

18. Access, On-Site Parking and Loading

Explanatory Statement

The efficiency of the State highway network can affect the efficiency of transporting material to the Port of Tauranga (and thus the national economy). The State highway because of the higher volumes of traffic and high number of heavy vehicles requires safety measures that reflect that highway role. The higher traffic volumes and heavy vehicles affects adjoining residents and activities. The State highway also provides a critical local and District level transportation link. This needs to be recognised alongside its national function.

Transit New Zealand protects the safety and efficiency of the State highway by authorising the location and design standards of side road intersections and works in the road reserve including crossing places.

The efficiency and safety levels inherent in the District roading network are in part a product of the adjacent land uses. The level of service provided by a road is influenced in part by the location and form of access, trip generation rates from activities and on-street and on-site parking. The speed environment on the road is influenced by the road design, site distances, access and intersection location. Council will manage matters relating to the speed environment at the subdivisional stage. The resource consent process will enable consideration of matters that influence the level of service of the road.

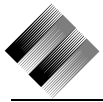
A roading hierarchy indicates those roads that may require special treatment and management. Because of the nature of the roading system which is heavily reliant on the State highway, only two levels are identified: arterial roads (including State highways) and other roads.

Arterial roads are those where the traffic function is dominant. They are the through routes linking population centres and normally carry heavier volumes of traffic including a high proportion of commercial vehicles.

The prime mechanism for managing on-site parking and manoeuvring areas is the Building Code. Council wishes to complement that Code for activities that do not involve buildings and where loading is required.

Parking and loading on-site is necessary to preserve the road's level of service to reduce congestion and thereby to maintain the character and in some cases pleasantness of the street environment.

Council will continue its traditional role of establishing service lanes and public car parks to relieve on-street congestion.



18.1 Significant Issues

- 18.1.1 Maintaining safe and effective access points from property to the roading network particularly state highways.
- 18.1.2 Ensuring that the needs and requirements of activities and the environment adjacent to roads does not conflict with the operation of a safe and efficient roading network particularly when these needs and requirements such as parking change over time.
- 18.1.3 On-street traffic congestion in the main commercial centres of Te Puke, Katikati and Waihi Beach could result if Council does not continue its policy of ensuring adequate provision of effective service lanes and public carparking in such areas.

18.2 Objectives and Policies

18.2.1 Objectives

- (a) A safe and efficient State highway and District roading network.
- (b) Traffic and pedestrian safety on all sites.
- (c) Minimisation of congestion from on-street parking and loading.

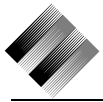
18.2.2 Policies

- (a) Access points and intersections should have optimum visibility along the State highway and be formed to appropriate design standards.
- (b) The access, parking and loading effects of activities on the roading network shall be avoided, remedied or mitigated with particular regard given to the level of service the road provides within the District's roading hierarchy.
- (c) Activities should be established and operate in a manner which ensures safe and effective on-site vehicle parking, manoeuvring and access and pedestrian access.

18.3 Rules

18.3.1 Activity Performance Standards

The following performance standards shall be met by all permitted and controlled activities and shall be used as a guide for all other activities. Any permitted activity which fails to comply with any of these standards shall be deemed a discretionary activity for the particular non-compliance.



(a) **Roading Hierarchy**

National Roads/Regional Arterials

State Highway 2
State Highway 29
State Highway 33
Pyes Pa Road

District Arterials

Waihi Beach Road
Athenree Road/Steele Road/Emerton Road
Wilson Road/Seaforth Road (from Waihi Beach Road to Emerton Road)
Omokoroa Road
Welcome Bay Road
Wilson Road South.

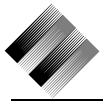
(b) **Access to State Highways**

(i) No crossing place on to a State highway shall be permitted to serve any proposed new activity that requires resource consent and increases the traffic movements to the site unless:

- it is impractical for the activity to have alternative legal access to some other road, and
- an assessment of the effects of such access on the highway including written consent from Transit New Zealand is submitted with the application. The assessment shall address traffic safety and the traffic efficiency of the State highway.

Note: (1) Should Transit consent not be provided the application shall default to a non-complying activity and shall be considered on its merits subject to all relevant statutory considerations including the need for notification.

