

# APPENDIX 23

## TRAFFIC AND TRANSPORT



Part A Construction standards for VEHICLE ACCESS POINTS

Part B Standards for parking

Part C Standards for LOADING and STANDING SPACE

Part D Standards for driveways

Part E Standards for MANOEUVRING SPACE

Part F Standards for on-SITE queuing

Part G Rural ROADING HIERARCHY



## Part A Construction standards for VEHICLE ACCESS POINTS

### 23.1 Conditions for a permitted activity

For any activity where the means of obtaining vehicular access to a SITE is by way of a VEHICLE ACCESS POINT then the following conditions apply.

- a) Where the VEHICLE ACCESS POINT is onto STATE HIGHWAY that is LIMITED ACCESS ROAD (refer to Table 23.2) then all APPLICANTS are advised that the consent of Transit New Zealand is required by the Transit New Zealand Act 1989. There are no standards within the District Plan and resource consent is not required in relation to this matter.
- b) Where the VEHICLE ACCESS POINT is onto STATE HIGHWAY that is not LIMITED ACCESS ROAD, and traffic generation in relation to the SITE is less than or equal to 30 VEHICLE EQUIVALENT MOVEMENTS per day, Table 23.3 and Diagram 23.6 shall be complied with.
- c) Where the VEHICLE ACCESS POINT is onto STATE HIGHWAY that is not LIMITED ACCESS ROAD, and traffic generation in relation to the SITE is more than 30 and less than or equal to 60 VEHICLE EQUIVALENT MOVEMENTS per day, Table 23.4 and Diagram 23.6 shall be complied with.
- d) Where the VEHICLE ACCESS POINT is onto a LOCAL ROAD, COLLECTOR ROAD, or ARTERIAL ROAD, Table 23.5 and Diagram 23.6 shall be complied with.

Note: Where the VEHICLE ACCESS POINT would be across a DEFINED RETAIL FRONTAGE Rule OL20 is applicable and planning consent is required as a non-complying activity.

**Table 23.2 Limited Access Road State Highways**

Site	Location and Street Address	Route Position Reference
SH3 Urenui Deviation	Urenui Boundary – Kaipikari Road	RP 203/6.65 - RP 203/7.40
SH3	Turangi Road – Otararua Road	RP 203/13.67 - RP 218/1.93
SH3	Otararua Road – Eliot Road	RP 218/1.93 - RP 218/3.39
SH3 Waitara Bypass	East of Eliot Road – Mamaku Road	RP 218/2.68 - RP 218/6.03
SH3 Waitara to New Plymouth	Mamaku Road – Smart Road	RP 218/6.03 - RP 229/8.31
SH3	Smart Road – Waiwhakaiho River	RP 229/8.32 - RP 229/8.67
SH3	Waiwhakaiho River – Waiwaka Terrace	RP 229/8.67 - RP 229/9.60
SH3	Waiwaka Terrace – Hobson Street	RP 229/9.60 - RP 229/10.42
SH3	New Plymouth – Southern Motorway	RP 240/2.18 - RP 240/2.97
SH3	New Plymouth – Inglewood	RP 240/2.97 - RP 250/6.81
SH3	Inglewood – Norfolk Road	RP 258/0.55 (Kurapete Stream) – RP 258/5.38
SH3	Norfolk Road – Midhurst	RP 258/5.38 - RS 269/0.00 (District Boundary)
SH3A	Waitara - Inglewood	RS 0/0.00 (SH 3 Junction) - RP 0/13.70 (Oakura Boundary)
SH45	New Plymouth - Oakura	RP 0/5.61 (NP Boundary) - RP 0/13.70 (Oakura Boundary)
SH45	Oakura - Okato	RP 15/0.05 (Wairau Stream) - RP 15/11.21 (Okato Boundary)

**Table 23.3 Design standards for VEHICLE ACCESS POINTS onto STATE HIGHWAY that is not LIMITED ACCESS ROAD and where traffic generation in relation to the SITE is less than or equal to 30 VEHICLE EQUIVALENT MOVEMENTS per day**

	Minimum sight distances	Minimum distance of VEHICLE ACCESS POINT relative to intersections	Minimum spacing between VEHICLE ACCESS POINTS on same or opposite frontages
Posted legal speed limit	Refer to Diagram 23.6		
	Measured in metres		
Km/hr	Distance (b)	Distance (c)	Distance (d)
50	140	20	7.5 or 15 <sup>(1)</sup>
60	175	30	20
70	210	60	40
80	250	90	100
100	330	150	200

Note: <sup>(1)</sup> 7.5m for residential land uses (i.e. where a HABITABLE BUILDING exists or is to be constructed), 15m for all other land uses.

**Table 23.4 Design standards for VEHICLE ACCESS POINTS onto STATE HIGHWAY that is not LIMITED ACCESS ROAD and where traffic generation in relation to the SITE is more than 30 but fewer than 60 VEHICLE EQUIVALENT MOVEMENTS per day**

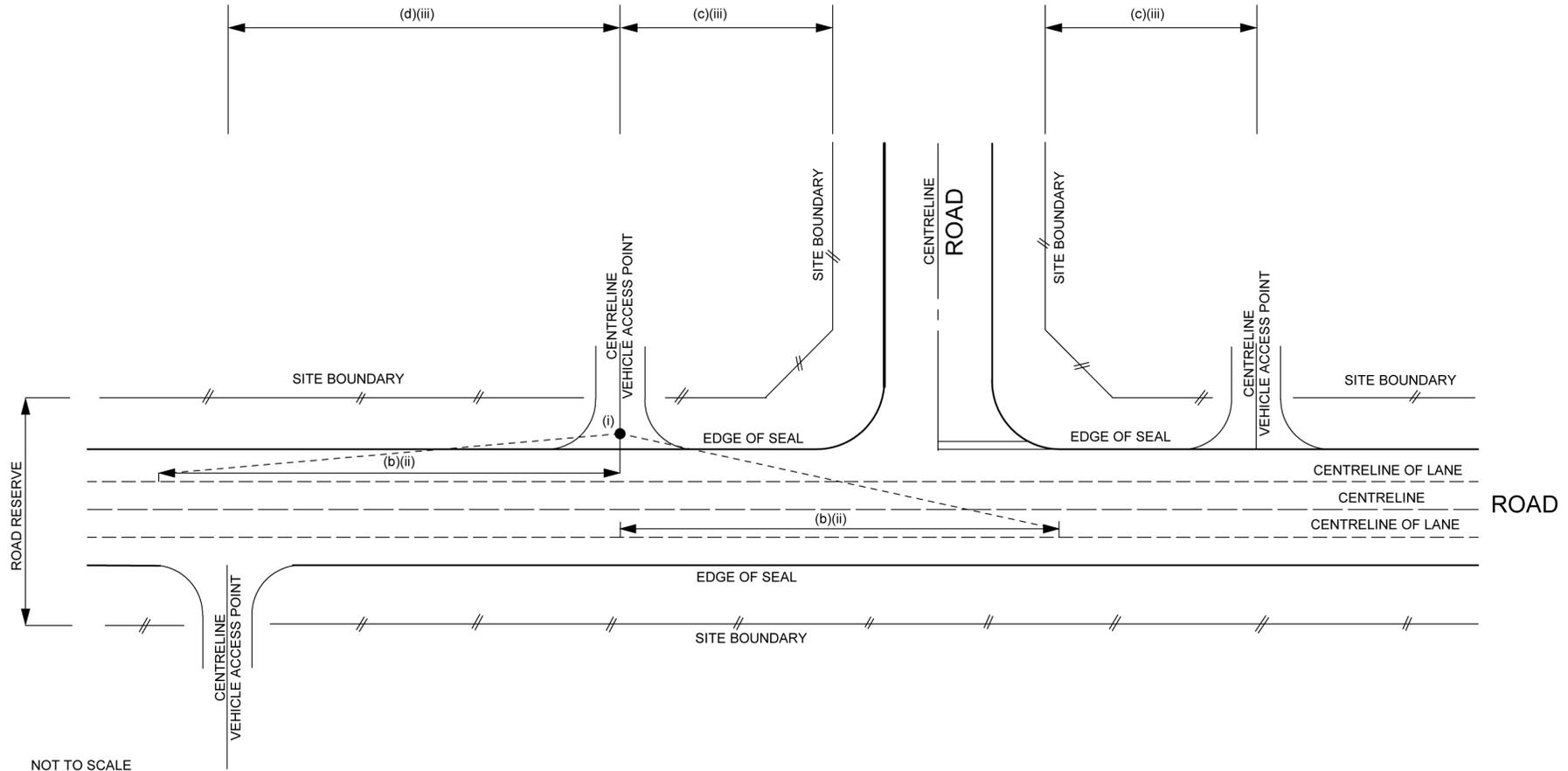
	Minimum sight distances	Minimum distance of VEHICLE ACCESS POINT relative to intersections	Minimum spacing between VEHICLE ACCESS POINTS on same or opposite frontages
Posted legal speed limit	Refer to Diagram 23.6		
	Measured in metres		
Km/hr	Distance (b)	Distance (c)	Distance (d)
50	140	30	7.5 or 15 <sup>(1)</sup>
60	175	50	20
70	210	100	40
80	250	120	100
100	330	200	200

