that the amenity of the surrounding environment is not adversely affected.</p> <p>Significant habitats of indigenous fauna, indigenous plants; the natural character of the coastal environment and waterbodies; outstanding landscapes and natural features; mahinga kai and taonga; and habitats of salmon and trout; may potentially be adversely affected by <i>road</i> or railway maintenance, protection, upgrading, construction or realignment. Consequently, it is important that any adverse effects are mitigated or avoided. Remnant indigenous vegetation and habitat is often found on <i>road</i> verges, where these areas have not been grazed.</p>	
TRAN-PR3	Maintenance and provision of access
<p>Access within and through the District is required for the social and economic well-being of the people of the District and for visitors to the area. It is very important that provision and maintenance of transport routes and of adjacent land use activities is such that the safety of motorists and pedestrians is provided for.</p> <p>Pedestrian links can improve the amenity within a town, as they provide an opportunity for people to travel by foot and therefore reduce the number of vehicle trips they make. This is a matter that should be considered at the time of land subdivision.</p>	

Anticipated Environmental Results

TRAN-A1	
Safe, efficient and accessible transport systems.	
TRAN-A2	
Minimal adverse effects on the environment from transportation.	
TRAN-A3	
Efficiency in the use of fossil fuels and in traffic flow on the District's <i>roads</i> .	
TRAN-A4	

Construction of any new <i>roads, access and parking areas</i> to appropriate use and safety standards.	
TRAN-A5	
Increased use of non-motorised transport.	
TRAN-A6	
Improvement to pedestrian safety and <i>access</i> throughout urban areas.	
TRAN-A7	
Protection of the efficiency of State Highway 1.	
TRAN-A8	
Protection of the safety of Beach Road for local traffic and pedestrians.	

TRAN Table 1: Minimum *parking space* requirements

ACTIVITY	PARKING SPACES REQUIRED
<i>Commercial activities</i> except those involving retail sales in the General Rural Zone and the display /retail component of the Visitor Attraction Complex in the Kaikōura Peninsula Tourism Development Area	1 space per 45m2 <i>Gross Floor Area</i>
<i>Commercial activities</i> involving retail sales in the General Rural Zone	1 space per 10m2 <i>Gross Floor Area</i> or; 1 space per 10m2 outdoor display area, whichever is the greater
Drive-through facilities, excluding <i>service stations</i>	5 queuing spaces per ordering booth or facility
<i>Educational and Day-Care</i> facilities, including ancillary sports fields.	1 space per 2 staff plus 1 space per 10 students over 15 years of age
<i>Elderly Persons Housing Unit</i>	1 space per unit
Golf Course Clubhouse	1 space per 25m2 <i>Gross Floor Area</i> of the clubhouse, or 50 <i>parking spaces</i> , whichever is the greater.
<i>Health Care Facilities</i>	2 spaces per professional plus 1 space per 2 staff
<i>Hospitals and Retirement Villages</i>	1 space per 5 beds plus 1 space per 2 staff
<i>Industrial activities</i>	1 space per 50m2 <i>Gross Floor Area</i> plus 1 space per 100m2 outdoor storage space
<i>Offices</i>	1 space per 35m2 <i>Gross Floor Area</i>

ACTIVITY	PARKING SPACES REQUIRED
<i>Places of Assembly</i>	<p>1 space for every 4 people the place is designed to accommodate or;</p> <p>for churches, the greater of one space per 4.5m² Floor Area of the auditorium of the Church or 4.5m² of the total floor area of all meeting rooms.</p> <p>Auditorium means the <i>primary place of assembly</i> (including any nave / congregational seating area) and any <i>adjoining</i> gallery or room which is separated by non-permanent partitions, but does not include any chancel, sanctuary or stage.</p>
<i>Residential units</i>	2 spaces per <i>residential unit</i>
<i>Restaurants, taverns, and hotels including associated visitor accommodation activities</i>	<p>1 space per 10m² public Floor Area, plus;</p> <p>1 space per 2 staff, plus;</p> <p>for <i>hotels</i>:</p> <p>1 bus <i>parking space</i>/50 <i>hotel</i> rooms for <i>hotels</i> with more than 50 rooms, plus;</p> <p>1 car <i>parking space</i> per 3 beds except that in the Kaikōura Peninsula Tourism Development Area 1 car <i>parking space</i> per 3 bedrooms shall be provided.</p>
<i>Service Stations</i>	<p>Pump area plus;</p> <p>1 space for visitors per 100m² <i>Gross Floor Area plus</i>;</p>

ACTIVITY	PARKING SPACES REQUIRED
	1 space for staff per 100m ² <i>Gross Floor Area</i>
Sports fields, excluding sports fields ancillary to educational facilities and golf courses.	1.5 spaces per 1000m ² of field area plus; 1 space per 45m ² <i>Gross Floor Area</i> of ancillary buildings including clubrooms. Field area means all areas within the <i>boundary</i> of the sports field including the active playing surface and any spectator areas but excluding ancillary buildings and club rooms.
<i>Visitor accommodation</i> excluding accommodation associated with <i>hotels</i>	1 space per 4 visitors or guests plus; 1 space per 2 full-time equivalent staff
Visitor Attraction Complex (display/retail component)	1 car <i>parking space</i> per 4 visitors, plus; 1 bus <i>parking space</i> per 50 visitors, plus; 1 space per 2 full-time equivalent staff

TRAN Table 2: Crossing Widths

Land Use	Width of Crossing (m)	
	Minimum	Maximum
Residential	3m	6m
<i>Service Stations</i>		
One way (with no tanker movements):	3.5m	6m

Land Use	Width of Crossing (m)	
	Minimum	Maximum
One way (with tanker movements):	4.5m	6m
Two way:	6m	9m
Other	4m	9m

TRAN Table 3: Vehicle crossing location standard

Posted (Legal) Speed Limit (km/h)	Required Sight Distance (m) See Diagram A	Location of vehicle crossing Relative to Intersection See Diagram B		Minimum Spacing between adjacent vehicle crossings
50	85	30	20	-
60	115	50	30	-
70	140	100	45	-
80	170	120	60	100
100	250	200	60	200 (see Note 1)

Note 1: There shall be no more than 5 individual accesses along any 1km section of State Highway (on both sides) measured 500m either side of a proposed access.

