

PART J

PARKING, LOADING AND ACCESS

J. PARKING, LOADING AND ACCESS

J.1 PARKING STANDARDS

In assessing the number of spaces to be provided with respect to the floor area of any building, vehicle access and parking spaces contained within the building shall not be included in the area.

Council will have the power to re-assess the total and base the parking requirements under the following circumstances:

- Multiple use of the site at different times of the day.
- The site is limited and access is difficult or restricted.

ACTIVITY	MINIMUM NUMBER OF PARKING SPACES
Amusement Centres	2 per 100m ² of gross floor area
Banks	3 per 100m ³ of gross floor area
Boarding Houses	1 per bedroom, plus 1 per 2 staff (except that community houses such as women's refuges and halfway houses shall meet the parking standard for dwellings).
Builders Supplies	3 per 100m ² of gross floor area
Car & Boat Sales	3 per 100m ² of total display area
Churches	1 for each 6 persons
Cinemas/Halls with fixed seating	1 per 5 seats
Conference Facilities	1 for each 4 persons
Convalescent Homes	1 per 2 staff
Day Care Centres/Nurseries *	1 per staff member
Doctors	4 per doctor, plus 1 per 2 staff
Dwellings	2 per dwelling unit (includes garage or carport)
Educational Establishments:	
- primary/secondary schools	1 per 2 staff
- tertiary establishments	1 per 4 full-time students (based on the maximum on site at any one time), plus 1 per 2 staff
Funeral Homes	5 per 100m ² of gross floor area
Garden Centres	3 per 100m ² of display area
Halls	1 per 10m ² of gross floor area
Hospitals:	
- Public)	
- Private)	7 per 10 beds
Hostels	1 per bedroom, plus 1 per 2 staff
Hotel	1 per guest room, plus 1 per 4m ² bar space
plus 1 for every 2 staff	

Industry:	
- Manufacturing	2 per 100m ² of gross floor area
- Retail	3 per 100m ² of gross floor area
Kindergartens *	1 per staff member
Liquor Stores	5 per 100m ² of gross floor area
Local Shops	3 per 100m ² of gross floor area
Medical Centres/Health	
Specialists	4 per doctor/specialist plus 1 per 2 staff
Motels	1 per unit plus 1 per 2 staff
Multi-unit residential developments	1.5 per dwelling unit (includes garage or carport)
Museums	1 per 6 persons, plus 1 per 2 staff
Neighbourhood Shop	2 in street layby
Offices	3 per 100m ² gross floor area
Receptions Rooms/Places of Assembly	10 per 100m ² gross floor area
Recreation Areas:	
- Sports Fields	25 per sports field
- Court Sports	4 per court
- Clubrooms	2 per 10m ² of gross floor area
- Grandstands	1 for each 2 persons
- Bowling Alley	3 per lane
- Bowls	2.5 per rink
Restaurants **	1 per 5 persons, plus 1 per 2 staff
Roadside Stalls, no greater than 30 sqm	10 per stall
Rural Industries	1.5 per staff
Service Industry	2 per 100m ² of gross floor area
Service Station/Motor Garages	2 per 3 employees, 2 for a retail shop, 4 per workshop bay, 3 for a carwash, 1 for air hose/vacuum
Shopping Malls	6 per 100m ² of gross floor area
Supermarkets	5 per 100m ² of gross floor area
Takeaways (other than commercial retail zones)	6 per 100m ² of gross floor area
Taverns/licensed premises (excluding restaurants)	1 per 4m ² of gross floor area served by the bar, plus 1 per 2 staff
Tourist Accommodation	1 per guest room, plus 2 per manager, plus 1 per 2 staff, plus 1 per 4 sqm bar space
Tradesmen's Workshops	2 per 100m ² of gross floor area
Transport Contractors	1 per vehicle, plus 2 per 3 staff
Veterinary Surgeons	3 per vet, plus 1 for staff
Warehouses:	
- Trading	3 per 100m ² of gross floor area
- Storage	1 per 150m ² of gross floor area

* Provision is to be made for a stand off-street for the loading and unloading of passengers.