Note: <sup>(1)</sup> 7.5m for residential land uses (i.e. where a HABITABLE BUILDING exists or is to be constructed), 15m for all other land uses.

**Table 23.5 Design standards for VEHICLE ACCESS POINTS onto LOCAL COLLECTOR and ARTERIAL ROADS**

	Minimum sight distances				Minimum distance of VEHICLE ACCESS POINT relative to intersections	Minimum spacing between VEHICLE ACCESS POINTS on same or opposite frontages
	LOCAL ROAD	COLLECTOR ROAD		ARTERIAL ROAD		
		Traffic count of <200/day	Traffic count of ≥200/day			
<b>Posted legal speed limit</b>	<b>Refer to Diagram 23.6</b>					
	<b>Measured in metres</b>					
<b>Km/hr</b>	<b>Distance (b)</b>				<b>Distance (c)</b>	<b>Distance (d)</b>
50	40	45	90	90	30	n/a
60	55	65	115	115	50	n/a
70	85	85	140	140	As per minimum sight distances	10
80	105	105	175	175	As per minimum sight distances	10
100	160	160	250	250	As per minimum sight distances	10
<b>Maximum total combined width of VEHICLE ACCESS POINTS on any SITE</b>					4m or 50% of the ROAD BOUNDARY, whichever is the greatest	

- (i) measured from edge lane line (where there is no edge lane line, from the edge of the seal) and is 3.5m for DWELLING HOUSES and 5.0m for all other activities
- (ii) measure distance to and from a height of 1.05m above existing ROAD surface and proposed surface level of the VEHICLE ACCESS POINT
- (iii) Refer to table 23.3-23.5 for specific distances



## Part B Standards for parking

### 23.7 Conditions for a permitted activity

1 Number of parking spaces provided:

- a) For any activity, except when it is located in the PARKING EXEMPTION AREA shown in Diagram 23.14a, there shall be provision made on-SITE for VEHICLE and bicycle parking for use by occupants, STAFF and visitors in accordance with Table 23.8.

Note: 1) The Building Act 2004 addresses the provision of parking for disabled persons (refer to the appropriate NZ Standard). When designing a development the requirements of the Building Act should be taken into account.

- 2) Where a VEHICLE ACCESS POINT would be across a DEFINED RETAIL FRONTAGE Rule OL20 is applicable and planning consent is required as a non-complying activity.

2 Design and construction standards:

- a) VEHICLE and bicycle parking shall be designed and constructed in accordance with Table 23.8.

**Table 23.8 Standards for parking for a permitted activity**

ENVIRONMENT AREA		VEHICLE parking		Bicycle parking	
		Number of Spaces	Design and construction	Number of spaces	Design and construction
All ENVIRONMENT AREAS	Where the VEHICLE dimensions are less than a MEDIUM SERVICE VEHICLE	N/A	Parking space(s) and parking area(s) shall: a) Not include any space used for on-SITE queuing, tracking curve, manoeuvring, LOADING or STANDING SPACE or VEHICLE ACCESS POINT; and b) For VEHICLES of dimensions less than a MEDIUM SERVICE VEHICLE meet the requirements specified in Table 23.10 and Diagram 23.11; and c) For VEHICLES of dimensions equal to or larger than a MEDIUM SERVICE VEHICLE meet the requirements specified for LOADING and STANDING SPACE in Tables 23.16 and 23.17	One parking space for every 10 VEHICLE parking spaces provided on-SITE, except where existing bicycle parking facilities are located within 50m of the SITE and have the spaces to meet the number required for all SITES utilising the facility	a) Bicycles must be able to be securely attached to an immovable object; and b) Bicycles must be able to be located so as not to impede pedestrian movement.
	Where the VEHICLE dimensions are equal to or larger than a MEDIUM SERVICE VEHICLE and visit the SITE on a regular basis or perform a function in the operation of the activity	One parking space per VEHICLE			





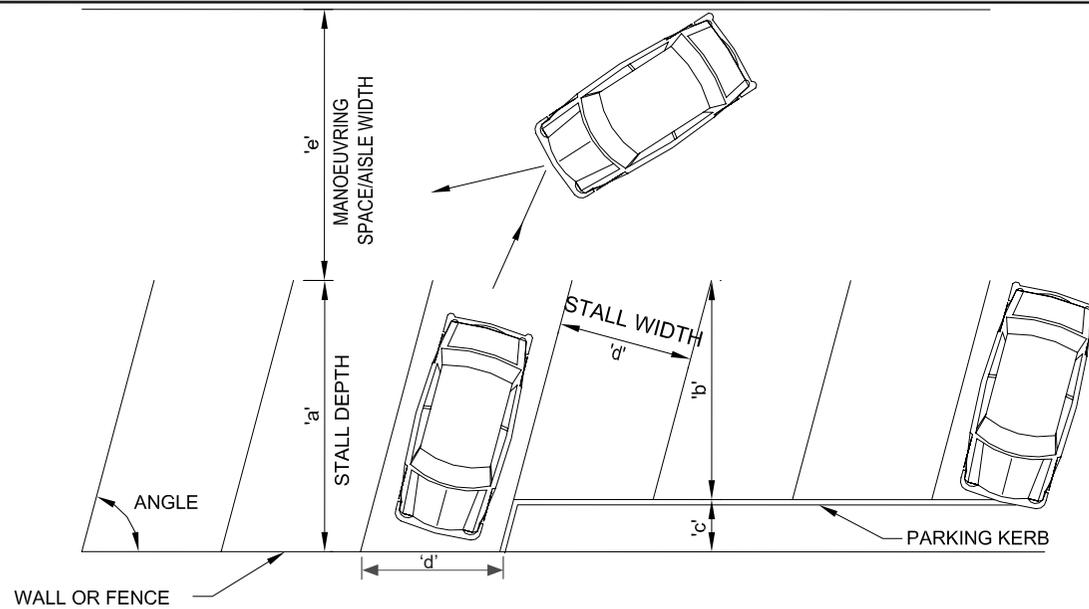


**Table 23.10 Construction standards for VEHICLE parking areas**

Parameter	ENVIRONMENT AREA		
	Residential	Rural	Business, Open Space and Industrial
<b>Maximum Gradient</b>	<b>1:20</b>	<b>1:20</b>	<b>1:20</b>
<b>Type of surface</b> <ul style="list-style-type: none"> <li>Fewer than four VEHICLE parking spaces on-SITE</li> </ul>	Shall be formed to an ALL WEATHER STANDARD	Shall be formed to an ALL WEATHER STANDARD	Shall be formed to an ALL WEATHER STANDARD <sup>(2)</sup> where: <ol style="list-style-type: none"> <li>The gradient of the parking area does not exceed 1:20; and</li> <li>From the VEHICLE ACCESS POINT for 5m into the SITE the area over which VEHICLES obtain access to the parking area is SEALED.</li> </ol>
<ul style="list-style-type: none"> <li>Four or more VEHICLE parking spaces on-SITE</li> </ul>	Shall be formed, SEALED, marked <sup>(1)</sup> and drained	Shall be metalled, marked <sup>(1)</sup> and drained to an ALL WEATHER STANDARD	<ol style="list-style-type: none"> <li>Where the SITE adjoins or is adjacent to a RESIDENTIAL ENVIRONMENT AREA:               <ol style="list-style-type: none"> <li>The area shall be formed, SEALED, marked<sup>(1)</sup> and drained.</li> </ol> </li> <li>In all other areas:               <ol style="list-style-type: none"> <li>Shall be formed to an ALL WEATHER STANDARD<sup>(2)</sup> where:                   <ol style="list-style-type: none"> <li>The gradient of the parking area does not exceed 1:20; and</li> <li>From the VEHICLE ACCESS POINT for 5m into the SITE the area over which VEHICLES obtain access to the parking area is SEALED.</li> </ol> </li> </ol> </li> </ol>