TRAN Diagram 4: Access standard

Activity	Minimum Carriageway Width (m)	Parking	Turning Area	Surface Options	Drainage	Pavement Structure	Footpaths
Primary Vehicle Access	8.0	No	Yes	<i>All weather surface</i>	Yes	Specific Design	Yes
Secondary Vehicle Access	5.0	No	Yes	<i>All weather surface</i>	Yes	Specific Design	Yes
<i>Service Lane</i>	4.0	No	Yes, if there is a blind end	<i>All weather surface</i>	Yes	Specific Design	Optional

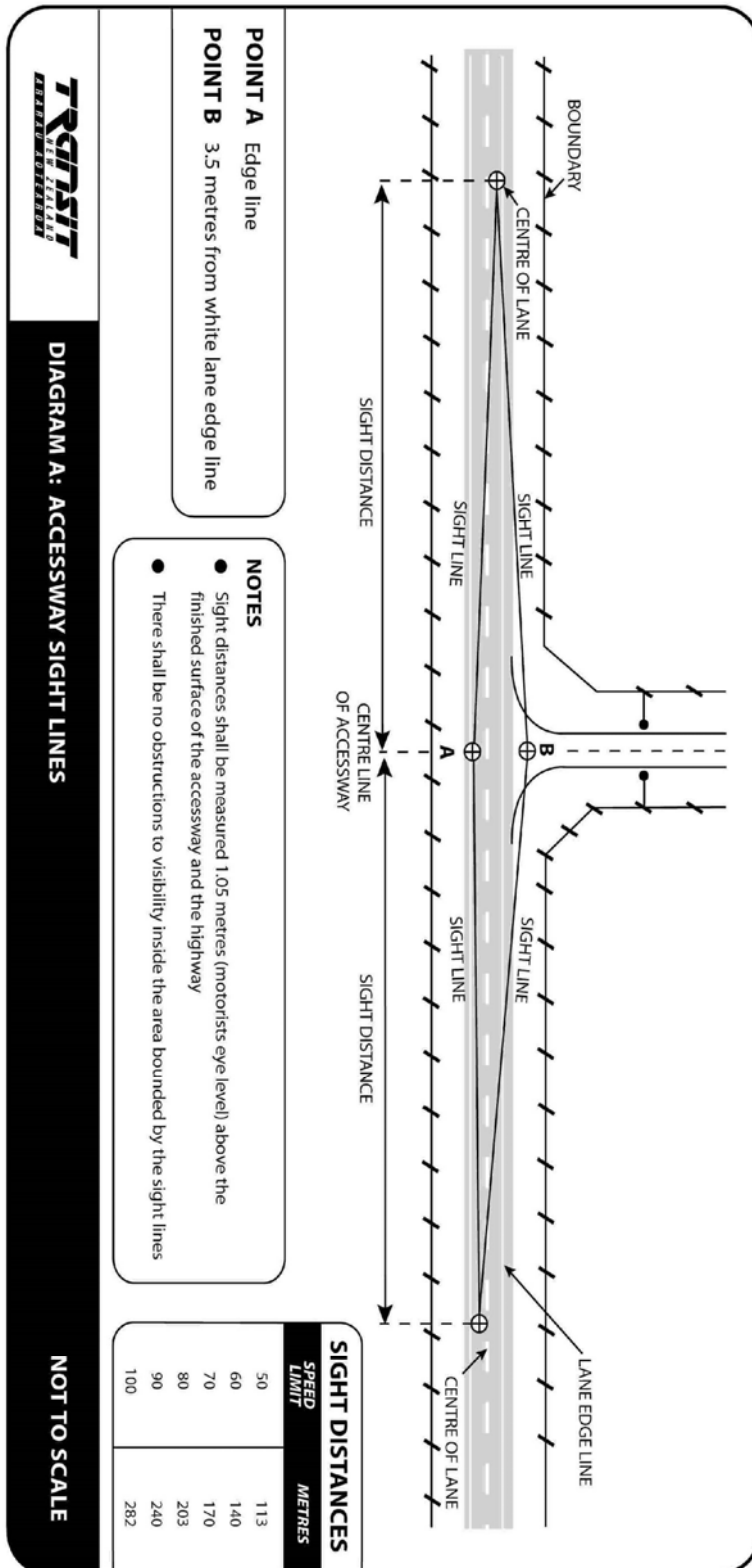
TRAN Diagram 5: Minimum spacing between intersections

Legal Speed Limit for Road (km/hr)	Minimum Distance (m)
50	125
60	160
70	220
80	550
100	800

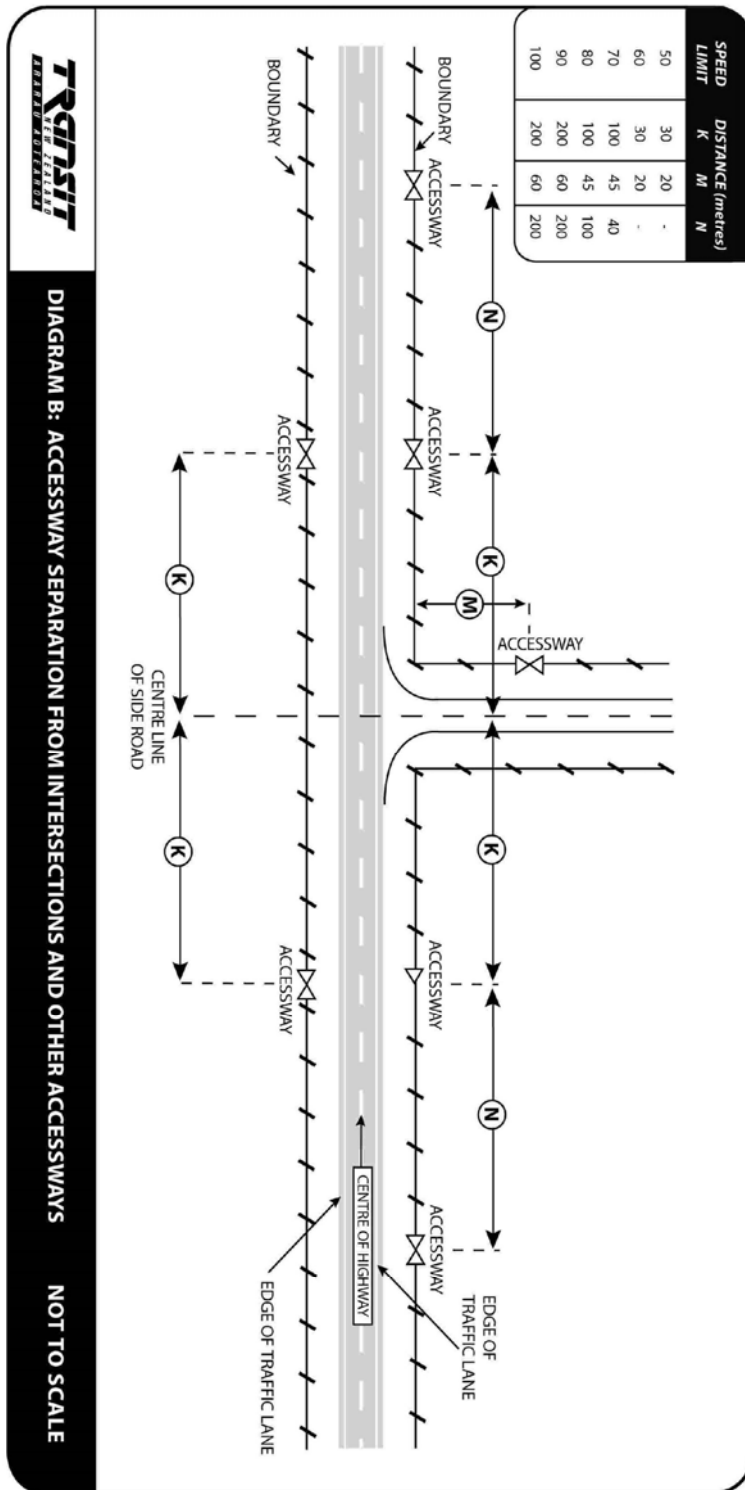
TRAN Diagram 6: Minimum sight distances from intersections