** Number of carparks can be reduced if located in a commercial centre where other carparks are available.

J.1.2 Design & Layout Of Parking Areas

J.1.2.1 Vehicle Dimensions

Parking spaces provided under this rule shall be of sufficient size and suitably laid out to accommodate a 90 percentile design motor car as defined by the Ministry of Transport. The dimensions and turning circle of this vehicle are shown in Diagram A (at the back of this section).

Design for any critical access conditions, such as a ramp included as part of a parking building, shall be adequate for a 99 percentile design motor car as defined by the Ministry of Transport. The dimensions and turning circle of this vehicle and breakover angle specifications are shown in Diagram A.

J.1.2.3 Typical Layouts

The layout adopted will depend on the area and shape of the land or floor space available. There are usually several alternative methods of achieving a satisfactory parking layout having adequate access and manoeuvring space. The layouts shown in Diagram B are suitable for most situations.

J.1.2.4 General Design And Constructional Details

All public parking areas (except for non-school activities within school grounds), car sales yards and private parking, caravan sales yards, boat sales yards and any other similar type of open air display shall comply with the following general requirements :

- (i) The parking area shall be formed, sealed and marked out or otherwise maintained to the satisfaction of Council so as not to create a dust nuisance or permit vehicles to carry deleterious material such as mud, stone, chip or gravel on to the public street or footpath.
- (ii) Surface water originating from the parking area shall be dealt with in a manner approved to the satisfaction of Council.
- (iii) When a parking area is required to accommodate three or more vehicles, parking spaces together with access and turning space shall be designed so as to ensure that vehicles are not required to reverse either on to or off a street.
- (iv) Vehicles using the parking area shall be prevented from entering or leaving the site except by the access drive provided by approved fences, kerbs, low walls or other approved means and from approaching and damaging boundary fences.

- (v) In the case of a public parking area or car sales yard where the parking area adjoins a residential zone, a 2 metre high fully enclosed screen shall be erected or a strip of minimum width 5 metres adjoining the residential zone shall be landscaped to Council's satisfaction.
- (vi) In addition to the landscaping provisions in the standards:
- Where a carparking area incorporates more than 5 carparks, 1m² of landscaping is required per carpark and must incorporate one tree capable of growing to 5 metres in height along every 10 metres of the carpark's street frontage.
 - A 2m wide strip shall be formed along the front yard (except for vehicle crossings - 3m for lots < 15m frontage and 6m for lots >15m frontage) of any carparking area which shall be landscaped to create a visual and physical barrier between the carpark area and the road.
 - The amount of landscaping will be considered as a total, and street frontage landscaping and any landscaping/Open Space provided in terms of D.3.2.1 and D.4.2.1 will be taken into account when assessing the 1m² of landscaping per carpark.
 - Planting shall be completed within 12 months of commencement of the activity.
 - The landscaping shall be maintained in healthy condition and clear of litter.
- Note:** The above standards do not apply to buildings for which a building consent had been issued prior to 2 September 1995 and which have subsequently been constructed.
- (vii) A reservoir space shall be provided within public car parks to prevent vehicles queuing on the street.
- (viii) Provision shall be made for illumination of access drives and pedestrian areas within public car parks.
- (ix) Disabled persons carparks shall be required at a rate of:
- One carpark where 10 or less carparking spaces are provided;
 - Two carparks where between 11 and 100 carparking spaces are provided, plus one additional carpark for every additional 50 spaces, or part thereof, where more than 100 carparking spaces are provided.

J.2 LOADING

J.2.1 Provision Of Loading Spaces

- (i) Every person who proposes to erect, re-erect, construct or reconstruct a building shall provide within the site, suitable and efficient accommodation for any loading or fuelling of vehicles which is likely to arise from the use of the building.
- (ii) The method of loading shall at no time cause the footpath or access to adjacent property to be blocked nor shall it create a traffic hazard on the road.
- (iii) Every loading space, together with access, shall be designed so that it is not necessary to reverse vehicles either on to or off the street.