Notes:

- (1) Marking does not require all lines to be shown. However, it should be clear to the user of the parking area where the edge of each space is.
- (2) For the purposes of constructing a VEHICLE parking area in the BUSINESS, OPEN SPACE and INDUSTRIAL ENVIRONMENT AREAS loose large grade metal does not constitute being an “ALL WEATHER STANDARD”.
- (3) For the purposes of constructing a VEHICLE parking area in all ENVIRONMENT AREAS pavements depths in accordance with the COUNCIL’S adopted Land Development and Subdivision Infrastructure Standard are required to meet the ALL WEATHER STANDARD.



TYPE OF PARKING		STALL DEPTH		KERB TO WALL DIST.	STALL AND MANOEUVRING SPACE/AISLE WIDTH					
		FROM A WALL	FROM A KERB		2.5m		2.6m		2.8m	
ANGLE TO KERB	TYPE	(a)	(b)	(c)	(d)	(e)	(d)	(e)	(d)	(e)
90°	Nose in with a left turn	4.9	3.9	1.0	2.5	7.7	2.6	7.0	2.8	6.6
90°	Nose in with a right turn or a blind bay	4.9	3.9	1.0	2.5	8.4	2.6	7.9	2.8	7.5
75°	Nose in	5.2	4.2	1.0	2.6	6.3	2.7	5.2	2.9	4.1
60°	Nose in	5.2	4.2	1.0	2.9	4.1	3.0	3.7	3.2	3.7
45°	Nose in	4.9	4.1	0.8	3.5	3.7	3.7	3.7	3.9	3.7
30°	Nose in	4.0	3.4	0.6	5.0	3.7	5.2	3.7	5.6	3.7
0°	Parallel	2.6	2.2	0.4	6.1	3.7	6.1	3.7	6.1	3.7

### 23.12 Standards and terms for a controlled activity

1 Number of parking spaces required:

- a) For any activity, except when it is located in the PARKING EXEMPTION AREA shown in Diagram 23.14a, there shall be provision made on-SITE for VEHICLES with dimensions equal to or larger than a MEDIUM SERVICE VEHICLE that visit the SITE on a regular basis or perform a function in the operation of the activity, and bicycle parking for use by occupants, STAFF and visitors in accordance with Table 23.13.

Note: (1) The Building Act 2004 addresses the provision of parking for disabled persons (refer to the appropriate NZ Standard). When designing a development the requirements of the Building Act should be taken into account.

- (2) Where a VEHICLE ACCESS POINT would be across a DEFINED RETAIL FRONTAGE Rule OL20 is applicable and planning consent is required as a non-complying activity.

**Table 23.13 Standards for parking for a controlled activity**

ENVIRONMENT AREA		VEHICLE parking		Bicycle parking	
		Number of spaces	Design and construction	Number of spaces	Design and construction
All ENVIRONMENT AREAS	On-SITE parking	In accordance with Table 23.14	The required parking space(s) and joint parking area shall:	Not applicable as controlled activity status is not available	Not applicable as controlled activity status is not available
	Joint parking	In accordance with Table 23.14 for all SITES utilising the joint parking area, parking area, individually or in association with on-SITE parking	<ul style="list-style-type: none"> <li>a) Not be located more than 250m from the SITE it serves; and</li> <li>b) Not require pedestrians to cross an ARTERIAL ROAD or STATE HIGHWAY to obtain access to the SITE it serves; and</li> <li>c) Not include any space used for on-SITE queuing, tracking curve, manoeuvring, LOADING or STANDING SPACE or VEHICLE ACCESS POINT; and</li> <li>d) For VEHICLES of dimensions equal to or larger than a MEDIUM SERVICE VEHICLE meet the requirements specified for LOADING and STANDING SPACE in Tables 23.16 and 23.17.</li> </ul>		

**Table 23.14 Minimum number of on-SITE VEHICLE parking spaces required for all ENVIRONMENT AREAS when using maximum peak number**

ENVIRONMENT AREA	Size of SITE	Minimum number of VEHICLE parking spaces required per SITE
Residential	All	90% <sup>(2)</sup> of the Maximum Peak Number (MPN)
Business A & C	All	5% <sup>(2)</sup> of the MPN
Business B & D	All	80% <sup>(2)</sup> of the MPN
Open Space	All	80% <sup>(2)</sup> of the MPN
Industrial A-F	All	80% <sup>(2)</sup> of the MPN
Rural	<1000m <sup>2</sup> <sup>(1)</sup>	80% <sup>(2)</sup> of the MPN
	≥1000m <sup>2</sup> <sup>(1)</sup>	On a STATE HIGHWAY: 90% <sup>(2)</sup> of the MPN. On all other ROADS: 80% <sup>(2)</sup> of the MPN.

- (1) Where the area occupied by an activity is less than the area of the SITE within which the activity is located, the lesser area will be used as the basis for calculation of minimum on-SITE VEHICLE parking requirements.
- (2) Where the parking requirement results in a fractional space, any fraction under one half shall be disregarded and any fraction of one half or more shall be counted as one space. Except that a minimum of one space shall be provided per SITE.

**To calculate the maximum peak number (MPN):**

Identify the maximum number of VEHICLES that are generated by the activity on and off the ALLOTMENT or SITE that will park for longer than five minutes<sup>(2)</sup>.

To calculate the minimum number of parking spaces required:

- Using the example to the right: (a) Maximum Peak Number (MPN) = 13  
 (b) 80% of MPN = 80% of 13 = 10.4 <sup>(4)</sup>  
 (c) Therefore 10 VEHICLE parking spaces are required

- (1) Include within the calculation all of those VEHICLES associated with the activity, including STAFF, customers, patients and sales reps.
- (2) MPN is measured over any 5-minute period for those hours of the day that the activity is operating.
- (3) Where there is an established land use, the provisions of Section 10 of the ACT “Certain Existing Uses in Relation to Land Protected” will need to be referred to.
- (4) Where the parking requirement results in a fractional space, any fraction under one half shall be disregarded and any fraction of one half or more shall be counted as one space.