Legal Speed Limit for Road (km/hr)	Minimum Sight Distance (m)
50	85
60	115
70	140
80	170
90	210
100	250

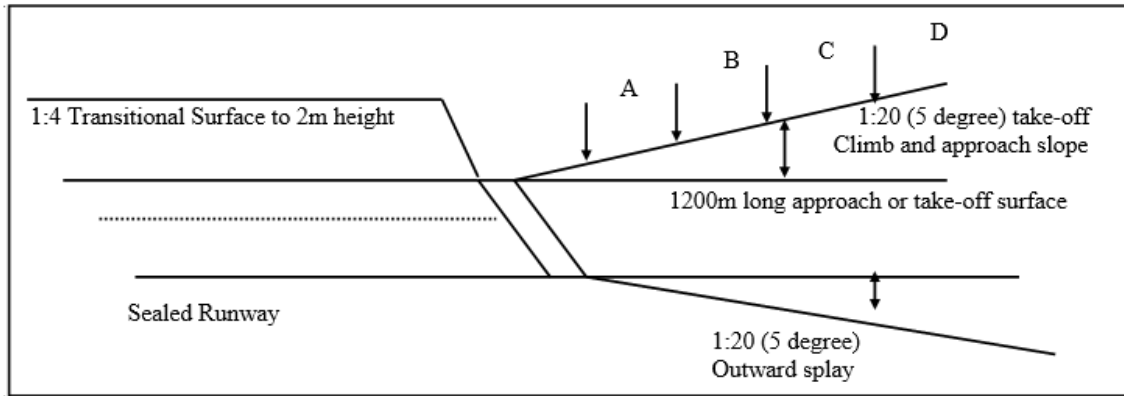
TRAN Diagram A: Accessway sight lines



TRAN Diagram B: Accessway separation from intersections and other accessways



TRAN Diagram 3: Kaikōura Airfield Protection Surface



(Not to scale)

Key:

Point "A" - surface is 10m above runway and 200m from end of runway

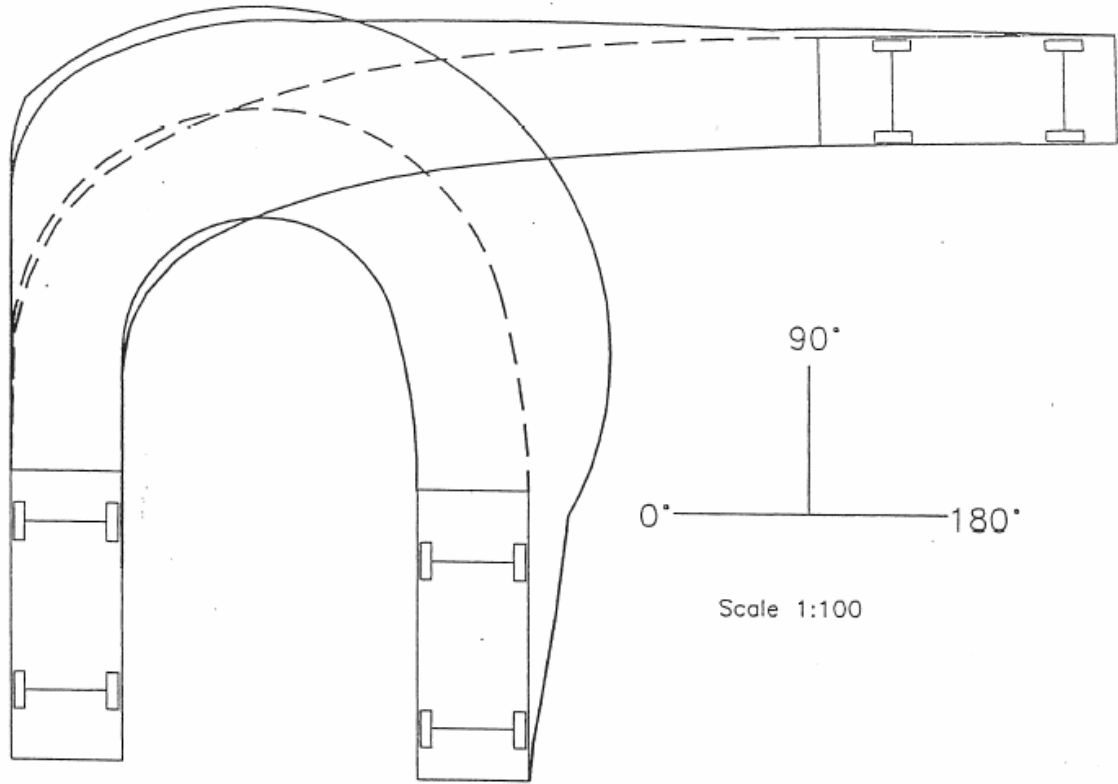
Point "B" - surface is 25m above runway and 500m from end of runway

