

## 32 APPENDIX 5 – REQUIREMENTS FOR ROADS, ACCESS, PARKING & LOADING

### 32.1.1 Specifications

All roads, access, parking and loading areas are to be designed and constructed in accordance with the following standards, or to a standard approved by Council:

### 32.1.2 Roading Hierarchy

The roading hierarchy is shown on the Planning Maps. The following definitions have been used in identifying the roading hierarchy.

**Strategic Arterial** – Road which forms part of the network of nationally or regionally important arterial routes that predominantly carry through traffic and the major traffic movements in and out of the District.

**District Arterial** – A road which caters for traffic movement within or between major areas of the District and as alternative routes to neighbouring territorial authorities.

**Collector** – Locally preferred routes forming a link between the arterial roads and residential, commercial, industrial and recreational areas. Although having a major through traffic function, they also serve adjacent property.

**Local** – Roads with the main function of providing access to adjacent properties.

**Standards for Roads, Access, Parking and Loading**

	<b>Standard</b>	<b>Additional Requirements and Variations to Standards</b>
<b>Road and Footpaths – design and construction</b>		
Urban	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	Amendment to Table 3.1 (refer Table below)
Rural	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	Amendment to Table 3.2 – for all road classifications other than minor local roads, a minimum seal width 1 metre less than specified is acceptable
<b>Privateways – design and construction</b>		
Urban	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	
Rural	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	Non-public rural accessways to rear lots of 2 hectares or less, multi-unit or comprehensive residential developments shall be sealed. Non-public rural accessways adjoining lots of 2 hectares or less, multi-unit or comprehensive residential developments shall be sealed.
<b>Sight lines – Road/Privateway/Driveways/Intersections</b>		
Railway Level Crossing	<i>OnTrack requirements (Document CSG 417 – Q517 Issue 2)</i>	
State Highway	<i>Transit NZ requirements (Transit NZ Planning Policy Manual)</i>	
Other road and driveway intersections	<i>RTS 6 Guidelines for Visibility Driveways</i>	At road intersections, no obstruction exceeding 1m in height will be permitted within a 6m by 6m triangle measured from a boundary intersection point (Refer Figure 32.1).
<b>Vehicle Crossings including Frontage Road Seal Widening – design and construction</b>		
Urban	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	In Masterton District, new crossings on existing streets shall be constructed in accordance with MDC Plan 805 A, B or C. Where 3 or more dwelling units are using a common vehicle crossing, that crossing is to be constructed from kerb to boundary in concrete. In South Wairarapa District, only one vehicle crossings is permitted per site (Note: This standard supersedes the requirements of 5.5.2(h)(ii), 6.5.2(g)(ii) and 7.5.2(g)(ii)). All vehicle crossings are to be constructed from kerb to boundary in concrete. Where 4 or more dwelling units are using a common vehicle crossing, that crossing is to be 5.4m wide with 0.8m splays on either side.

	Standard	Additional Requirements and Variations to Standards
Rural	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	Rural Vehicle Crossings and Frontage Road Seal Widening in accordance with Figure 32.2 below. In South Wairarapa District, only one vehicle crossings is permitted per site (Note: This standard supersedes the requirements of 5.5.2(h)(ii), 6.5.2(g)(ii) and 7.5.2(g)(ii)).
<b>Stormwater Drainage</b>		
Design and Construction	<i>NZS 4404:2004 Land Development and Subdivision Engineering</i>	In Masterton District, all subdivision and development shall comply with MDC Minimum Acceptable Drainage Standards
Trenching	<i>NZS HB 2002:2003 Code of Practice for Working on the Road</i>	
<b>Off-street Parking Facilities – geometric layout</b>		
	<i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i>	
<b>Turning paths</b>		
Off-road parking facilities – 85%ile & 99%ile car	<i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i>	
Off-road loading facilities – 99%ile rigid truck		
<b>Urban carriageway lighting</b>		
	<i>AS/NZS 1158.3 Lighting for roads and public spaces Part 3.1 Pedestrian area (Category P) lighting – Performance and design requirements; and NZS 6701:1983 Road Lighting (including subsequent amendments)</i>	