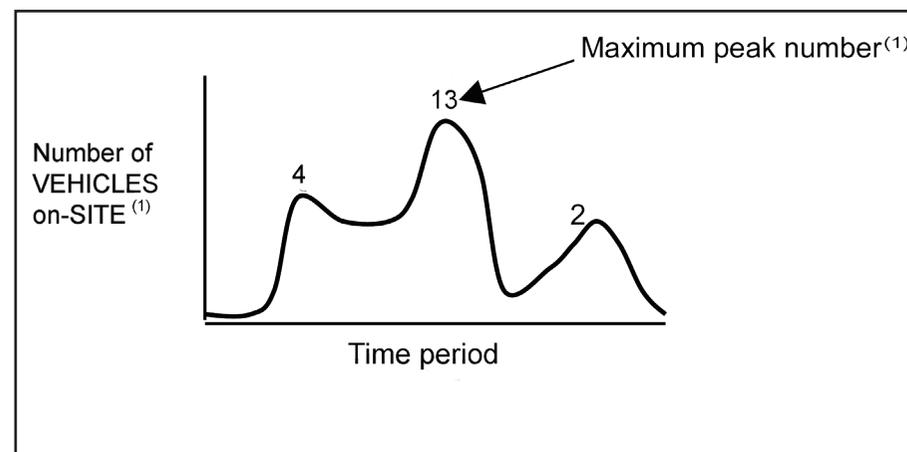


Table 23.14a Extent of the PARKING EXEMPTION AREA



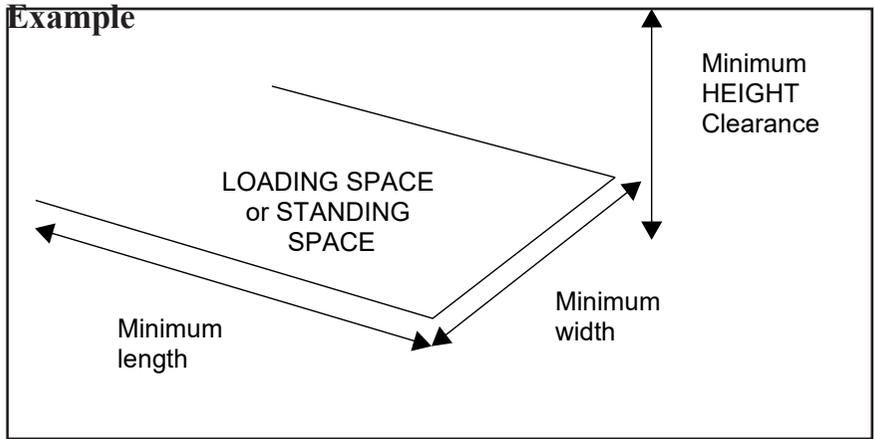
## Part C Standards for LOADING and STANDING SPACE

### 23.15 Conditions for a permitted activity

- 1 Number of LOADING and/or STANDING SPACES required:
  - a) For any activity there shall be provision made on-SITE for STANDING and LOADING SPACE in accordance with 23.15 (1) (b) and (c) where the activity involves any SERVICE VEHICLE or BUS.
  - b) For BUSINESS A & C ENVIRONMENT AREAS where on-SITE vehicular access from a ROAD BOUNDARY would be obtained solely across a DEFINED RETAIL FRONTAGE:
    - i) 0 (zero) LOADING and STANDING spaces.
  - c) For all other ENVIRONMENT AREAS:
    - i) One LOADING SPACE for the largest type of SERVICE VEHICLE or BUS that will be on-SITE at any one time.
    - ii) One STANDING SPACE for every SERVICE VEHICLE or BUS on-SITE, in addition to that identified in 23.15 (1) (c) (i), at any one time.
    - iii) One STANDING SPACE for every SERVICE VEHICLE or BUS on-SITE, in addition to that identified in 23.15 (1) (b), at any one time.
- 2 Design and construction standards:
  - a) The required LOADING SPACE shall not include any space used for on-SITE QUEUING, STANDING, parking or MANOEUVRING SPACE, tracking curve, or VEHICLE ACCESS POINT; and
  - b) The required STANDING SPACE shall not include any space used for on-SITE QUEUING, LOADING, parking or MANOEUVRING SPACE, tracking curve, or VEHICLE ACCESS POINT; and
  - c) Meet the requirements specified in Table 23.16 and 23.17.

**Table 23.16 Minimum design standards for LOADING and STANDING SPACES**

VEHICLE type	Minimum width		Minimum HEIGHT clearance from an overhead STRUCTURE	Minimum length
	Adjacent to kerb	Adjacent to a wall		
LIGHT SERVICE VEHICLE	3.5m	4.5m	3.8m	5.0m
MEDIUM SERVICE VEHICLE	3.5m	4.5m	4.5m	8.0m
LARGE SERVICE VEHICLE	3.5m	4.5m	4.5m	11.0m
HEAVY SERVICE VEHICLE	3.5m	4.5m	5.0m	17.0m
EXTRA HEAVY SERVICE VEHICLE	3.5m	4.5m	5.0m	20.0m
BUS	3.5m	4.5m	4.5m	17.0m



**Table 23.17 Minimum construction standards for LOADING and STANDING SPACES**

Parameter	ENVIRONMENT AREA		
	Residential	Rural	Business, Open Space and Industrial
<b>Maximum Gradient</b>	<b>1:20</b>	<b>1:20</b>	<b>1:20</b>
<b>Type of surface</b> <ul style="list-style-type: none"> <li>Fewer than four LOADING and/or STANDING SPACES on-SITE</li> </ul>	Shall be formed to an ALL WEATHER STANDARD	Shall be formed to an ALL WEATHER STANDARD	Shall be formed to an ALL WEATHER STANDARD <sup>(2)</sup> where: 1) The gradient of the loading and/or standing area does not exceed 1:20; and 2) From the VEHICLE ACCESS POINT for 5m into the SITE the area over which SERVICE VEHICLES or BUSES obtain access to the loading and/or standing area is SEALED.
<ul style="list-style-type: none"> <li>Four or more LOADING and/or STANDING SPACES on-SITE</li> </ul>	Shall be formed, SEALED, marked <sup>(1)</sup> and drained	Shall be metalled, marked <sup>(1)</sup> and drained to an ALL WEATHER STANDARD	1 Where the SITE adjoins or is adjacent to a RESIDENTIAL ENVIRONMENT AREA: a) The area shall be formed, SEALED, marked <sup>(1)</sup> and drained. 2 In all other areas: a) Shall be formed to an ALL WEATHER STANDARD <sup>(2)</sup> where: i) The gradient of the loading and/or standing area does not exceed 1:20; and ii) From the VEHICLE ACCESS POINT for 5m into the SITE the area over which SERVICE VEHICLES or BUSES obtain access to the loading and/or standing area is SEALED.

Notes:

- (1) Marking does not require all lines to be shown. However, it should be clear to the user of the loading and/or standing area where the edge of each space is.
- (2) For the purposes of constructing a loading and/or standing area in the BUSINESS, OPEN SPACE and INDUSTRIAL ENVIRONMENT AREAS loose large grade metal does not constitute being an “ALL WEATHER STANDARD”.
- (3) For the purposes of constructing LOADING and STANDING SPACES in all ENVIRONMENT AREAS pavements depths in accordance with the COUNCIL’S adopted Land Development and Subdivision Infrastructure Standard are required to meet the ALL WEATHER STANDARD.

## Part D Standards for driveways

### 23.18 Conditions for a permitted activity

- 1 DRIVEWAY required:
  - a) For any activity there shall be provision made on-SITE for DRIVEWAYS where parking, LOADING and/or STANDING SPACES are provided on-SITE.
- 2 Design and construction standards:
  - a) The required DRIVEWAY shall not include any space used for on-SITE parking, LOADING or STANDING SPACE, or VEHICLE ACCESS POINT; and
  - b) Meet the requirements specified in Table 23.19.

**Table 23.19 Design standards for DRIVEWAYS – permitted activity**

Parameter	ENVIRONMENT AREA		
	Residential	Rural	Business, Open Space and Industrial
Minimum width	3.0m	3.0m	3.0m
Maximum gradient	1:5	1:5	1:5
Passing bay	Not required	Not required	a) Required where the DRIVEWAY length is 50m and above; and b) To be spaced at no more than 50m intervals.
Turning area	Not required	Not required	a) Required where the DRIVEWAY length is 50m and above.