Point "C" - surface is 50m above runway and 1000m from end of runway

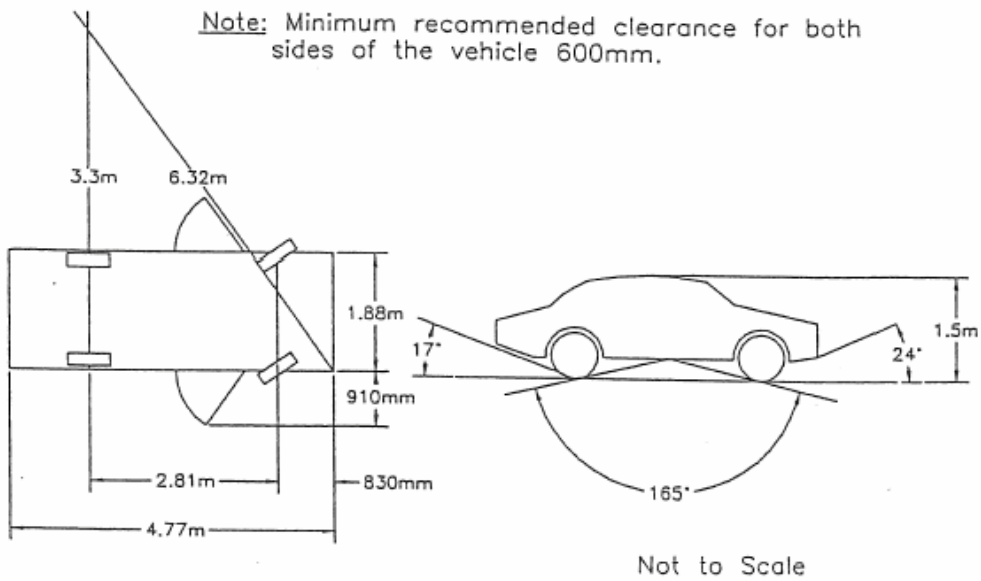
Point "D" - surface is 60m above runway and 1200m from end of runway

TRAN Appendix 1: 90 percentile vehicle movements, design car, design truck

(refer to following pages)

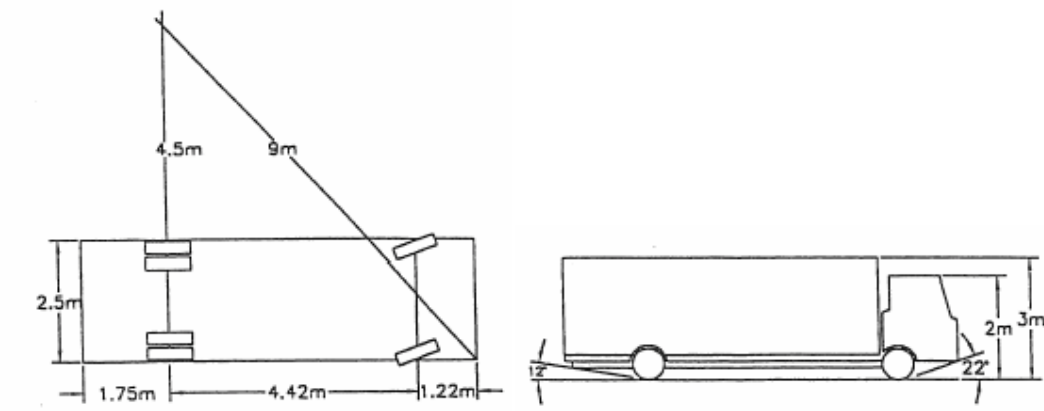
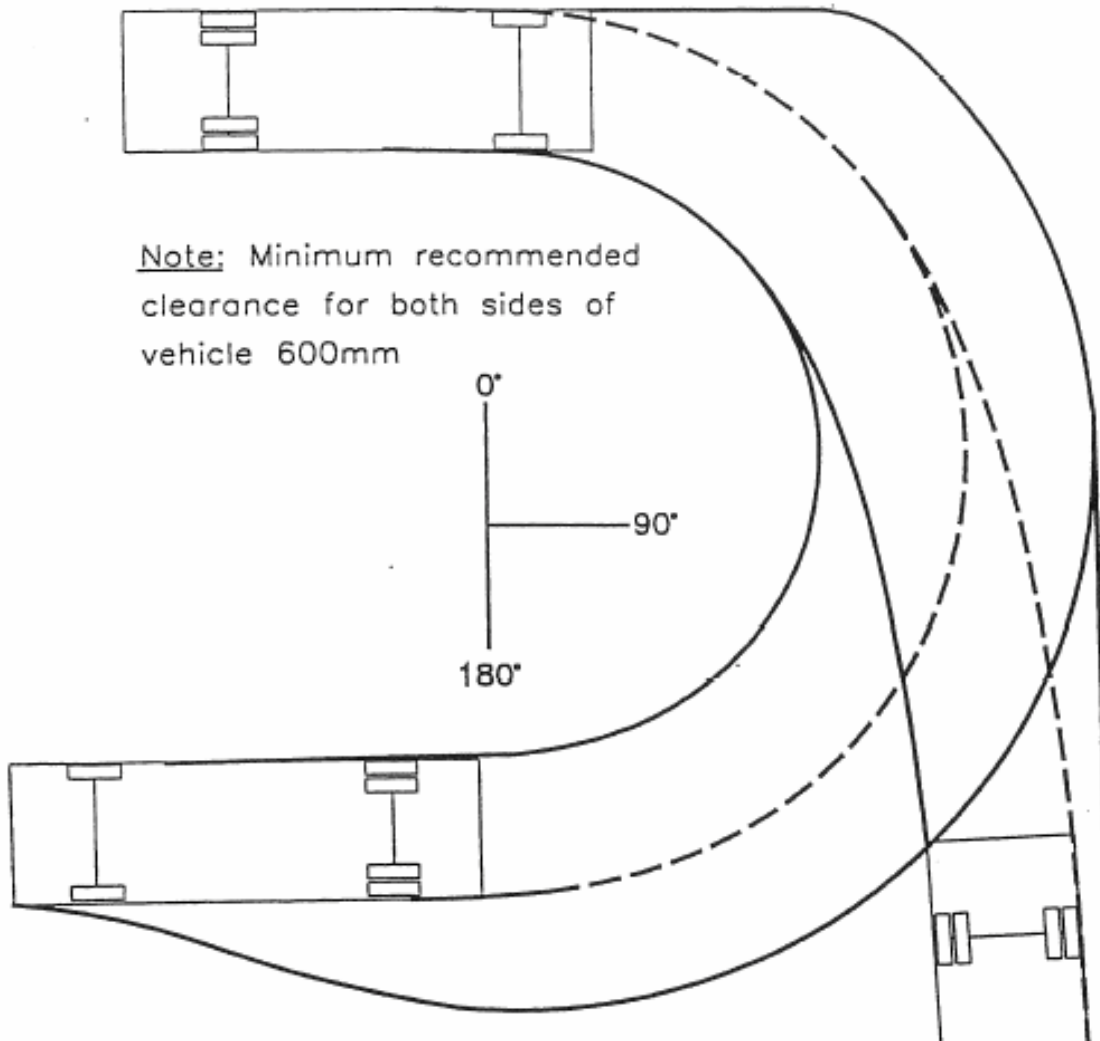


Note: Minimum recommended clearance for both sides of the vehicle 600mm.



