

5. TRANSPORTATION

5.1 Introduction

The land transportation routes (road and rail) provide communication links for the District with other regions and a means of movement within the District. The District is also a highway node for travellers whose destinations may include Dunedin, Invercargill, Stewart Island, South-east Catlins area, Te Anau, Milford Sound and Queenstown.

There are two aerodromes in the District (Gore and Mandeville) that provide facilities for air transport. There are no regular air passenger services.

The South Island's main trunk railway line passes through the District and provides freight connections to the seaports at Bluff and Port Chalmers.

5.2 Issues

All of the transportation resources are vital to the District and their long term sustainability needs to be maintained. Issues include road icing, damaged road surfaces, traffic congestion, driver distraction, lack of visibility, accidents, hazardous substance spills, access to and from land use activities, roadworks and the protection of aircraft approach and take-off vectors. The transportation routes can have adverse effects on the quality of the environment and amenity values, such as increased traffic density and noise in quiet areas and changes to inundation patterns.

The significant resource management issues that arise in relation to transport issues are:

- (1) The long term sustainability of land transportation routes and the Gore Aerodrome and the Mandeville Airfield can be compromised by the adverse effects of land use activities.
- (2) The construction and operation of transportation networks can give rise to adverse effects on adjoining land uses.

5.3 Objectives

- (1) Sustain the potential of the transportation routes to meet the reasonably foreseeable needs of future generations.
- (2) Maintain the sustainability of the land transportation routes and the Gore Aerodrome and the Mandeville Airfield.
- (3) Protect where practical the quality of the adjoining environment and amenity values from the adverse effects of the use of land transport routes.

5.4 Policies

- (1) Control the adverse effects of land use activities on transportation networks.
- (2) Control, where practical, the adverse effects of land transportation networks and their use on the adjoining environment and amenity values.

- (3) Protect the integrity of the through-route function of state highways.

5.5 Methods of implementation

- (1) Rules for controlling the adverse effects of land use activities on the transportation resource. (Refer to section 4.14)
- (2) Rules for controlling the adverse effects of the land transportation routes upon the adjoining environment and amenity values.
- (3) Rules for financial contributions.
- (4) Information and education.

5.6 Principal reasons

- (1) To ensure the maintenance and long term sustainability of the land and air transportation resources.
- (2) To manage the adverse effects of the land transportation routes on the quality of the adjoining environment and amenity values.

5.7 Anticipated environmental results

- (1) Adverse effects of land use activities on transportation routes are minimised.
- (2) The quality of the environment and amenity values adjoining transportation networks are maintained.

5.8 Monitoring

In relation to transportation, Council will monitor:

- (1) Effects of land use activities on the land transportation routes.
- (2) The placement of structures, vegetation, materials and signage.
- (3) Changes of land use.
- (4) The effects of the transportation route on the quality of the adjoining environment and amenity values.
- (5) The number of community complaints.
- (6) The number of resource consents approved and compliance with resource consent conditions.

5.9 Rules

5.9.1 Access

- (1) Where the site is located in a Rural Zone and adjoins a state highway, site access to the state highway is a restricted discretionary activity.

The matters over which Council shall exercise its discretion are the effects of the access on road safety.

- (2) Deleted

(3) Subject to paragraph (3) below in relation to the Gore Commercial Area, access is a permitted activity subject to adequate provision being made for manoeuvring on-site, so that in the case of accesses onto roads classified as arterial roads within the roading hierarchy (Table 5.3), vehicles can enter and leave the site in a forward direction.

(4) Within that part of the Commercial Zone located in the Gore township:

- (a) identified as “Pedestrian Frontage” no vehicle access shall be provided from Main Street (State Highway 1) or Hokonui Drive (State Highway 94)
- (b) other than referred to in (a) above, vehicles shall enter and leave the site in a forward direction.

Note: In addition to these District Plan rules, any access onto a state highway requires the written approval of Transit New Zealand.

Table 5.1 Access Standards – State Highways and Arterial Roads

Deleted. Refer to the Gore District Council Subdivision and Development Bylaw 2011

Table 5.2 Access standards – collector and local roads

Deleted. Refer to the Gore District Council Subdivision and Development Bylaw 2011

Table 5.3 Roading hierarchy

	Urban – Gore	Urban – Mataura	Rural
Arterial Roads	All State Highways	All State Highways	All State Highways
	Avon Street	Forth Street	Charlton Road
	Charlton Road	Kana Street – Bridge Street (SH93) to Forth Street	Glenkenich Road
	Crewe Street – From Broughton Street to Waimea Street	Wyndham Road	Waikaka Road
	Hyde Street		Waimumu Road
	Norfolk Street – Richmond Street to Medway Street (SH1)		Wyndham Road
	Richmond Street		
	River Street – Hyde Street to Medway Street (SH1)		
Collector and Local Roads	All roads not listed above		