(2) Where any new crossing is proposed onto a State Highway, approval for that crossing needs to be obtained from Transit New Zealand pursuant to the Transit New Zealand Act 1989.



- (ii) All properties with legal access to a State highway shall provide all parking and manoeuvring on site.

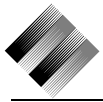
(c) **Access to Rural Roads (Rural G & H Zones and Future Urban Zone)**

- (i) No vehicle entrance shall be constructed within 30m of a rural road intersection, as measured from the intersection of the legal road boundaries, or the edge of the road formation, whichever is closer to the entrance.
- (ii) Each entrance shall be located in such a position as to provide adequate visibility for motorists entering and leaving the property. The required sight distance and lines of clear sight shall be as set out in Council's Standard Drawings AFQ3 and AFQ4 (see Appendix VII).
- (iii) All new rural entrances and entrances which are in a 'fixed location' at subdivision consent stage on District roads shall be constructed in accordance with Council's Standard Drawing. The entrances shall be designed so that heavy vehicles can enter and leave the property in a safe and convenient manner without damaging the edge of seal.

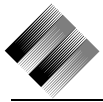
Note: For the purpose of this rule, 'fixed location' shall be defined as an entrance serving a right of way, access leg or a property limited to complying and practical road frontage for entrance construction of 30 metres or less.

- (iv) Where a building consent is issued for a building on any site that does not already have a satisfactory entrance the owner will be required to construct an entrance to the current standard.
- (v) Council may require the upgrading of existing roads necessary to serve any controlled, discretionary or non-complying activities (see Section 16.3.2).
- (vi) All lots in any subdivision (including boundary adjustments) shall be demonstrated as capable of being provided with an entrance that complies with Council access standards in Appendix vii of the Operative District Plan. Any activities that do not comply with this rule shall be deemed a restricted discretionary activity in respect of the particular non-compliance and assessed as per the Assessment Criteria in 18.3.2 below.

Except that this rule shall not apply to:



- Existing entrances used intermittently only and do not provide access to an existing or proposed dwelling. For the purpose of this rule "intermittent" is defined as farm accesses used occasionally, but excludes dairy tanker accesses, and the main working entrance and properties.
 - Existing entrances to properties being subdivided by way of boundary adjustment where no additional lots are created and the ability to create a complying entranceway for each lot in the future is not compromised.
- (d) **Access to Urban Roads (Residential, Rural-Residential, Commercial, Rangiuru Business Park and Industrial Zones)**
- (i) All work on crossings within the road boundaries shall be done at the expense of the owner. This shall be done on a pre-paid basis. In respect of any premises requiring a crossing the charge will be the cost of construction of crossing as determined from time to time.
 - (ii) Subdivider's shall normally be required to provide only those crossings where the location is fixed at the time of subdivision, such as private ways. In all other cases, the crossings shall be constructed at the time of building as set out in Council's Standard Drawings AFQ2, AFQ3, and AFQ4(see Appendix VII).
 - (iii) Distance from Road Intersections - No vehicular access shall be located nearer than 8 metres in a Residential, Rural-Residential or nearer than 25 metres in a Commercial, Rangiuru Business Park or Industrial Zone from the road intersection, measured from the intersection of the legal road boundaries or any part of a road on which the Council has resolved that no vehicle may stop in accordance with the provisions of the Transport Act and any Regulations pursuant to that Act.
- (e) **Distances and Dimensions**
See 18.4.1.
- (f) **Pedestrian Access**
See 18.4.1.



(g) **Loading Path and Space Dimensions**

Activities requiring loading facilities or servicing from heavy vehicles shall comply with the 90 percentile design two axled truck swept path and minimum loading space dimensions (see Council's Standard Drawings AFQ8 and AFQ9, Appendix VIII) or a greater dimension of design where articulated vehicles or trucks and trailers are anticipated.

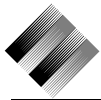
(h) **On-Site Manoeuvring**

All activities shall provide manoeuvring space on-site so that all vehicles can enter and exit without reversing on the road. Such manoeuvre shall be able to be executed in no more than a three-point turn.

