

Practice and Guidance Note

Vehicle Access Standards

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1 Introduction

The Auckland Unitary Plan (Operative in part) (AUP(OP)) includes vehicle access standards in order to assist in the management of effects on the operation and development of an integrated transport network¹.

While vehicle access is not a defined term, vehicle crossings are defined in Chapter J as follows:

Vehicle crossing

Facility for vehicle access between a road carriageway and a site boundary.

The vehicle access standards seek to ensure the provision of safe and efficient vehicle access commensurate with the character, scale and intensity of the underlying zone², and to prioritise pedestrian safety and amenity along footpaths³.

This is to be achieved by requiring crossings to be designed and located to:

- provide for safe, effective and efficient movement to and from sites
- minimise potential conflicts between vehicles, pedestrians and cyclists⁴.

Greater consideration is also required where a vehicle access restriction applies⁵.

Any development that involves work within the road reserve will also require the approval of the road controlling authority, Auckland Transport (AT). Typically, this is in the form of a vehicle crossing application⁶. AT have established design standards and separate processes for the consideration of applications to establish, alter, relocate or repair vehicle crossings. The AT standards have been developed to align with those contained in the AUP(OP). Where resource consent is granted for an infringement to the relevant AUP(OP) vehicle access standard(s), then AT will be generally obliged to approve the vehicle crossing application. It is therefore important from AT's perspective to ensure that appropriate consideration has been given to the design and location of the crossing at the resource consent stage.

¹ This network is described in the background section of Chapter E27 Transportation as the physical infrastructure or conduit along which transport modes move/travel. The network is made up of a series of links and nodes and comprises a number of sub-networks or types which generally relate to a particular mode of travel.

² Objective E27.2(4).

³ Objective E27.2(5).

⁴ Policy E27.3(20).

⁵ Policies E27.3(21) – (26).

⁶ Refer to <https://at.govt.nz/about-us/working-on-the-road/vehicle-crossing-application/> for more information.

2 Interpreting the vehicle crossing rules and standards

2.1 General

The vehicle access rules and standards are Auckland-wide provisions that apply across all zones⁷. The standards relate to the:

- construction and use of a vehicle crossing within a vehicle access restriction control (E27.6.4.1)
- location and number of crossings able to be established along a site frontage, including separation distance between crossings on the same or adjacent sites (E27.6.4.2)
- minimum and maximum widths of the vehicle crossing and access (E27.6.4.3), and
- maximum gradient of the vehicle access (E27.6.4.4)

Any vehicle crossing(s) which comply with the standards and is not located within that part of a site frontage subject to a vehicle access restriction, is a permitted activity (rule E27.4.1(A1)). It is a restricted discretionary activity to infringe one or more of the access standards (E27.4.1(A2)). Specific activity statuses also apply for the development and/or use of crossings located within a vehicle access restriction control (rules E24.4.1(A4) – (A8)).

2.2 Crossings within a vehicle access restriction control (E27.6.4.1)

There are two main “types” of vehicle access restrictions (VARs) which may apply to a site’s frontage, depending on the context of the site and/or the specific control identified in the planning maps, as set out in the below table.

AUP(OP) standard	Location of VAR	Activity (AUP ref.)	Status	Notes
E27.6.4.1(1) (“VAR type 1”)	That part of a site boundary which is subject to the following as identified in the planning maps: <ul style="list-style-type: none"> ○ a Vehicle Access Restriction – General Control within the Business – City Centre Zone ○ a Key Retail Frontage Control 	Use of an existing crossing established or consented before 30 September 2013 to service existing activities established or consented before 30 September 2013 (E27.4.1(A4))	P	As no new crossings are permitted, table E27.6.4.2.1(T143) specifies no maximum number of crossings or minimum separation distance required between crossings serving the same or adjacent sites
		Use of a vehicle crossing to service the establishment of a new activity, a change of activity type, the expansion or intensification of an existing activity, or where a building(s) is constructed, or additions to buildings that are not permitted activities in the Business – City Centre Zone, Metropolitan Centre Zone, or Business –	RD	

⁷ The standards may be varied by precincts which contain corresponding precinct-specific transportation standards.