## Part E Standards for MANOEUVRING SPACE

### 23.20 Conditions for a permitted activity

#### 1 MANOEUVRING SPACE required:

- a) For any activity there shall be provision made on-SITE for VEHICLE manoeuvring where parking, LOADING and/or STANDING SPACES are provided on-SITE and the SITE:
  - i) Is accessed via a STATE HIGHWAY or ARTERIAL ROAD;
  - ii) Is accessed via a COLLECTOR ROAD and is serviced by any VEHICLE of MEDIUM SERVICE VEHICLE dimensions or greater or has three or more parking, LOADING, and/or STANDING SPACES combined;
  - iii) Is accessed via a LOCAL ROAD and is serviced by any VEHICLE of MEDIUM SERVICE VEHICLE dimensions or greater or has four or more parking, LOADING, and/or STANDING SPACES combined; or
  - iv) Has two TANDEM PARKING SPACES for a DWELLING HOUSE. TANDEM PARKING SPACES must comply with Table 23.10 Construction standards for VEHICLE parking areas.

#### 2 Design standards:

- a) The required MANOEUVRING SPACE may include a SERVICE LANE, RIGHT OF WAY or DRIVEWAY where the SITE has direct VEHICLE access to any one of these.
- b) For VEHICLES of dimensions less than a MEDIUM SERVICE VEHICLE:
  - i) The required MANOEUVRING SPACE shall not include any space used for on-SITE parking, QUEUING, LOADING or STANDING SPACE, or VEHICLE ACCESS POINT; and
  - ii) Meet the requirements specified in Diagram 23.21.
- c) For VEHICLES of dimensions equal or larger than a MEDIUM SERVICE VEHICLE:
  - i) The required MANOEUVRING SPACE shall not include any space used for on-SITE parking, QUEUING, LOADING or STANDING SPACE, or VEHICLE ACCESS POINT; and
  - ii) Meet the requirements of the relevant tracking curve specified in Diagrams 23.22 to 23.26.

Diagram 23.21 Tracking curve for a LIGHT SERVICE VEHICLE and 90 percentile car

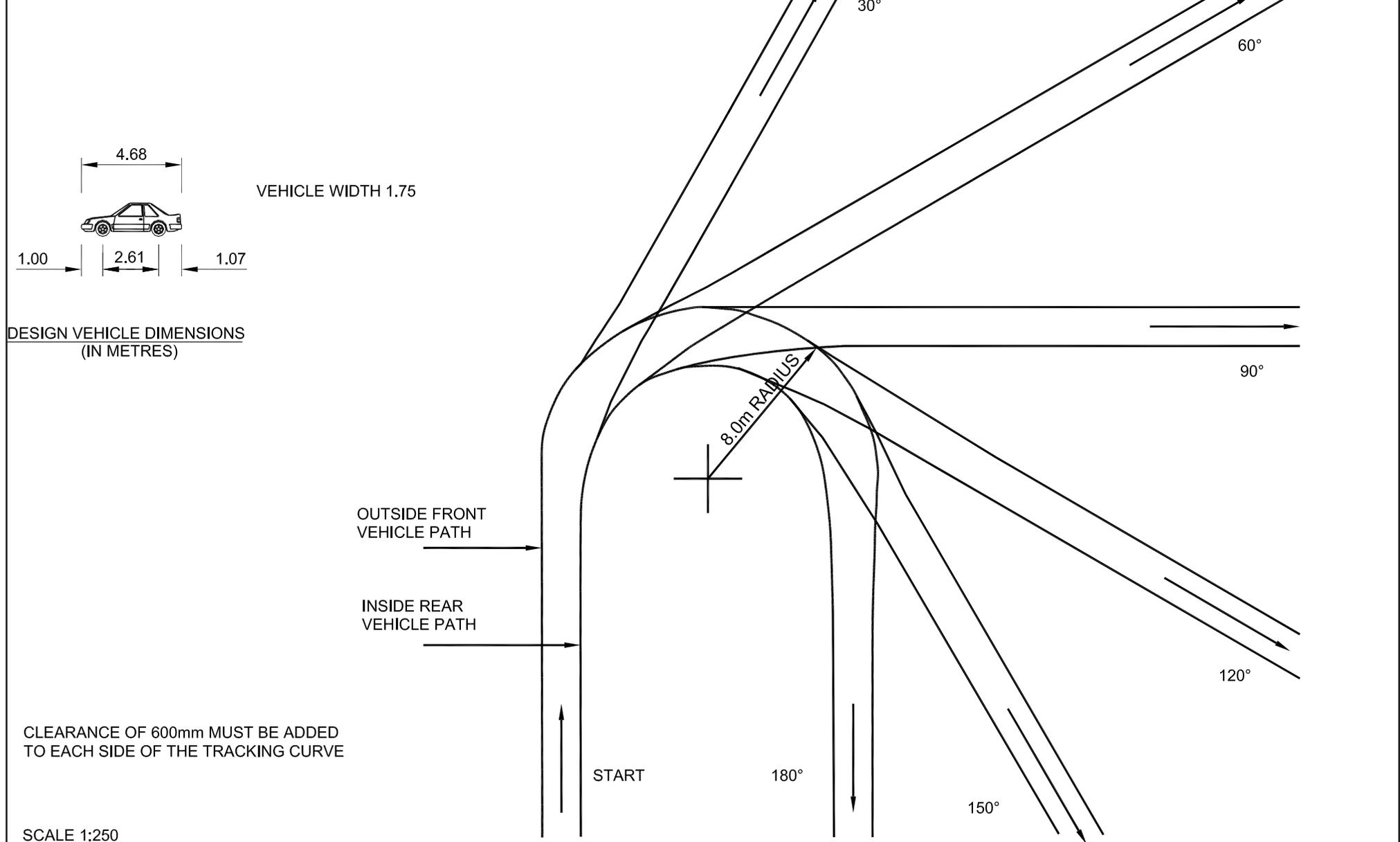
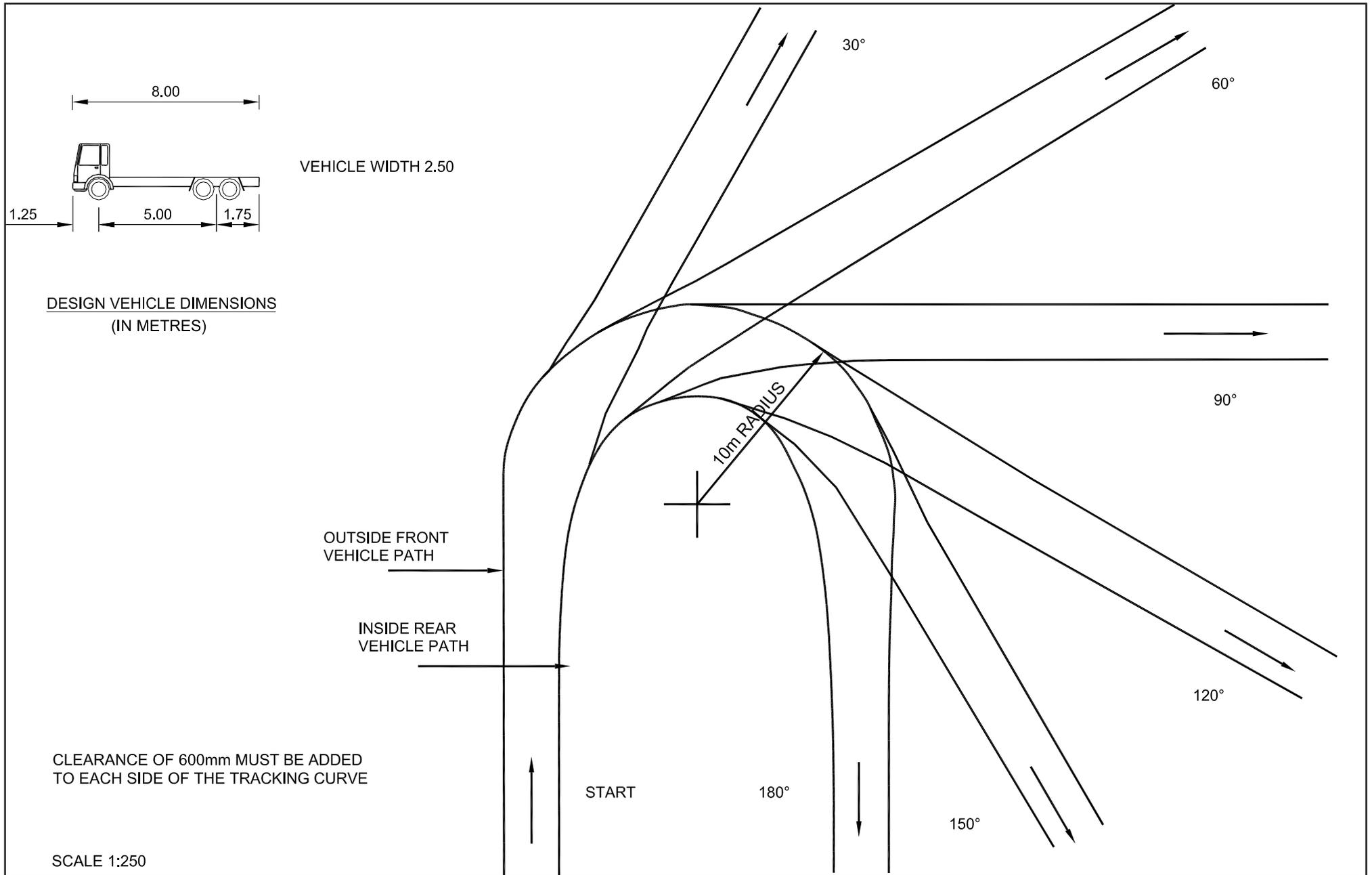