(i) **On-Site Parking and Loading**

Every person who proposes to erect, re-erect, construct or substantially reconstruct, alter or add to a building on any site or who changes the use of any land or building, shall provide suitable areas for the parking of vehicles and loading as required below:

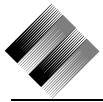
Activity	Parking Spaces Required
<p>Accommodation facilities including:</p> <p>Dwellings (being one household unit)</p> <p>Boarding houses, Hostels, Hotel Accommodation</p> <p>Motels, Lodges, Camping Grounds, Caravan Parks</p>	<p>2 spaces for each dwelling. Note: One may be "stacked" where it does not interfere with shared access.</p> <p>1 space to every three persons designed to be accommodated plus 1 space per 2 staff members.</p> <p>1 space for each unit place plus 1 per two staff members.</p>
<p>Places of Assembly including:</p> <p>Clubrooms, Restaurants, Brasserie, Cafe, Hotels, Taverns exclusive of accommodation.</p> <p>Churches and Mortuary Chapels, Funeral Directors Halls, Theatres, Libraries, Gymnasiums and other places of assembly</p> <p>Pre-schools, Kindergartens, Childcare Centres, Primary and Intermediate Schools, Educational Institutions with less than 50 pupils</p>	<p>1 space for every 5 persons the facility is designed to cater for.</p> <p>Participants and spectators are to be catered for.</p> <p>1 space for every staff member plus 2 spaces for visitors.</p>



Activity	Parking Spaces Required
Secondary Schools, and Educational Institutions with 50 or more pupils	1 space for every staff member plus 2 spaces for visitors plus provision for pupil's vehicles assessed by a discretionary use application.
Recreational and Community Activities with no buildings	1 space to every 5 persons the facility is designed to accommodate.
Business Activities including:	
Retail shops (including drive-in retail facilities and banks)	1 parking space to every 20m ² of gross floor area.
Administrative, Commercial and Professional Offices not in a residential building	1 space to each 40m ² of gross floor area.
Motor Vehicle and Agricultural Implement sales yards	1 space per 150m ² of display area.
Medical Centres and Veterinary Clinics	5 spaces per professional person plus 1 space per 2 staff.
Service Stations and Premises for Assembly, or Repair of Motor Vehicles	2 per 3 staff 1 per 40m ² gross floor area of shop 4 per workshop bay 3 queuing spaces for a carwash 1 per air hose or vacuum
Warehouses, Depots and Storage Facilities (indoor and outdoor), Auction Rooms	1 space to each 100m ² of gross floor area so used.
Commercial Services, Hire Centres, Dry Cleaning Depots, Repair Services, Tradesman's Workshops	1 space per 40m ² of gross floor area.
Industrial Uses	1 space to each 50m ² of gross floor area.
Packhouses, Coolstores	Minimum of 20 spaces.
Works and Network Utilities	1 space per permanent employee.
<p>Notes:</p> <p><u>Loading Requirements:</u> All permitted uses, exclusive of dwellings and network utilities where facilities are not normally required to be staffed, shall be provided with at least one loading space in a location appropriate to the use. All discretionary use loading requirements shall be assessed on their merits.</p> <p><u>Fractional Spaces:</u> Where the assessment of the number of parking spaces results in a fractional space being involved any fraction under one-half shall be disregarded and fractions of one-half or more shall be counted as one space.</p>	

(j) **Exclusion of Land for Service Lane or Road**

All parking and loading spaces and manoeuvring areas shall be provided on-site exclusive of land required for service land or road.



(k) **Alternative Means of Provision of Parking and Loading**

Council shall consider the following alternative means of parking and loading.

(i) **Joint Provisions of Parking and Loading for Several Activities**

Where several activities are established on any one site, or on several sites in any area, the Council may permit the developers of such activities to provide joint off-street parking and loading areas for their common use. The number of parking spaces required shall be the sum of the requirements for each activity.

Where it can be shown that the parking or loading demand of one or more of the activities occurs at a different time from that of the remaining activities, the Council may allow a dispensation in respect of the parking or loading requirement for one or more of the activities.

The Council may allow a developer to enter into an agreement to use an existing parking or loading area as a joint area where the demand for parking or loading of vehicles occurs at a different time from that of the existing activities, or where the Council considers that there is sufficient capacity to accommodate the additional vehicles.

In every case Council shall require written documentation of the agreement or arrangement entered into.