AUP(OP) standard	Location of VAR	Activity (AUP ref.)	Status	Notes
		Town Centre Zone (E27.4.1(A6))		
		Construction of a new vehicle crossing which relocates or amalgamates existing crossings and that will reduce or otherwise not increase either the number of crossings or width of crossings serving a site (E27.4.1(A7))	RD	
		Construction of a new vehicle crossing where there is no other means of accessing a site (E27.4.1(A7))	RD	
		Construction of a vehicle crossing not otherwise provided for (E27.4.1(A8))	NC	
E27.6.4.1(2) and (3) ("VAR type 2")	<p>That part of a site boundary which</p> <ul style="list-style-type: none"> ○ is within 10m of any intersection ○ is located closer than 30m from a railway level crossing limit line, or ○ has frontage to an arterial road, <p>or is subject to the following as shown on the planning maps:</p> <ul style="list-style-type: none"> ○ a Vehicle Access Restriction – General Control not within the Business – City Centre Zone ○ a Vehicle Access Restriction – Motorway Interchange Control ○ a Vehicle Access Restriction – Adjacent to Level Crossings Control 	Use of an existing crossing established or consented before 30 September 2013 to service existing activities established or consented before 30 September 2013 (E27.4.1(A4))	P	Table E27.6.4.2.1(T144) also specifies a more restrictive maximum standard of 1 crossing per 50m of frontage where subject to this type of VAR – note 1:50m standard also applies to site frontages subject to the General Commercial Frontage Control
		Construction or use of a vehicle crossing where this type of VAR applies (E27.4.1(A5))	RD	

2.2.1 VAR type 1 (standard E27.6.4.1(1))

Standard E27.6.4.1(1) (VAR type 1) applies in centres where intensification and a mix of business and residential activities are anticipated, being environments that typically have, or are intended to have, high pedestrian amenity. Relevant policies seek to restrict all vehicle access in the Business – City Centre Zone where the Vehicle Access Restriction – General control applies⁸, and discourage new vehicle access in the Metropolitan Centre and Town Centre zones where the Key Retail Frontage control applies⁹. This is in order to give high priority to pedestrian movement, safety and amenity and to provide for continuity of building frontage and associated activities at street level¹⁰. Where the use of an existing crossing or a new crossing is being considered as a RD activity, the matters to consider include¹¹:

- effects on the transport network (including visibility and safe sight distances; existing and future traffic conditions; proximity to and operation of intersections; existing and estimated future pedestrian numbers; and existing community or public infrastructure located in the adjoining road)
- as part of pedestrian and street amenity:
 - whether the crossing is part of a site redevelopment that increases the proportion of the frontage developed as an active edge
 - whether the crossing enhances, or at least maintains, the appeal of the street as an environment where pedestrians have priority and are likely to enjoy spending time in
 - whether the crossing should be accompanied by mitigation measures to enhance pedestrian amenity (which could include a reduction in width; weather protection for pedestrians; significant enhancement to the visual interest of the site's frontage visible from the street; or, where appropriate, significant improvement in the width and/or quality of the footpath)

2.2.2 VAR type 2 (E27.6.4.1(2) and (3))

Standards E27.6.4.1(2) and (3) (VAR type 2) have a wider footprint than VAR type 1, applying to frontages proximate to potential sources of conflict and/or adjoining arterial roads carrying large volumes of traffic and other transport modes. This VAR applies to:

- all frontages located within 10m of an intersection
- all frontages that adjoin an arterial road
- all frontages located within 30m of a railway level crossing limit line
- any frontage which is identified as being subject to a Vehicle Access Restriction Control in the AUP(OP) maps (except for sites zoned City Centre)

In situations where these restrictions apply, the relevant matters to consider include¹²:

- where subject to the General Control, and other situations (excluding the Motorway Interchange and Level Crossings controls) where the restriction applies:

⁸ Policy E27.3(22).

⁹ Policy E27.3(25).

¹⁰ Policies H9.3(18) & H10.3(18).

¹¹ See assessment criteria E27.8.2(10).

¹² See assessment criteria E27.8.2(11).

- effects on the transport network (including visibility and safe sight distances; existing and future traffic conditions; proximity to and operation of intersections; existing and estimated future pedestrian numbers; and existing community or public infrastructure located in the adjoining road)
- effects on the continuity of activities and pedestrian movement at street level in the City Centre, Metropolitan Centre, Town Centre and Local Centre zones
- the practicability and adequacy of the access arrangements considering site limitations, having regard to the extent to which the site can reasonably be served by different access arrangements
- where subject to the Motorway Interchange Control:
 - the adverse effects on the safe and efficient operation of the motorway interchange having regard to the intensity, scale and traffic generating nature of the activity
 - the extent to which comparable or better outcomes will be achieved when considered against other access opportunities for the site
- where subject to the Level Crossings Control:
 - effects on the safe and efficient operation of the level crossing
 - the practicability and adequacy of the access arrangements having regard to site limitations, arrangements of buildings and activities, user requirements and operational requirements

2.2.2.1 Reading Figure E27.6.4.1.1 Vehicle crossing restrictions 10m

The figure used by standard E27.6.4.1(3) to describe the circumstances where the 10m restriction applies to intersections (Figure 1 below) is a little confusing. The figure shows a four-way intersection where all the property boundaries are at right angles.