J.2.2 Design Of Loading Spaces

The layout adopted will depend on the area and shape of the land available, the purpose of which loading is required, and functional design of the building. The layout shall generally be of sufficient size to accommodate the following design vehicles :

- In all industrial and commercial zones, a 90 percentile design two-axled truck as defined by the Ministry of Transport.
- On all industrial and commercial sites where articulated vehicles are likely to be used, the layout shall be designed to accommodate such vehicles.

J.3 ADDITIONAL STANDARDS FOR STATE HIGHWAY 1

- (i) Every land use activity shall make sufficient provision for vehicle parking and manoeuvring on site so that the need for vehicles to park on the state highway is avoided.
- (ii) Reverse manoeuvring onto the state highway shall be prohibited.
- (iii) Loading bays shall be designed and located so that they are suitable for the purpose of loading.
- (iv) Parking areas or loading bays shall be designed and located so that all possible adverse effects on the state highway arising from their use shall be avoided.
- (v) All vehicle movement to and from the site shall be in a forward direction and the car park and loading bay shall be located and designed to avoid, remedy or mitigate the need for any on-highway vehicle manoeuvring, standing or stopping.
- (vi) All landscaping adjacent to the road boundary of sites, necessitated by another requirement in the District Plan or as a condition of a resource consent, shall be designed and maintained such that visibility to and from the accessway complies at all times with the minimum standards set out in Table II in J.4.1.(vi).
- (vii) All areas required to be set aside as parking areas or loading bays or any activity shall have, adjacent to their road boundary, a permanent barrier or raised kerb to prevent vehicles entering or leaving the site at any point other than the approved vehicle access place.
- (viii) All service lanes, access aisles, and service roads, that run parallel to the state highway, shall be screened so that they are not visible from the state highway except at approved intersection points.

J.4 ACCESS TO PROPERTY FOR PARKING AND LOADING

J.4.1 General Standards

(i) **ACCESS TO BE PROVIDED**

Every owner or occupier shall provide vehicular access to his property, over his land or by mutual right of way or service lane for parking or loading. In respect of sites containing non-residential activities and which provide more than 6 carparks, two-way accesses shall be a minimum of 6 metres wide. All other accesses shall be a minimum of 3 metres wide.

(ii) **VEHICULAR ACCESS LOCATIONS**

- (a) At intersections carrying traffic volumes of 1,000 vehicles or more in any peak hour, or at which traffic signals are operating, no part of a crossing point shall be located within 30 metres of an intersection or within 60 metres on the departure side of an urban state highway intersection.
- (b) Where a "Stop" or "Give Way" control exists, no part of the crossing point shall be located within 12.0 metres of an intersection.

For intersection corners where the edge of the roadway or the kerb line has a radius of 4.5 metres or more the distance between the intersection and the crossing point is measured from the tangent point of the kerb.

Where the radius is less than 4.5 metres, the distance between the intersection and the crossing point is measured from the intersecting point of the kerb lines or road edge lines when produced.

For intersections having volumes less than 1,000 vehicles per day; the minimum distance between the crossing point and the roadway edge or kerb line shall be:

- 4.5 metres where the corner radius is 4.5 metres or greater.
- 9.0 metres where the corner radius is less than 4.5 metres.
- 12.0 metres where a "Stop" or "Give Way" control exists on the roadway.

- (c) In relation to access to state highways, the minimum distance between accesses on the same side of the road shall be 7.5 metres for residential activities and 15 metres for all other activities.
- (d) In respect of major traffic activities (refer to Part Q for definition), no crossing point shall be closer to any intersection than the distance specified in the following table. Distances are measured in metres to the intersecting kerb line.

Accesses shall comply with the sight distances specified in Table I below.