Diagram 23.22 Tracking curve for a MEDIUM SERVICE VEHICLE and 8m rigid truck



**Diagram 23.23 Tracking curve for a LARGE SERVICE VEHICLE and 11m rigid truck**

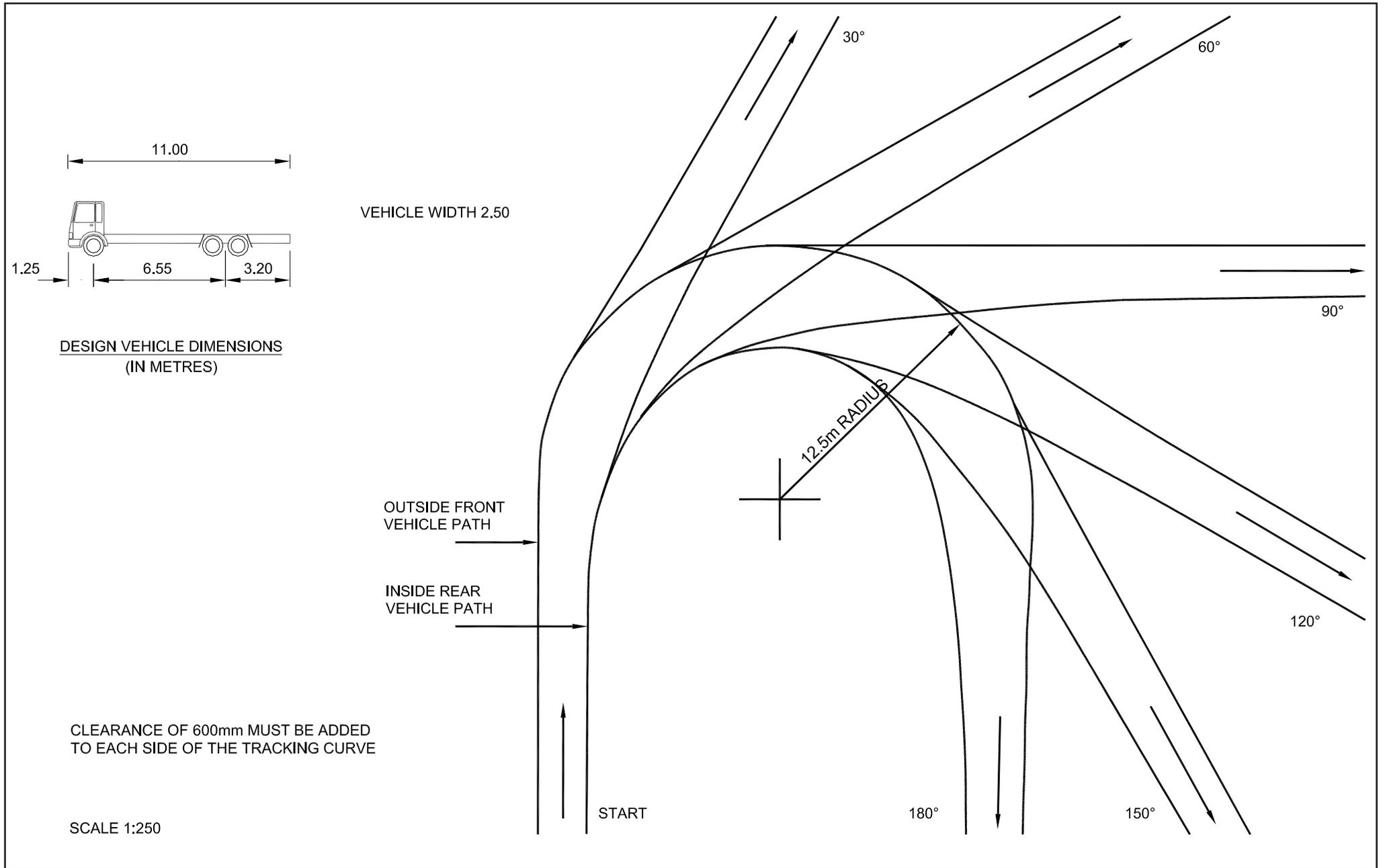


Diagram 23.24 Tracking curve for a