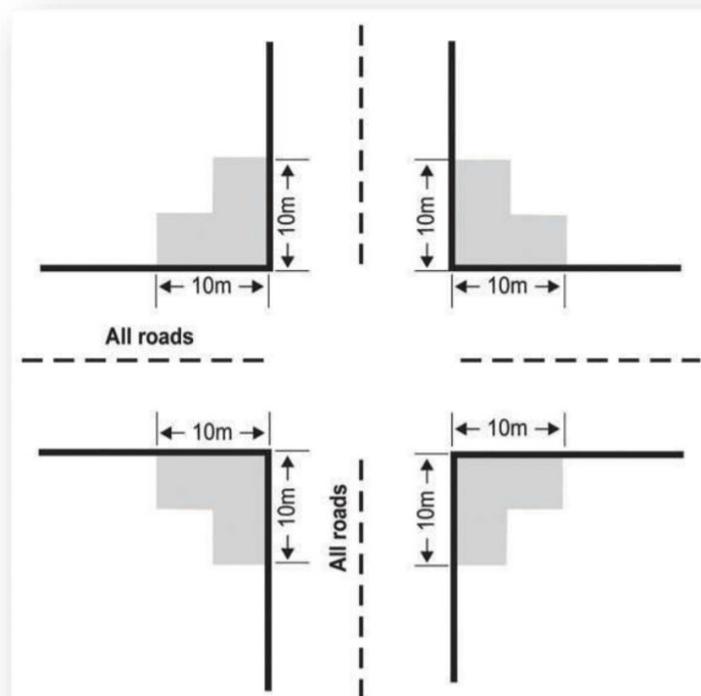


Figure 1 – AUP(OP) Figure E27.6.4.1.1 Vehicle crossing restrictions 10m

Q - Questions arise where the property boundaries may be splayed. Where does the 10m start and finish?

A - If a property boundary is splayed, extend a dotted line from the edge of the splay forward in a straight line until it meets the dotted line from the other edge of the splay. Where these dotted lines meet is where the 10m is measured from. See Figure 2 below.

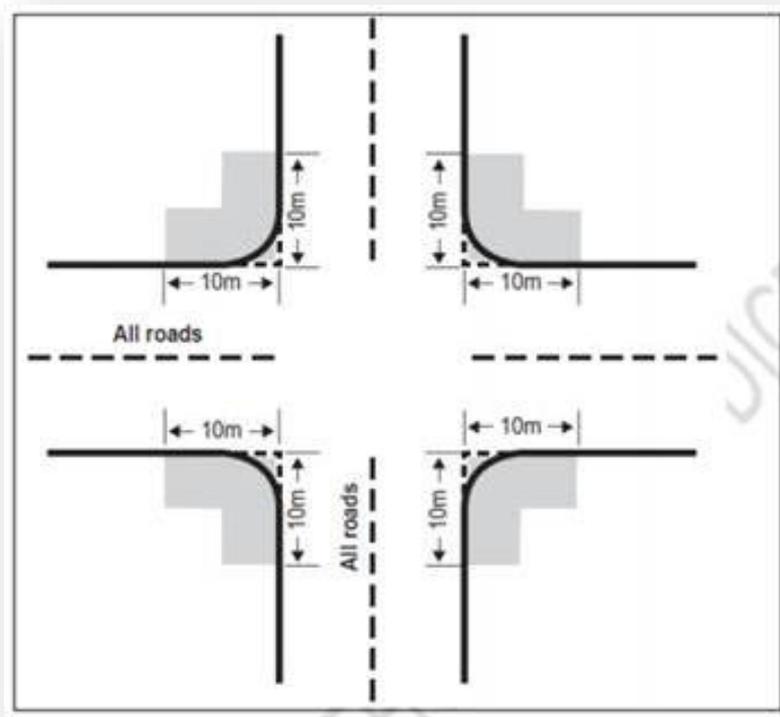


Figure 2 – diagram showing where the 10m restriction is measured from where there is a splayed corner [Note the solid black line represents the property boundaries, not the curvature of road kerbing]

Q - Does this figure apply to 'T' intersections?

A - Yes it does.

The rule explicitly states that consent is required within 10m of any intersection as measured from the property boundary. The figure is illustrative only. The restriction should apply to 'T' intersections also as the traffic and pedestrian safety issues are also present in these situations.

For the purposes of measuring the 10m standard in 'T' intersections, the intersection includes the property boundaries located at the top of the 'T', with the 10m to be measured from the edge of the intersection. The extent of the vehicle crossing restriction is inclusive of the boundary at the top of the 'T'. Refer Figure 3 on the following page.