5.9.2 Off street car parking requirements

(1) All land use activities specified in the table below shall provide the following minimum off-street car parking:

Table 5.4 Parking requirement

Activity	Parking requirement
Animal Boarding Activity	One staff car park per 2 staff or part thereof on the site at any one time (other than persons resident on the site), plus one car park for the first 20 animals boarded, thereafter 2 car parks.
Commercial Activity	<p><u>Retail and Hire Activities</u></p> <p>Supermarkets: One car park per 20 square metres retail floor space or part thereof plus one staff car park per 100 square metres retail floor space or part thereof plus one loading bay per 1,500 square metres of retail floor space.</p> <p>Other Retail & Hire Premises: One car park per 50 square metres retail floor space or part thereof plus one staff car park per 100 square metres retail floor space or part thereof, plus one loading bay per 1,500 square metres of retail floor space.</p> <p>Offices: One car park per 50 square metres gross floor space or part thereof.</p> <p>Restaurants: One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 4 persons to be accommodated in the restaurant.</p> <p>Activities with outdoor display areas: One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 50 square metres of indoor retail space or part thereof, plus one car park per 100 square metres of outdoor display area (covered or uncovered) or part thereof.</p> <p>Other: One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 50 square metres or part thereof of gross floor area of commercial activity.</p>
Commercial Recreation Activity	<p>Indoor: One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 10 persons (including spectators) or part thereof provided for on the site.</p> <p>Outdoor: One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 750 square metres or part thereof of commercial recreational activity.</p>
Communal Activity	One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 10 persons or part thereof provided for on the site.
Day Care Activity	One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 15 children or part thereof.

Table 5.4 Parking requirement

Activity	Parking requirement
Educational Activity	One staff car park per 2 staff or part thereof on site at any one time, plus one car park per 10 students or part thereof over the legal driving age. Where educational activities include recreational facilities that are available for wider community use, the total parking on-site shall be sufficient to provide one car park per 10 persons designed to be accommodated in the facility.
Essential Services	One car park per 100 square metres of gross floor area or part thereof, plus where provision is made for the public to visit the site, an additional car park shall be provided.
Fast Food Outlets	One car park per 10 square metres of retail floor area.
Health Care Activity	One car park per 50 square metres gross floor area or part thereof, plus one car park for each 2 staff (including professionals) or part thereof on the site at any one time.
Home Occupation	One car park for any non-resident person employed on the site.
Home Stay	One car park per 2 guests or part thereof.
Hospital Activity	One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 4 beds or part thereof.
Industrial Activity	One car park per 50 square metres or part thereof up to 200 square metres, thereafter one car park per 200 square metres gross floor area or part thereof, plus an area for the loading and unloading of goods on-site for any activity in excess of 1,000 square metres.
Marae Activity	Residences: One car park per residential unit. Administrative Activities: One car park per 50 square metres gross floor space or part thereof. Educational Facilities: One car park per 2 staff or part thereof on-site at any one time, plus one car park per 10 students or part thereof over the legal driving age. Other Activities: One car park per 10 persons or part thereof provided for on the site.
Recreational Activity	One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 10 persons or part thereof provided for on the site.
Residential Activity	One car park per residential unit, except that where the residential unit has an area (excluding any garaging) greater than 100 square metres 2 car parks shall be provided. Where multiple units are provided on the site, one car park for each five units shall be provided for visitors.

Activity	Parking requirement
Residential Care Activity	One staff car park per 2 staff or part thereof on-site at any one time, plus one car park per 6 care residents or part thereof.
Roadside Sales Activity on State Highways	One car park per 25 square metres of retail floor area or part thereof.
Service Station	One staff car park per 2 staff or part thereof on the site at any one time, plus 1 car park per 50 square metres of retail floor area or part thereof.
Veterinary Clinic	One staff car park per 2 staff or part thereof on the site at any one time, plus one car park per 200 square metres gross floor space or part thereof.
Visitor Accommod.	One staff car park per 2 staff or part thereof on the site at any one time, plus: Unit type construction (e.g. motels, cabins): One car park per unit. Guest room type construction (e.g. hotels, hostels): One car park per 4 guests or part thereof. Camping Ground Accommodation: One car park per camp site.

Note 1: Where more than one activity takes place on the site, parking shall be assessed for each activity separately and be cumulative.

Note 2: Where an assessment of the required parking standards results in a fractional space, following the addition of any component parts, any fraction under one half may be disregarded, while any fraction over one half shall be counted as one space.