HEAVY SERVICE VEHICLE and semi-trailer

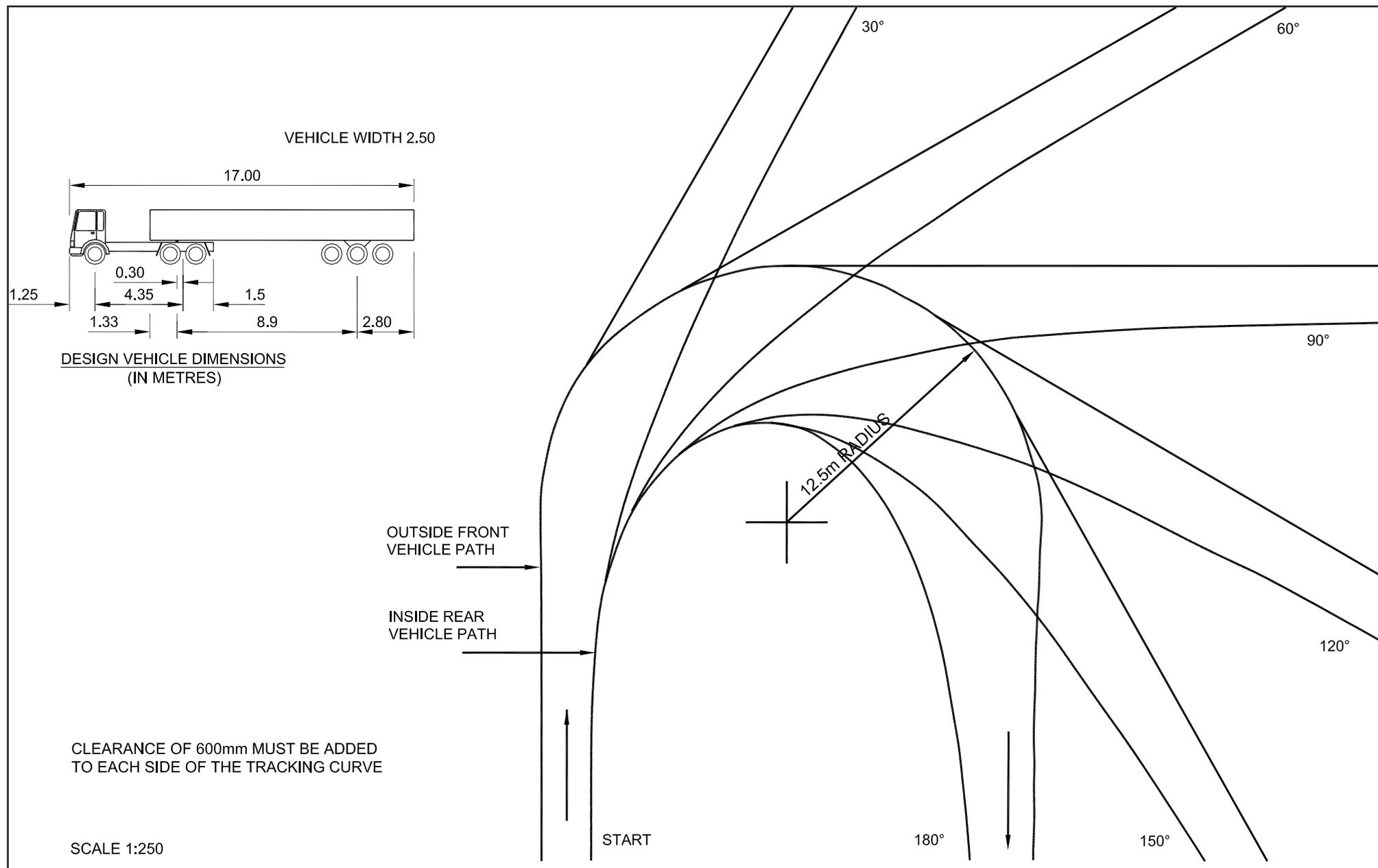


Diagram 23.25 Tracking curve for an EXTRA HEAVY SERVICE VEHICLE and b-train

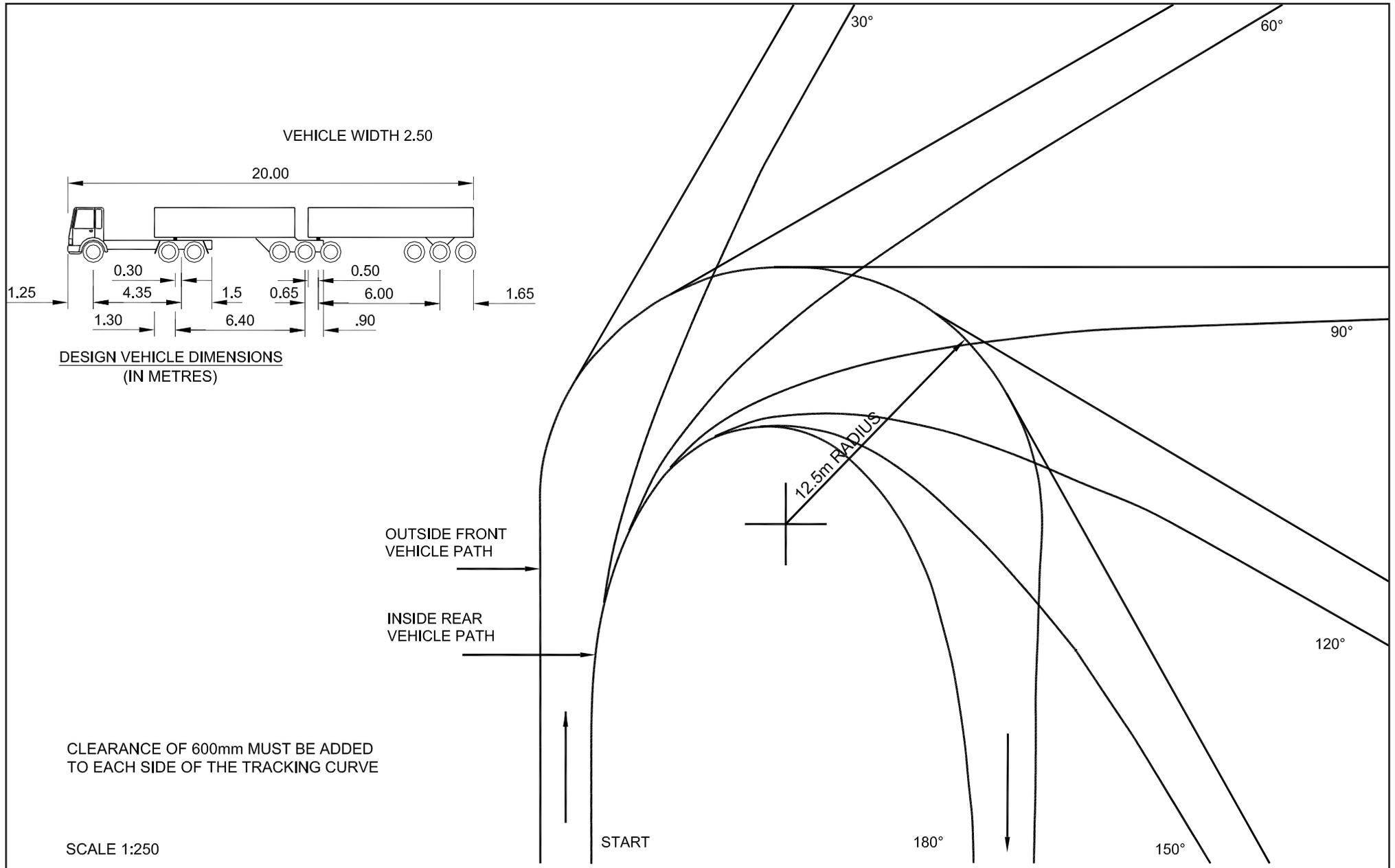
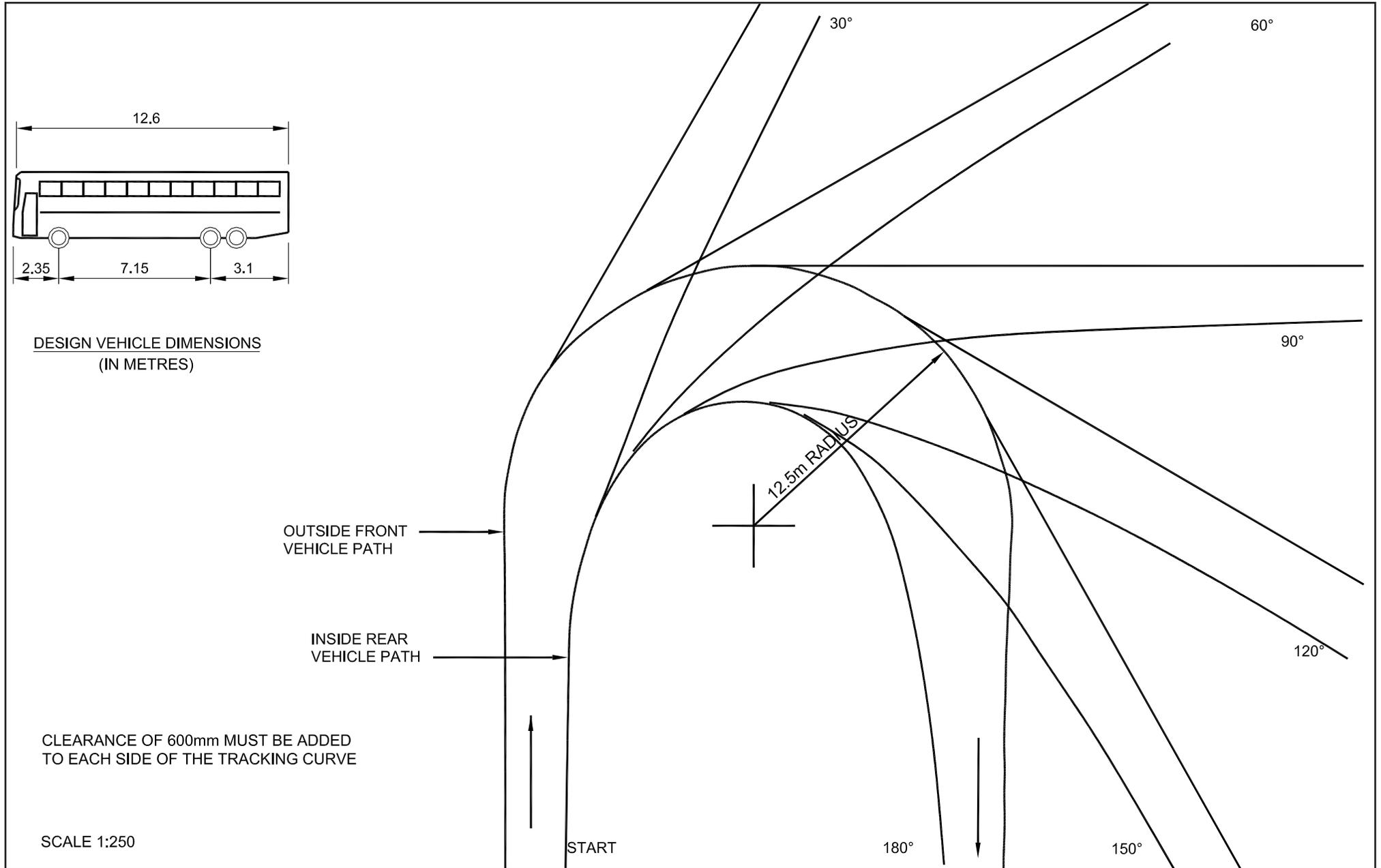