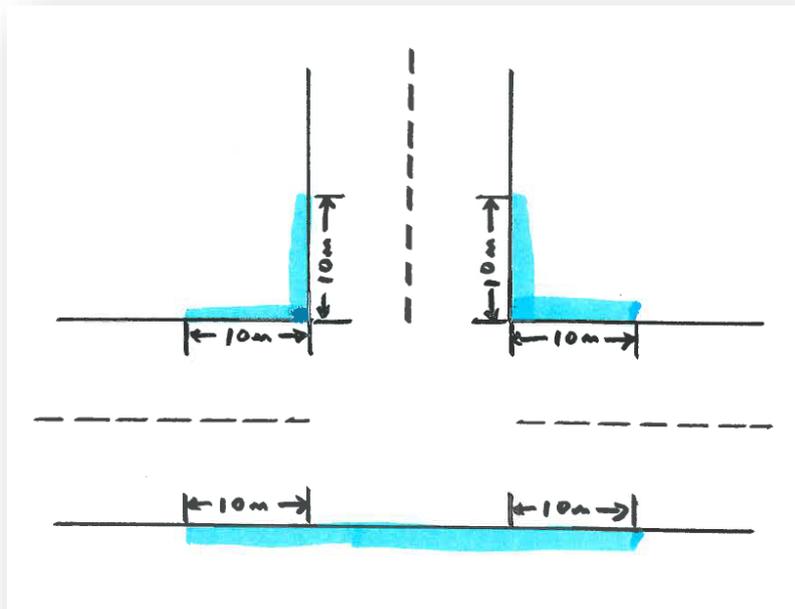


Figure 3 – 10m restriction applying to 'T' intersection – boundaries subject to VAR shown in blue highlight

The purpose of the vehicle access control is in part to provide for pedestrian and traffic safety and to manage effects on the transport network¹³. One of the key concerns is limited sight distance between traffic from the main road and exiting vehicles within/adjacent to the 10m restriction.

2.2.2.2 Reverse manoeuvring

Standard E27.6.3.4 requires that sufficient space be provided on any site so that no reverse manoeuvre is required for vehicles to access a site where a VAR applies under standard E27.6.4.1.

Any council assessment of the application may result in a request to redesign of the proposal so that sufficient turning space is provided on site to ensure that vehicles can only use the vehicle crossing in a forward-facing manner when egressing. This is intended to prevent cars backing into oncoming traffic causing accidents or delays.

Things to consider¹⁴ include visibility splays for clear sightlines; existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring; proximity to and operation of intersections; existing pedestrian traffic numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the AUP(OP); or existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycle ways.

¹³ See matters of discretion E27.8.1(10) - (12).

¹⁴ See assessment criteria E27.8.2(8)(a).

2.3 Number and location of crossings (E27.6.4.2)

2.3.1.1 Where a site has more than one road frontage, and at least one of these is subject to a VAR

Standard E27.6.4.2(1) and E27.6.4.2.1(T144) provide for one vehicle crossing for every 50m of the site's frontage where that frontage is subject to a "type 2" VAR or a General Commercial Frontage Control.

E27.6.4.2.1(T146) that permits one crossing for every 25m of the site's frontage only applies to a site not subject to a VAR.