- (2) Parking spaces are to be provided on the site of the activity requiring them.
- (3) The design of all spaces shall comply with the appropriate dimensions in Diagram 5.13.
- (4) For any site zoned Rural, on-site manoeuvring shall be provided so as to ensure that no vehicle is required to reverse from or onto a state highway.
- (5) Where staff parking is to be provided, all such spaces shall be so identified.
- (6) Any off-street parking area providing for more than 5 cars shall comply with the following standards:
 - (a) For every 20 square metres of off-street parking, one square metre of landscaping either trees or shrubs shall be provided.

- (b) Off-street parking located adjoining or within Residential Zones, shall be provided with a solid screen 1.8 metres above the level of the parking, of a design that prevents car lights from shining onto adjoining sites.
- (c) On-site manoeuvring shall be provided so as to ensure that no vehicle is required to reverse onto or off any arterial road.
- (d) Stormwater shall be contained and treated.
- (e) The surface of the car park area and all accesses shall:
 - (i) be maintained to an all weather dust free standard; and
 - (ii) avoid the tracking of loose metal, mud or other material onto any public road.
- (f) The access(es) to parking areas shall be clearly defined and the remainder of the property road boundary shall have a physical barrier which separates the parking area from the road.
- (g) On-site manoeuvring shall be provided for a 90 percentile car (as shown on Diagram 5.14) so that all turning manoeuvres can be undertaken in one movement.

5.9.3 Vehicle loading

- (1) The following land use activities shall provide for the loading and unloading of vehicles on-site:

Table 5.5 Loading requirement

Activity	Loading requirement
Commercial Activity	<p>Retail and Hire Activities</p> <p>Supermarkets : One loading bay per 1,500 square metres of retail floor space.</p> <p>Other Retail & Hire Premises: One loading bay per 1,500 square metres of retail floor space.</p>
Industrial Activity	An area for the loading and unloading of goods on-site for any activity in excess of 1,000 square metres.

- (2) Where vehicle loading or unloading is provided as part of any activity, the following standards shall apply:
- (a) Access to loading facilities shall be appropriate for the type of vehicles servicing the site, but in all cases the minimum standard specified for two axled trucks in Diagram 5.15 shall apply.
 - (b) Entrance to and egress from the site by vehicles using the loading facility shall be by forward direction.

5.9.4 Rule

Any land use activity that does not comply with Rules 5.9.1 to 5.9.3 is a restricted discretionary activity.

The matters over which Council shall exercise its discretion are the adverse environmental effects of the matters with which there is non-compliance.

5.9.5 Information to accompany resource consent applications

In addition to all matters referred to in Section 1.3 in this District Plan, an application for a resource consent under this section shall contain, where relevant:

- (1) General
 - (a) Details of traffic to be generated from the site.
 - (b) Details of the traffic volumes on adjoining road(s).
 - (c) An assessment of the impacts of changes in traffic volumes on the adjoining road(s), including any upgrading that may be required on the road(s) and any consequential impacts on the roading network.
 - (d) In the case of sites adjoining a state highway, the written approval of Transit New Zealand.
- (2) Parking Areas
 - (a) The hours of operation of the parking area.
 - (b) The design and layout of the parking area.
 - (c) The nature of traffic generation on and off the parking area onto public roads and the effects on the use of that road.
 - (d) The containment and treatment of stormwater.
 - (e) Details of visual screening, existing and proposed.
 - (f) Existing and proposed signage.
- (3) Quantum of Parking
 - (a) An assessment of the traffic that will be generated by the proposed activity.
 - (b) An assessment of the adverse effects arising from the deficiency of parking provided.
- (4) Access
 - (a) An assessment of the traffic effects, particularly with regard to the safety of other road users and pedestrians.
 - (b) A record of consultation with the appropriate roading authority and affected persons.
 - (c) A description of the measures proposed to be taken to avoid, remedy, or mitigate any adverse effects.

- (5) Vehicle Loading
 - (a) An assessment of the loading facilities necessary for the operation of the site.
 - (b) The traffic effects, particularly with regard to the safety of other road users and pedestrians.
 - (c) A record of consultation with the appropriate roading authority and affected persons.
 - (d) A description of the measures proposed to be taken to avoid, remedy, or mitigate any adverse effects.
- (6) Access onto a state highway
 - (a) Details of any access available from another formed legal road.
 - (b) Provision to be made for manoeuvring on-site, so that vehicles can enter and leave the site in a forward direction.
 - (c) The extent to which sight distance, clearance from intersections and minimum access spacing complies with the performance criteria in Table 5.1.
 - (d) The extent to which the access is designed and formed:
 - (i) in accordance with Diagram 5.6 where the vehicle access serves a single household or a farm paddock.
 - (ii) in accordance with Diagram 5.7 where the vehicle access serves primary commercial vehicles (excluding milk tankers or their equivalent).
 - (iii) in accordance with Diagram 5.8 where the vehicle access serves milk tankers or their equivalent.

The page is intentionally blank