Diagram 23.26 Tracking curve for a BUS



## Part F Standards for on-SITE queuing

### 23.27 Conditions for a permitted activity

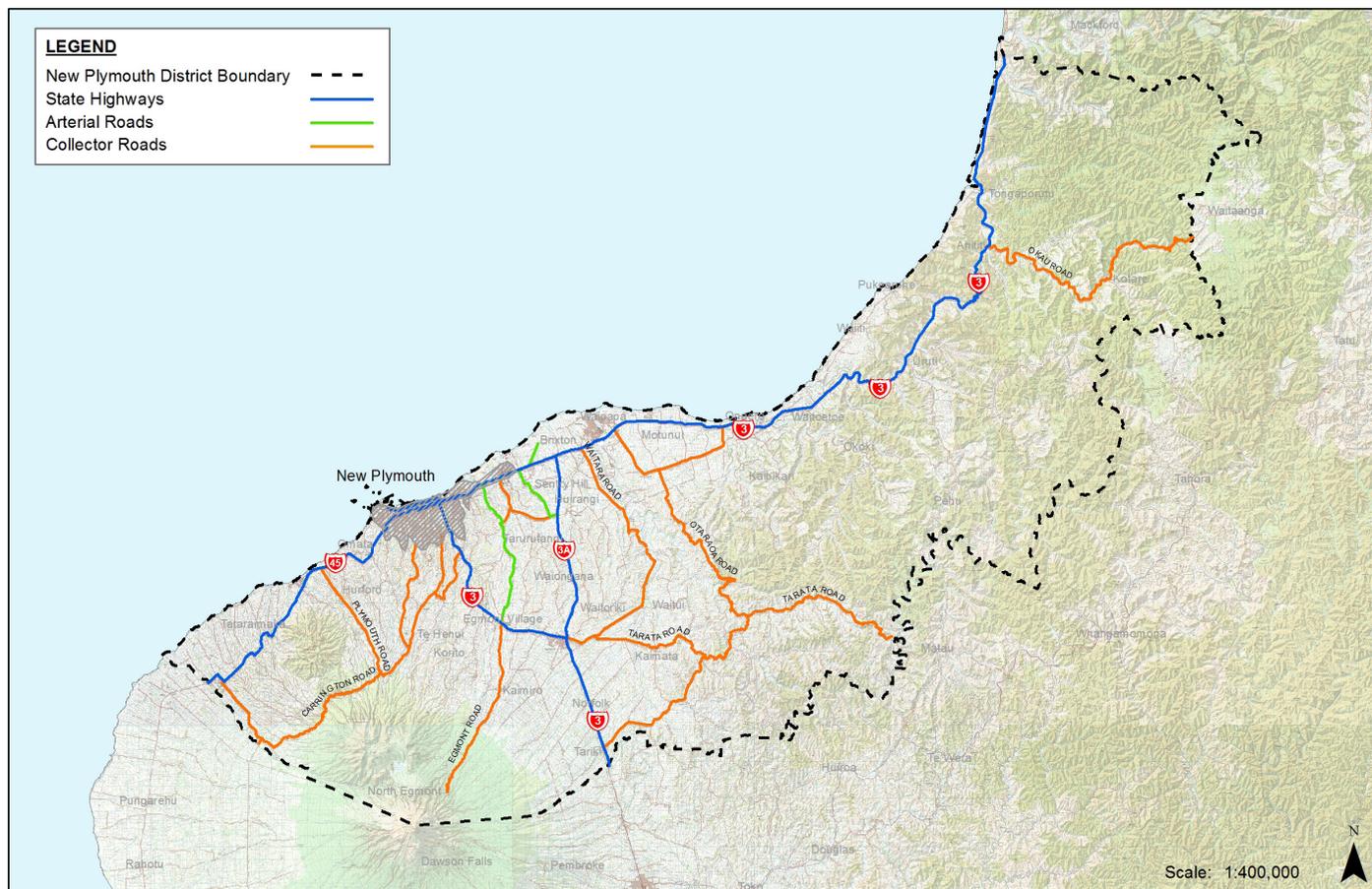
- 1 QUEUING SPACE required:
  - a) For any activity there shall be provision made on-SITE for QUEUING SPACE where six or more, but 30 or less, parking, LOADING and/or STANDING SPACES combined are provided on-SITE.
- 2 Design standards:
  - a) From the commencement of the DRIVEWAY at the SITE boundary a minimum length of 6m into the SITE is required.

### 23.28 Standards and terms for a controlled activity

- 1 QUEUING SPACE required:
  - a) For any activity there shall be provision made on-SITE for QUEUING SPACE where parking, LOADING and/or STANDING SPACES are provided on-SITE and the SITE;
    - i) Has more than 30 parking, LOADING and/or STANDING SPACES combined; or
    - ii) Is accessed via a STATE HIGHWAY or ARTERIAL ROAD; and
    - iii) Any footpath adjoining the SITE shall not be subject to more than 50 pedestrian movements per hour.
- 2 Design standards:
  - a) The VEHICLE ACCESS POINT is designed so that any VEHICLE entering the SITE is not required to queue on any STATE HIGHWAY or ARTERIAL ROAD.

## Part G Rural ROADING HIERARCHY

Map 23.1 New Plymouth Rural ROADING HIERARCHY



- **STATE HIGHWAYS:** State Highway 3 – East, South and State Highway 3A and State Highway 45.
- **ARTERIAL ROADS:** Airport Drive; Corbett Road from the NP urban boundary to Manutahi Road, Manutahi Road between State Highway 3A and Corbett Road; and Egmont Road from NP urban boundary to Egmont Village urban boundary.
- **COLLECTOR ROADS:** Carrington Road from NP urban boundary to Saunders Road, Frankley Road from NP urban boundary to Carrington Road, Mangorei Road from NP urban boundary to Baker Road, Baker Road, Egmont Road (south of Egmont Village) from the urban boundary to North Egmont, Henwood Road from NP urban boundary to Egmont Road, Manutahi Road from Corbett Road to Henwood Road, Oxford Road from Okato urban boundary to Saunders Road, Saunders Road from Oxford Road to Carrington Road, Wiremu Road from Saunders Road to the district boundary, Koru Road, Plymouth Road from Koru Road to Carrington Road, Tarata Road, Okau Road from State Highway 3 to Waitaanga Road, Waitaanga Road (to the district boundary), Waitara Road, Everett Road, Bristol Road from Tarata Road to Everett Road, Princess Street and Ngatimaru Road between State Highway 3 and Inland North Road, Inland North Road from Ngatimaru Road to Ohanga Road, Ohanga Road from State Highway 3 to Inland North Road, Otaraoa Road Upper from Inland North Road to Tarata Road, Tariki Road North and Tariki Road South.
- **LOCAL ROADS:** All other ROADS in the RURAL ENVIRONMENT AREA.