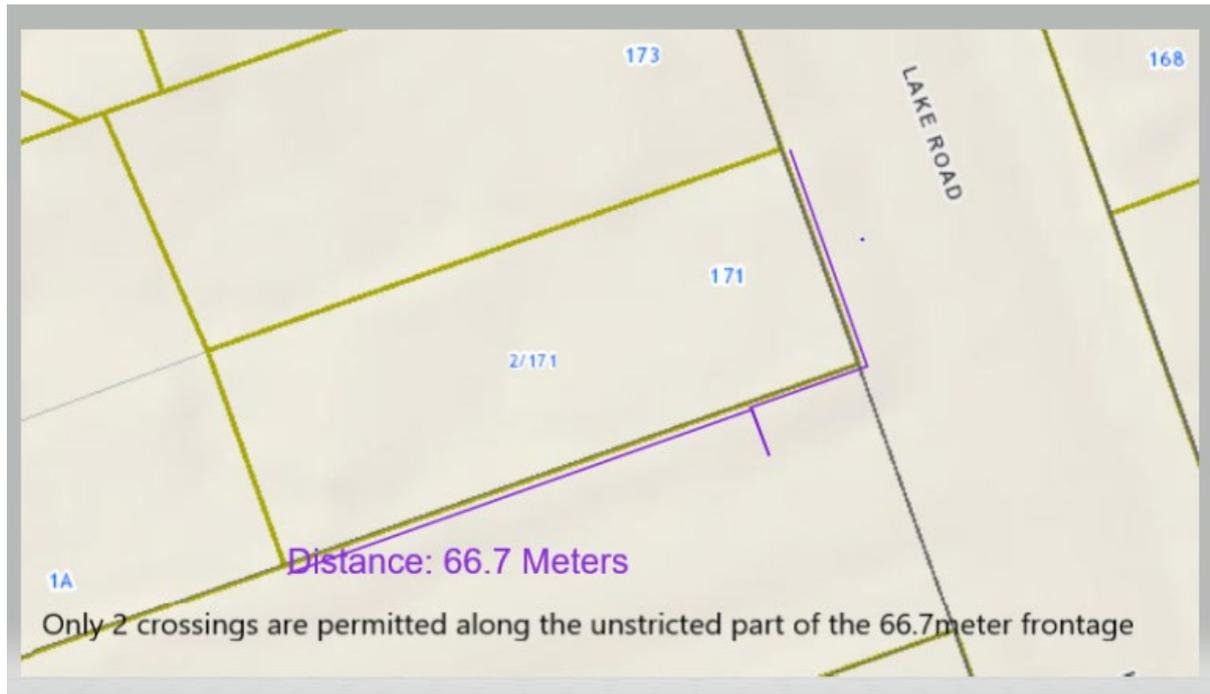


Figure 4 –the 1 crossing per 50m applies to the full frontage where a VAR applies

The example in Figure 4 for a typical arterial road corner site with a VAR is covered by E27.6.4.2.1(T144) where the 1 crossing per 50m of frontage or part thereof will apply. That is, the 1 crossing per 50m applies to the full side road frontage length for both the restricted and non-restricted parts.

Table E27.6.4.2.1(T146) which permits 1 crossing per 25m or part thereof only applies to "All other sites" – that is, those sites completely free of any VAR.

2.3.1.2 Meaning of "part thereof" in Table E27.6.4.2.1

Where a site has road frontage of more than 25m/50m then more than one crossing may be established (subject to separation requirements), while sites with 25m/50m or less are limited to a single crossing as of right.

Whether or not it is appropriate for vehicle crossings to be established on a site at a greater rate than that specified depends on the context of the site and the merits of the proposal. The purpose of the standard (as expressed in the objectives and policies)

clearly seeks for crossings to be located and designed in a manner that provides safe and efficient access and minimises conflict with other uses on the road network (policy 20), having regard to the character, scale, and intensity of the zone (objective 4) and prioritising pedestrian safety and amenity (objective 5).

The matters of discretion E27.8.1(9) and assessment criteria E27.8.2(8) direct consideration to effects on: the safe and efficient operation of the transport network; pedestrian amenity or the amenity of the streetscape; and the practicality and adequacy of the access arrangements.

With this in mind, for a proposal for more than one crossing on a site frontage of less than 25m/50m, the context within which the proposal sits should be considered. Applicants should explore limiting access to a single crossing serving the dwellings/sites as the preferred manner to achieve the standard; this will better avoid effects on the safety and amenity of pedestrians and cyclists. Specialist advice from a development engineer (or transportation engineer in circumstances which warrant it) should be sought, and appropriately taken into consideration. Typically, individual access serving separate dwellings/sites is desirable from a market perspective, However this desirability is not sufficient justification to warrant an infringement to the standard where alternative designs are available. Further discussion on such matters, including effects on road infrastructure including on-street parking, is provided in the FAQ section at the end of this document.

2.3.1.3 How standard E27.6.4.2(1) applies where it is proposed to develop and then subdivide into multiple sites

The number of crossings standard applies at land use stage of a development. Where it is proposed to develop and subdivide a site (i.e., land use led subdivision), this standard applies to the existing, to-be-subdivided (or 'parent') site, rather than the proposed ('child') sites. This is because the proposal is predicated on consent for the land use activity being given prior approval, and the subdivision to occur subsequently.

Figure 5 on the next page shows an example of a land use led subdivision where it is proposed to establish multiple crossings, and therefore infringes this standard.