Vehicle swept path design

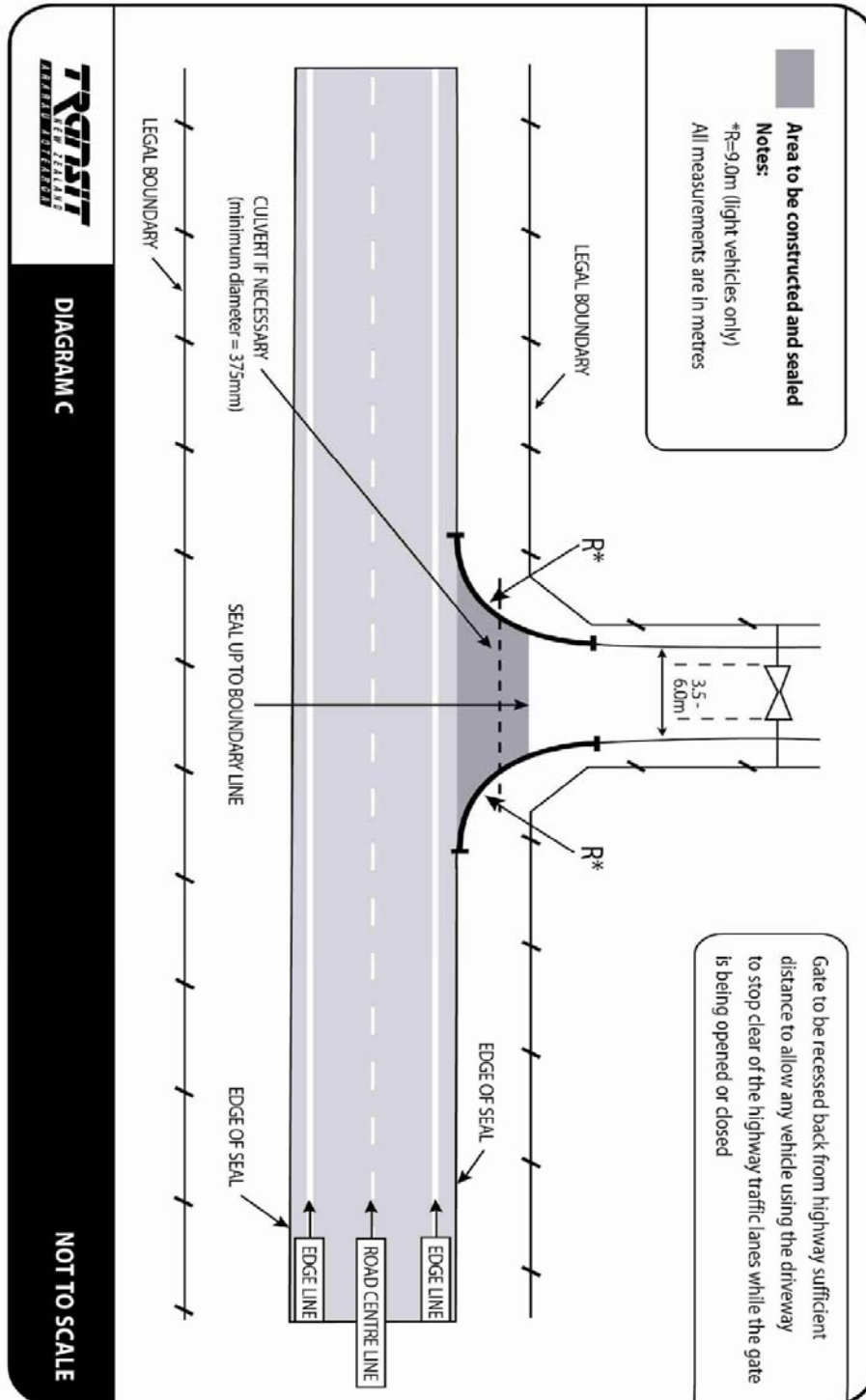
Design two axled truck Scale 1:100



Not to Scale

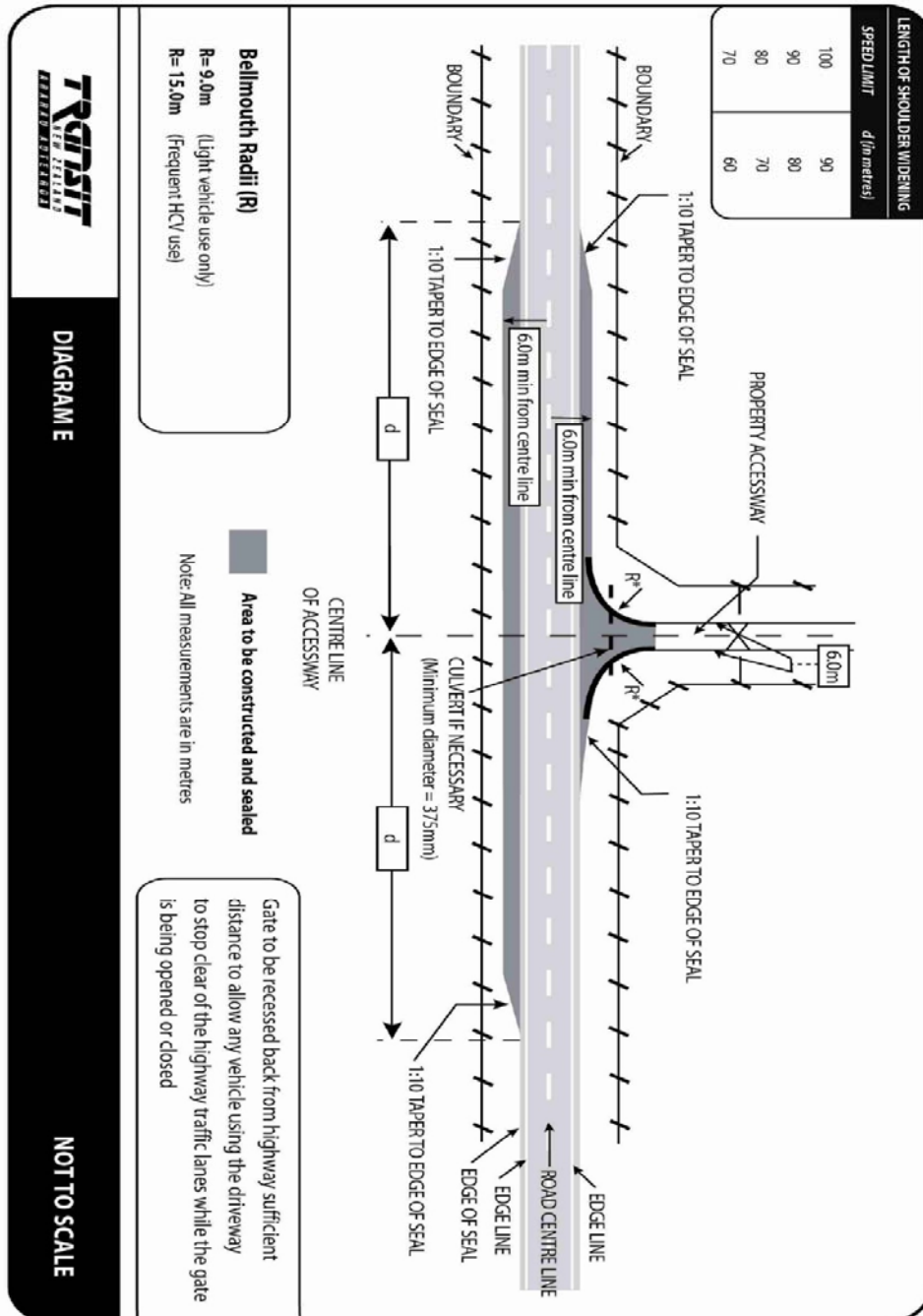
TRAN Appendix 2: Vehicle access details

Low Use Access Standard (1-30 vehicle movements per day) NOT TO SCALE

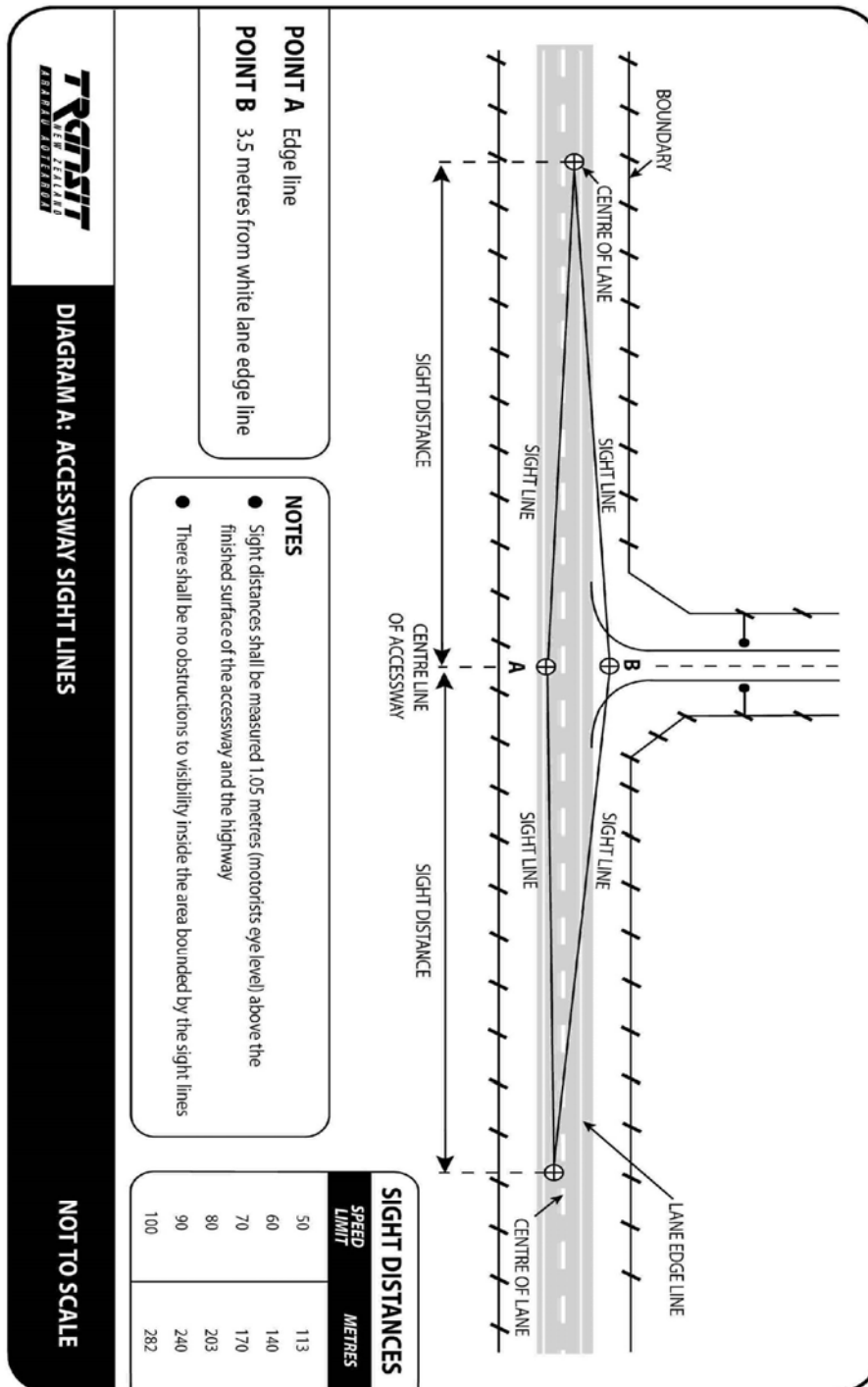


Moderate Use Access Standard (31 or more vehicle movements per day or where there are daily heavy vehicle movements)

NOT TO SCALE



TRAN Appendix 3: Sight distances and railway crossing sightlines



TRAN Appendix 4: Car parking design

Car Parking Areas

Car parking spaces shall comply with Figure 1 and Table 1

Table 1

Car Park Dimensions				
Type of User	Parking Angle	Stall Width (m) 3	Aisle Width (m)	Stall Depth (m)
Casual ²	90°	2.5	8.0	5.0
		2.6	7.0	5.0
		2.7	6.6	5.0
People with Disabilities	90°	3.6	8.0	5.0
All	0°	2.5	3.5 ²	6.1
			5.5 ³	
<p>NOTE:</p> <ol style="list-style-type: none"> 1. Stall widths shall be increased 300mm where they abut obstructions such as columns or walls. 2. One-way aisle only. 3. Two-way aisle. 				