<b>Facilities for disabled</b>		
Pedestrian facilities	<i>RTS 14: Guidelines for Installing Pedestrian Facilities for people with visual impairment</i>	
Parking facilities	<i>NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities</i>	
<b>Signage</b>		
Advertising	<i>RTS 7: Advertising Signs and Road Safety – Design and Location Guidelines</i>	
Regulatory/Road Signs	<i>TNZ Manual of Traffic Signs and Markings</i>	
<b>Rural Selling Places</b>		
	<i>RTS 3: Guidelines for Establishing Rural Selling Places</i>	

**Amendment to Table 3.1 in NZS 4404:2004 Land Development and Subdivision Engineering**

Class	Type	Area served	Traffic volumes (vpd)	Design speed (km/h)		Road reserve width (m)	Minimum carriageway width (m)				Footpath (m)	Berm (m)	Max/min Gradient	Normal camber	Max super-elevation	Notes
				Flat or rolling	Hilly		Parking	Traffic	Cycles	Total						
Local Roads	Minor Residential and Cul de Sac	Up to 80 du	Up to 400	NA	NA	15.5	1 x 2.5	2 x 3.5		9.5	2 x 1.4	2 x 1.6	12.5% max 0.4% min	3%	6%	(8)

NOTE –

(8) The geometric requirements applicable to Industrial Roads are extended to cover cul de sacs serving up to 20 dwelling units and minor residential streets serving 21-80 dwelling units.

### **32.1.3 New Roads**

All new roads shall connect with and be compatible with the Council's roading hierarchy as shown in the Planning Maps.

### **32.1.4 Intersections and Accessways**

Road and accessway intersections shall be designed to ensure sufficient sight distances and safety, having regard to expected traffic volumes and speeds on approach roads.

Where it is proposed to create a vehicle access or road intersection with any State Highway, the applicant shall obtain the approval of Transit New Zealand. Intersections with State highway shall meet Transit New Zealand requirements.

### **32.1.5 Road Intersections with Rail Crossings**

At road/rail level crossings, viewlines shall meet the minimum requirements of OnTrack (New Zealand Railways Corporation). Tranz Rail document CSG 417-Q517 Issue 2 Section 4 sets out the requirements for viewlines. The minimum and desirable view along the track is specified for various train speeds. For crossings where automatic warning devices or stop signs are not installed the minimum view along the track at 30m from track centreline is also specified.

### **32.1.6 New Roads to be shown in Proposed Subdivision**

The Council may require the applicant to clearly show a proposed roading pattern for any balance area. The proposed future roading pattern shown is required to be compatible with the Council's roading hierarchy.

### **32.1.7 New Roads - Construction**

The subdivider or developer shall form and construct all roads, shared access ways, private ways, and private roads.

### **32.1.8 Roads and Vehicle Access Way Lighting**

All public roads serving 3 or more residential allotments shall be provided with night lighting in urban areas only.

### **32.1.9 Pedestrian Facilities Standards**

Pedestrian facilities shall be provided on footpaths in accordance with NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities and RTS 14 Guidelines for Facilities for Blind and Vision Impaired Pedestrians.

### **32.1.10 Vehicle Access to Individual Sites**

All sites and allotments shall have legal practicable vehicle access from a public road.

Seal widening at accesses shall be in accordance with Figure 32.2 below.

Any vehicle access crossing a waterway shall incorporate culverts appropriate to the volume of water in the waterway and the traffic load on the access. Any earthworks shall comply with the requirements of this Plan. Note: Wellington Regional Council may have additional requirements relating to activities in waterways.

**Figure 32.1**  
**Intersection Visibility Obstruction Free Area**