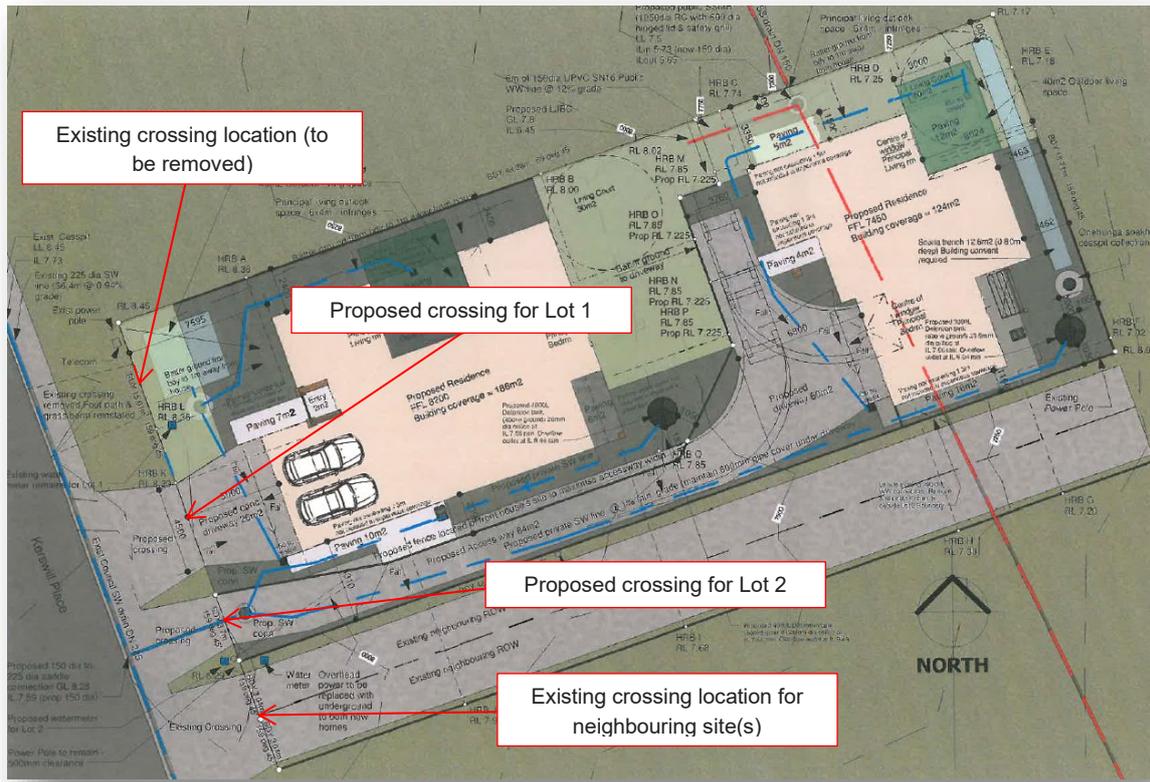


Figure 5 – example of land use led subdivision development infringing the vehicle crossing standard

The above example seeks to remove existing development on the site which has a frontage of approx. 15m, and to establish two new dwellings served by separate crossings/accesses which will be subdivided to sit on individual allotments. Irrespective that it is proposed for the crossings to eventually be contained in separate sites (on the premise that the development is consented and progresses to completion), the proposal infringes standard E27.6.4.2(1) and table E27.6.4.2.1(T146) as it will result in more than one crossing on the parent site frontage of less than 25m (as well as the minimum separation distance required between crossings on the same and adjacent sites, and the maximum width of a crossing serving one dwelling (standard E27.6.4.3(2) and table E27.6.4.3.2(T149)), discussed below).

2.3.1.4 Proposal to subdivide first, and then develop the resultant (vacant) sites

If the provision of vehicle access to proposed vacant sites is an integral part of the subdivision scheme, then the vehicle access standards contained in chapter E27 are required to be considered where relevant in tandem with the AUP(OP) subdivision rules and standards, and in particular standard E38.8.1.2 Access to rear sites. Refer to the [RC 2.2.10 Urban Subdivision – Residential Practice and Guidance Note](#) for further guidance on this scenario.

Where the site to be created is proposed to be accessed by way of a new dedicated vehicle crossing, the crossing is required to be in place before the s224(c) certificate can

be issued and the subdivision realised. Until that stage, the site remains the 'parent' site, and the standard is applied on that basis. Therefore, if more than one vehicle crossing is proposed on a parent frontage of less than 25m, the standard is infringed and a RD activity consent is required.

2.3.2 Separation distance between crossings

Standard E27.6.4.2(1) and table E27.6.4.2.1 requires vehicle crossings serving development on the same site be separated from each other by a minimum of 6m. Vehicle crossings serving adjacent sites are required to be separated by a minimum distance of 2m, or alternatively the two crossings are joined into a single crossing provided that the combined width does not exceed 6m.

Any application that proposes to combine two crossings serving adjacent sites into a single crossing should ideally be accompanied by the approval of both landowners to confirm that such an arrangement can proceed, however this is not required for a proposal to utilise this permitted standard. Please note that applications that encompass two sites should include both site details as part of their application, including titles.

In addition to the matters to consider for a proposed infringement to the permitted number of crossings (discussed above), the purpose of the separation distance control must be considered, which is to avoid conflicts between pedestrians and vehicles and avoid adverse pedestrian amenity and safety effects. This is likely achieved through the standard providing refuge areas for pedestrians between crossings and clear delineation of access points for vehicles.

2.4 Vehicle crossing and vehicle access widths (E27.6.4.3)

Standard E27.6.4.3(1) requires that on-site parking and loading spaces have vehicle access to a road which complies with the vehicle crossing and access widths set out in table E27.6.4.3.2. This table sets out minimum and maximum vehicle crossing and vehicle access widths, which differ corresponding to the underlying zone of the site (rows T149-T151 residential zones; T152-T153 centres, mixed use and all other zones; T154-T155 other business zones; T156 rural zones).

The table is made up of five main columns:

- the location/zone of the site frontage;
- the number of parking spaces served;
- the minimum width of crossing at site boundary;
- the maximum width of crossing at site boundary; and
- the minimum formed access width.