TABLE I

FRONTAGE ROAD	DISTANCE FROM		
	Arterial	Principal	Local
Major Arterial	60 m	45 m	30 m
Principal and Minor	45 m	30 m	30 m
Local	30 m	30 m	15 m

- (iii) Access to properties from rural roads shall be located to ensure that:
 - minimum spacings between accesses or between accesses and intersections are achieved, and
 - adequate sight distance for all vehicle movements is provided.
- (iv) **MINIMUM DISTANCES BETWEEN ACCESSES ONTO A STATE HIGHWAY**
 - (a) Where the speed limit is 50kph or less, the minimum distance between accesses on the same side of the road shall be 7.5 metres for residential land uses and 15 metres for all other land uses.
 - (b) Where the speed limit is between 50kph and 70kph, the minimum distance between accesses (on either side of the road) shall be 15 metres.
 - (c) Where the speed limit is greater than 70kph, the minimum distance between accesses (on either side of the road) shall be 200 metres.
 - (v) For major traffic activities (refer to Part Q), rural roadside stalls and other retail outlets on State Highway 1 or roads with a traffic volume exceeding 10,000 vpd, where the speed limit is 100km/h, the minimum spacing between successive accesses (regardless of the side of road on which they are located) shall be not less than 200 metres.

In a rural area, no vehicle access proposed to be onto a state highway shall be constructed within 100 metres of a road intersection.

The measurement of the off-set distance shall be taken from the intersection of the centre lines of the two intersecting roads.

The access shall be a minimum of 30 metres from the state highway boundary where the side road is used for the access.

For the purposes of this method, "intersection" means the physical intersection inclusive of any acceleration, deceleration or turning lanes and any road widening associated with the intersection.

- (vi) (a) The required minimum sight distance between the access and the rural road shall be in accordance with Table II below.

TABLE II

MINIMUM SIGHT DISTANCE FROM ACCESS				
85 percentile	Sight Distance (m)			
Speed (km/h)	Private Access		Commercial Activities & Rural Selling Place	
	SH1	Other Roads	SH1	Other Roads
50	55	50		
60	65	60		
70	85	70	140	85
80	115	80	175	105
90	140	90	210	130
100	170	100	250	160
110	210	110	290	190
120	250	120	330	230

- (b) The required minimum safe stopping sight distance for road intersections shall be in accordance with Table III below.

TABLE III

Design Speed Value (km/h)	SSSD (metres)
50	60
70	96
80	115
100	170

All sight distance measurements shall be undertaken in accordance with Diagram 1.

- (vii) All vehicle accesses shall be designed, constructed and maintained to ensure that:
- they are able to be used in all weather conditions,
 - they have no adverse impact on the roadside drainage system, and
 - surface water and detritus (including gravel and silt) does not migrate onto the highway pavement.
- (viii) Where the access is proposed to a rural road, the design and construction of the access shall comply with the standards indicated on Diagrams 2, 3 or 4 depending upon the activity served by the proposed access.
- (ix) Heavy vehicle accesses, including those for milk tankers and stock trucks, shall be designed and constructed to carry the volume and weight of traffic likely to use the access. The surface shall be constructed to the same standard as the adjacent road carriageway. This requirement shall be deemed to have been complied with if the first 12 metres of the accessway, measured from the near edge of the carriageway, is so constructed.

The access shall also be designed and constructed so that heavy vehicles do not have to cross the road centre line when making a left turn.

- (x) The width of the access way at the property boundary be no greater than 9 metres and not less than 6 metres for commercial activities, and 3 metres for other lots.

Exception: Where this requirement cannot be met due to the effect of the controls set out (in ix) above, then the permitted dimension may be increased.

- (xi) Where an access crosses a railway, it shall be a requirement that 20 metres each side of the railway is constructed generally at the same level of the railway.

Intersections formed by a state highway and an access on which a railway crossing is located shall meet the sight distance requirements as set out in Table II and Diagram 1.

Where there is less than 25 metres separation between the state highway and the railway (insufficient length for large vehicles to wait), the sight distance shall be measured from a point:

- on the access, and
- 5 metres back from the side of the railway furthest from the state highway.

Sight distance measurements shall be measured at a height of 1.15 metres above the existing road surface and the proposed surface level of the access.