Gradient:

The gradient of car parking surfaces shall be no more than 1 in 20 in any one direction.

Accessible car parking spaces (see Figure 1):

shall connect to an accessible route and be as close as practicable to the building entrance or lifts. The spaces shall be on a level surface.

Queuing Spaces

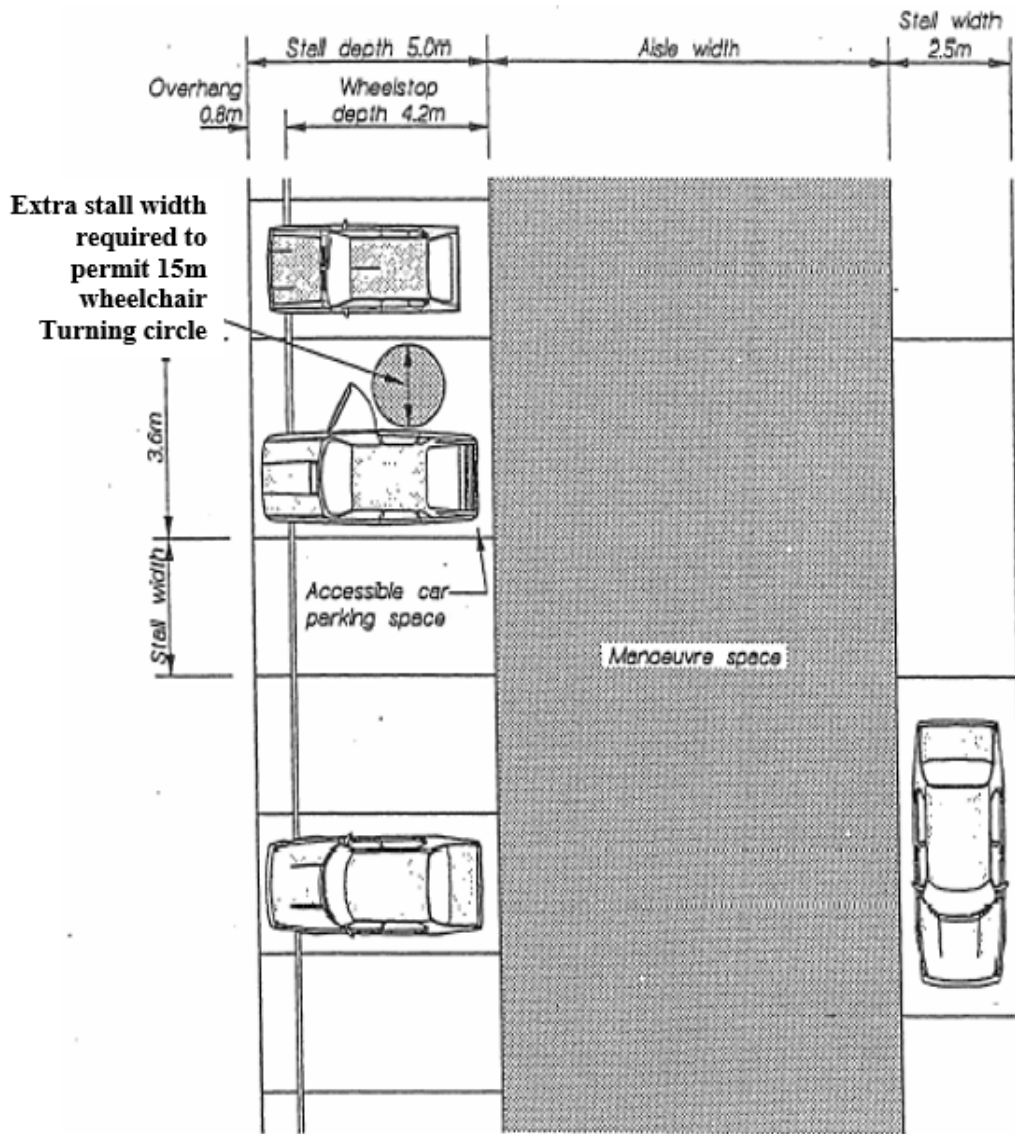
Spaces for queuing of vehicles shall be provided between the street and any vehicle control points. To permit a free flow of traffic into the car *parking area* without adversely affecting traffic flows in surrounding streets, the queuing space shall be no less than that given in Table 2.

Table 2

Queuing Spaces	
Storage capacity of car park (Number of vehicles)	Length of queuing space (m)
0-20	6.0
21-50	10.5
51-100	15.0
101-150	19.5
151-200	24.0
<p>NOTE:</p> <p>1. Values based on a length of 6.0m (99%ile) for the first car and 4.5m (50%ile) for subsequent cars.</p> <p>2. For storage capacity greater than 200 vehicles, refer to AS 2980.1</p>	