The number of parking spaces will determine the applicable dimensions (i.e., minimum formed access width and the minimum and maximum crossing widths).

Please see the FAQ section below for further guidance on how to determine the number of parking spaces on a specific site.

2.5 Maximum gradient of access (E27.6.4.4)

Access must be no steeper than:

- access serving residential – 1 in 5 (20 per cent)
- access serving all other activities – 1 in 6 (16.7 per cent)
- access used by heavy vehicles – 1 in 8 (12.5 per cent)

An access must be designed to include transition sections between changes in gradients, where that gradient change is greater than 12.5 per cent at the summit or 15 per cent at the sag (bottom point of the access), to provide for sufficient clearance between the underside of the vehicle and the ground.

Accesses must also be designed to provide for a platform where the access adjoins the road which has a maximum gradient of 1 in 20 (5 per cent) over a minimum length of 4m for residential activities (6m for all other activities), in order to provide for vehicles to stop safely and check for pedestrian and other vehicles prior to exiting the site. In circumstances where the garage/parking pad is located less than 4m from the site boundary (i.e., within the required level platform area), the requirement for a 1 in 20 gradient within that part of the driveway should still be applied.

As per above, whether or not it is appropriate for a crossing to infringe these standards will depend on the context and merits of the proposal. Have regard to the purpose of the standards which seek for crossings to be designed in a manner that provides safe and efficient access and minimises conflict with other uses on the road network; in addition to having regard to the character, scale, and intensity of the zone and the prioritisation of pedestrian safety and amenity.

The matters of discretion E27.8.1(9) and assessment criteria E27.8.2(8) direct consideration to effects on: the safe and efficient operation of the transport network; pedestrian amenity or the amenity of the streetscape; and the practicality and adequacy of the access arrangements. For example, a driveway gradient which is too steep can result in:

- safety issues for the users of the driveway, in addition to the potential conflict between users of the driveway and those travelling along the adjacent footpath and carriageway
- a need to raise the level of the footpath to meet the driveway, which in turn impacts on walkability and pedestrian safety, streetscape amenity, etc.

Specialist input from a development and/or transport engineer should be sought. Any driveway gradient design which seeks to depart from the standards will require careful consideration in order to ensure appropriate approach speeds and sightlines are provided.

3 FAQs

3.1 How is an application to infringe one of the vehicle access design standards assessed [e.g., widen the width of a crossing beyond the maximum metric or establish more than one crossing at a rate of more than one per 25m/50m of road frontage]?

An application that infringes the access standards contained in E27.6.4 requires restricted discretionary activity resource consent under rule E27.4.1(A2). This application is assessed as any other would be; there is no 'one size fits all' solution, and the merits of any proposal will rest on the individual circumstances and design.

The matters of discretion and assessment criteria direct consideration to effects on:

- the safe and efficient operation of the transport network, having regard to: visibility and safe sight distances; existing and future traffic conditions; existing and future pedestrian numbers; existing community or public infrastructure located in the adjoining road
- pedestrian amenity or the amenity of the streetscape
- the practicality and adequacy of the access arrangements.

When taking these matters into account:

- seek specialist input from a development engineer and/or transport engineer and have regard to their technical expertise in terms of suitability of design and effects on the safe and efficient operation of the transport network, inclusive of pedestrian safety. The applicant's planner (as well as the council's planner) should take into consideration their findings, together with any competing expert opinions or evidence, and use their professional judgement and any other relevant factors, and balance those against the relevant provisions of the AUP(OP), including objectives and policies, and the purpose and principles of the RMA.
- take into account the circumstances of the site and application, including context, practical restrictions and nature of the proposed development. In general:
 - a proposal for infill development which retains existing development on the site is likely to warrant greater discretion to breach standards given likely constraints
 - in contrast, a greenfield development that is not subject to existing development constraints should be more able to comply and is expected to do so.
- make a recommendation based on the above specified criteria, and acknowledging the overarching objectives and policies, in particular:
 - objective E27.2(4) – The provision of safe and efficient parking, loading and access is commensurate with the character, scale and intensity of the zone
 - objective E27.2(5) – Pedestrian safety and amenity along public footpaths is prioritised
 - policy E27.3(20) – Require vehicle crossings and associated access to be designed and located to provide for safe, effective and efficient movement to and from sites and minimise potential conflicts between vehicles, pedestrians, and

cyclists on the adjacent road network. [Policies E27.3(21) – (26) are also relevant to particular types of vehicle access restrictions.]

3.2 Where consent is required to establish a new crossing, can the loss of on-street parking, etc., be assessed?

Yes. The assessment criteria for access directs consideration to effects on the safe and efficient operation of the adjacent road network having regard to existing public infrastructure located in the adjoining road, with examples provided (“such as bus stops, bus lanes, footpaths, trees and cycleways”). These examples are not exhaustive, and on-street parking is public infrastructure.

Other examples of infrastructure, features or furniture within the road reserve include:

- signs
- gas lines
- bus stops
- cycle lanes
- power poles
- street lights
- telephone lines
- manholes, drains
- trees and/or gardens
- water toby (shut-off valves)
- street parking
- road safety devices (including barriers, tables, traffic separators)
- ancillary equipment and structures associated with public transport (including seats, shelters, real time information systems)
- traffic control devices (including traffic islands, pedestrian crossings, traffic signals)
- devices and structures to implement regulatory controls (including parking meters and pay and display kiosks, speed cameras)
- stormwater infrastructure and road drainage devices (including catchpits, swales and raingardens)

While the need to remove or relocate such infrastructure may not lead to any particular concerns from a resource management perspective, undertaking such work would require the separate consent of the asset owner, and the relocation of any of the above will need to be undertaken at the expense of the applicant. Any such conflicts should be identified at the time of resource consent.

3.3 Does an application to infringe the vehicle access standards always require input from Auckland Transport?

No. The council development engineer will be aware of the service level agreements between the council and Auckland Transport, and the triggers for when specific input from Auckland Transport (as asset owner of the road network) is required. Auckland Transport’s code of practice (also known as the Transport Design Manual or TDM) has

been designed to align with the AUP(OP) standards to ensure consistency. The code of practice is a non-statutory document and does not ‘trump’ the AUP(OP) and resource consent decisions to deviate from the standards. Auckland Transport rely on the council properly considering any application (taking into account specialist input from a development engineer and/or transport engineer) and ensuring that any actual and potential adverse effects of the proposed vehicle access design are sufficiently addressed through the resource consent process.

3.4 How do the vehicle access standards contained in the transportation and subdivision chapters align?

A comparison of table E27.6.4.3.2 and table E38.8.1.2.1 is below:

	E27 Transport Access width	E38 Subdivision Access and entrance strips
	Serves 1-2 parking spaces	Serves 1 rear site
Formed access width	2.5m	2.5m
Corridor/legal width within which the formed access must be contained	3m	3m (includes requirement for a minimum 0.5m service strip)
	Serves 3-9 parking spaces	Serves 2-5 rear sites
Formed access width	3m	3m
Corridor/legal width within which the formed access must be contained	3.5m	3.5m (includes requirement for a minimum 0.5m service strip)
	Serves 10 or more parking spaces	Serves 6-10 rear sites
Formed access width	5.5m (providing for two-way movements)	5.5m
Corridor/legal width within which the formed access must be contained	5.5m (providing for two-way movements)	6.5m (includes requirement for a minimum 1m service strip)

Highlighted in green in the table above is the instance where the transportation and subdivision provisions are inconsistent. In circumstances where an applicant is proposing land use led subdivision, and an inconsistency arises, then a consent may still be required to infringe the E38 standard notwithstanding that we have had the opportunity to review the specific design of the access arrangements in those scenarios.

This scenario is covered off in more detail in Section 3.2.2 of the [RC 2.2.10 Urban Subdivision – Residential Practice and Guidance Note](#).

3.5 How do I determine the number of parking spaces on a site for the purposes of table E27.6.4.3.2 Vehicle crossing and vehicle access widths?

Table E27.6.4.3.2 specifies the minimum or maximum width of a crossing on the basis of the number of parking spaces (or alternative quantum) on a site. The number of parking spaces utilised to determine the applicable amount will be based on the applicable parking requirements for the proposed development, or the number of spaces shown on approved plans (or existing on the site), or a combination of the two. Standard E27.6.2(3) outlines what constitutes a parking space for the purposes of the vehicle parking rules: “a parking space includes those provided in a garage or car port or any paved area provided for the sole purpose of parking a motor vehicle”.

3.6 Does the one crossing per 50m site frontage standard apply to each frontage of a corner site?

Yes, where a site has more than one boundary line adjoining a road, the 1 crossing per 50m frontage length applies to each frontage. This is because a vehicle crossing restriction applies to the site and that part of each frontage which is within 10m of an intersection.

3.7 Does table E27.6.4.3.2(T151) provide for the minimum formed access width to be reduced to 2.75m as well as the minimum width of crossing at site boundary?

No. The provision for the reduction to 2.75m only relates to the minimum formed access width standard at E27.6.4.3(1)(b). (T151) requires a minimum width of crossing at site boundary of 5.5m, and to infringe this requirement which relates to standard E27.6.4.2(2) would require consent as an RDA under rule E27.6.4.3.1(A2). Note that table E27.6.4.3.1(T148) sets that a passing bay is required in all zones (excluding rural) where the length of access exceeds 50m and the width of access is less than 5.5m, which should be complied with in these circumstances.