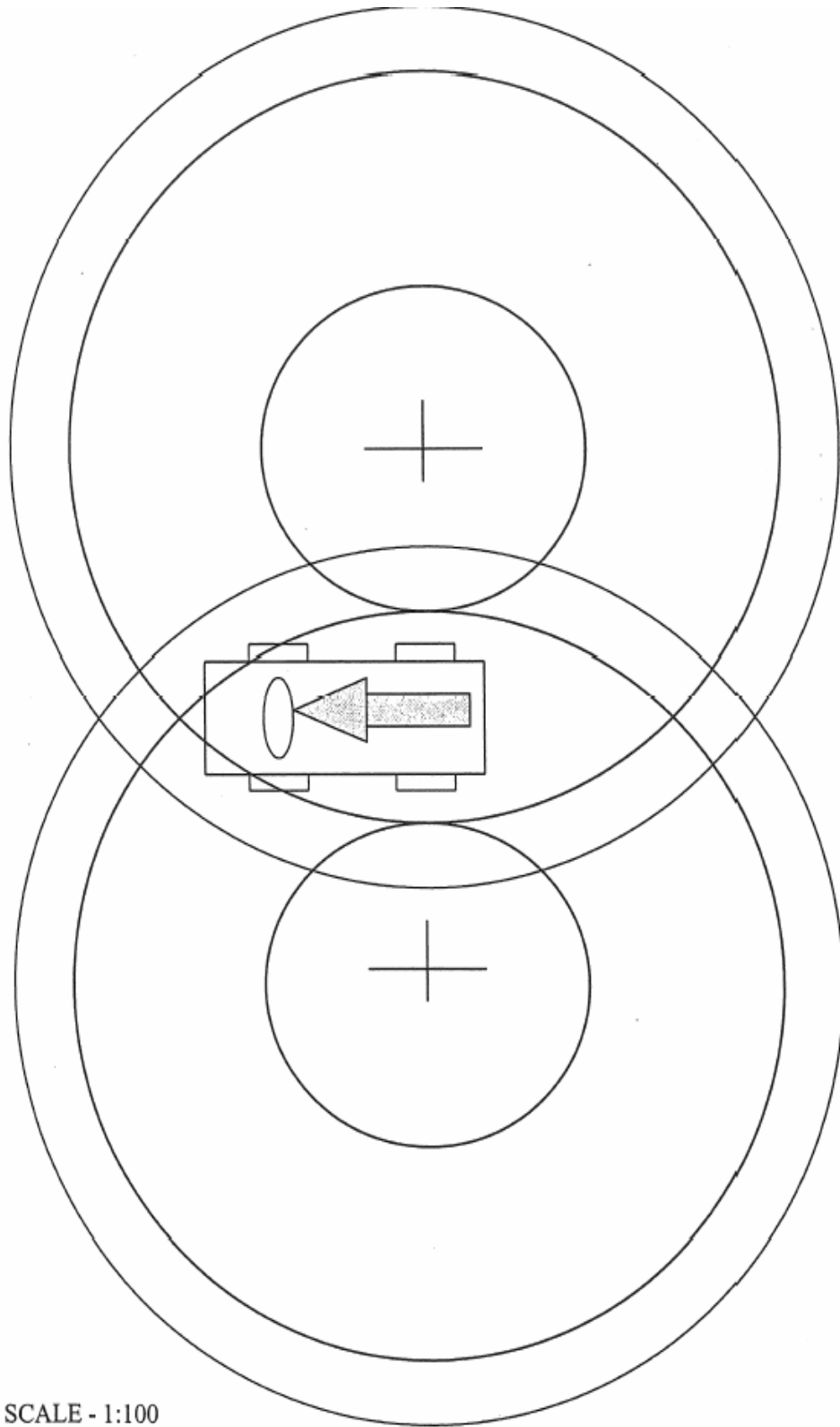
Figure 1: Car parking space

Not to scale



Not to scale

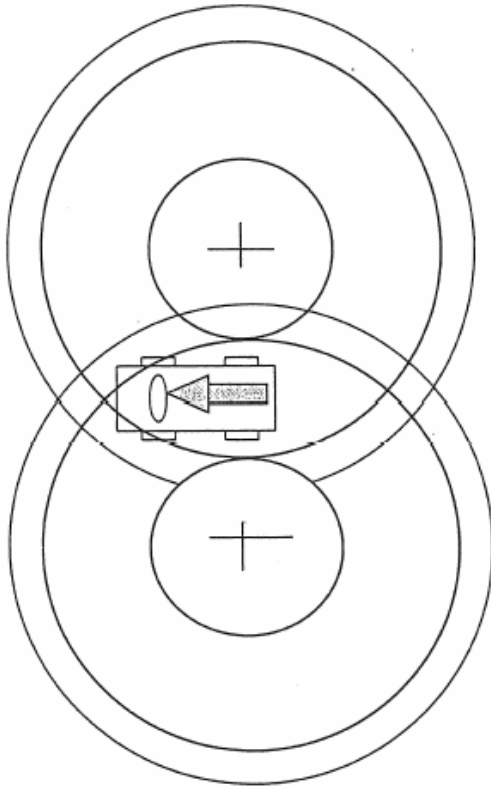
90 PERCENTILE CAR - TURNING CIRCLE



SCALE - 1:100

90 PERCENTILE CAR - TURNING CIRCLE

Scale - 1:200



TRAN Appendix 5: Road hierarchy

The roads within the District are classified according to a hierarchical system, based on the function and capacity of each road. The classification of roads determines their management in regard to land use and subdivision. The “higher” the classification, the greater the management emphasis on enhancing the movement of through traffic. The “lower” the classification, the greater the emphasis on access and on pedestrian, parking and servicing needs. The Kaikōura District road classification ranges from Strategic Arterial (highest classification) to local roads (lowest classification). The roading classification system applies as follows.

Strategic Arterial:

These roads predominantly carry through traffic and carry the major traffic movements into and out of the District, usually requiring a road width of 20m. Strategic Arterial roads form part of the network of nationally or regionally important arterial routes. Nationally important roads include all State Highways. The only other strategic route (Inland Road) is managed by the District Council.

The following roads are Strategic Arterial roads:

- a. State Highway 1 including all of Churchill Street, all of Beach Road to the Mill Road intersection, and Athelney Road
- b. The Kaikōura Inland Road

Collector Roads:

These roads collect and distribute traffic to and from the arterial road network, and often act as links between two arterials. These roads also act as local main roads supplementing the arterials. Through traffic generally makes up a high proportion of the traffic flow. Road reserve widths are normally between 17m and 20m.

The following roads are Collector Roads:

Bay Paddock Road	Puhi Puhi Road
Beach Road (north of Mill Road and excluding SH1)	Red Swamp Road
Clarence Valley Road	Scarborough Street

Kekerengu Valley Road	Schoolhouse Road
Ludstone Road	Seaward Valley Road
Mill Road	South Bay Parade
Mt Fyffe Road	The Esplanade
Parsons Road	Torquay Street
Postmans Road	West End

Local Roads:

These roads provide direct access to *adjoining* properties. Many local roads, except cul-de-sacs, also collect and distribute traffic to and from other local roads within the District. Traffic flows are usually low, and it is desirable to minimise through traffic because of the effects on the *adjoining* environment and amenities, and the limited physical capabilities of such roads. Road reserve width ranges from 12m for short cul-de-sacs to 20m for other local roads.

All roads not classified as Strategic Arterial, or Collector Roads are Local Roads.

Unclassified Roads:

There may be other types of roads that do not come within the overall hierarchy. These include service lanes, minor no-exit roads in rural areas and unformed roads through the District, known as “paper roads”. Paper roads have no active role in the roading network. While all paper roads are deemed to be legal road reserve, many rural paper roads are used for private access or for grazing. For this reason, landowners’ permission should be sought prior to using any paper roads in the District.