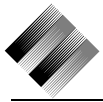
The Council reserves the right to re-impose the individual requirements should circumstances change with respect to the right of any developer, owner or occupier to use the joint parking or loading area,

or

(ii) **Cash in Lieu**

Council may accept cash-in-lieu of parking and the monies received shall equate to the cost of the land nearby and formation of a carpark for the spaces not provided on-site. A financial contribution for parking shall only be received where Council owns or has land in the vicinity of the subject site identified on the planning maps for the purposes of public carparking.

An account shall be kept at Council's Offices of the number of spaces funded by developments in the vicinity of the carpark.



This information must be referred to prior to Council accepting a financial contribution. See also Section 16.

or

(iii) **On-Street Parking**

Where on-site parking is required but Council considers that it is not reasonable or practical now or in the future to make that provision on-site, Council may approve on-street parking facilities as close to the site as is reasonable and practicable.

The Council may require a set back of the footpath to accommodate on-street parking and may require the full cost to be borne by the applicant.

or

(iv) **Additional Land Areas**

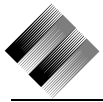
The Council may approve parking provided on suitably zoned land sufficiently close to that site (but not on any road or service lane) to ensure the ready use of such parking areas by visitors and employees of the activity. Council shall require legal evidence of the parking site being tied to the activity.

(i) **Location of Parking and Loading Areas**

- The provision for parking and loading in respect of any site shall not be on:
 - part of any manoeuvring area or access lane, or road.
 - any screening required by this Plan.
 - any solid waste storage area required by this Plan.

provided that in commercial and industrial zones manoeuvring may be on service lanes where land for service lane is given by the applicant.

- Parking spaces shall not occupy loading spaces nor loading spaces occupy parking spaces.
- Parking and loading spaces are to be either visible from the public road or clearly signposted at the road frontage.



(m) **Formation of Parking and Loading areas**

Parking and loading areas shall be formed with an all-weather surface so as not to create a dust nuisance to adjoining properties, except in respect of the 3 metres of any carpark immediately adjoining an arterial route that shall be paved.

(n) **Stack Parking**

Council shall accept stacked parking only in the case of dwellings provided that the stacking area is exclusive of all those matters listed in (l) above.

(o) **Service Lanes**

All new activities shall provide Council with the land for a service lane at the rear or at the side of the site as required in accordance with the planning maps. The service lane widths and dimensions required from each site shall be in accordance with dimensions set down on the planning maps.

(p) **Signs - See Section 14.**

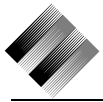
18.3.2 Assessment Criteria for activities failing to meet rule 18.3.1 (c) (vi):

18.3.2.1 An assessment of any activity's non-compliance shall be undertaken by a registered land surveyor or chartered professional civil engineer and shall include:

- (a) a description of the existing situation including:
 - (i) specific quantification of the nature and extent of non-compliance;
 - (ii) standard of existing formation.
- (b) possible mitigation measures (such as works to improve sight lines or relocation of the entrance),
- (c) predicted changes (if any) to the volume of traffic using the entrance following subdivision.

Note: Depending on the nature and extent of the non-compliance and traffic environment, Council may require a further assessment from a recognised traffic engineer.

18.3.2.2 In granting or refusing consent, Council's discretion is restricted to the actual or potential adverse effects relating to the extent and nature of the particular non-compliance. Conditions on any consent granted may include (but not necessarily be limited to) those relating to:



- (a) Works to improve sight distances and other safety enhancements;
- (b) Closure of an existing entrance;
- (c) Relocation of an existing entrance to a complying or less non-complying location;
- (d) Erection of roadside signage.

18.4 Other Methods

18.4.1 Building Code

- (a) Vehicle manoeuvring distances, parking dimensions, queuing spaces and circulation rates, and pedestrian access are controlled by the Building Code.

It should be noted that the 1993 Building Code Acceptable Solution or its successor must be complied with at the building stage.

- (b) Parking and Access for Disabled Persons are to be provided in accordance with the Building Code.

18.4.2 Transit New Zealand

Transit New Zealand is the controlling authority for State Highways. Section 51 of the Transit New Zealand Act 1989 lists many things which it is an offence to do, cause or permit on a State Highway, without the written permission of Transit New Zealand. This includes undertaking any work on a State Highway, and reference to the Section referred to is advised before undertaking work on a State Highway accordingly. The activity status of any proposed use of land in terms of the District Plan is not affected by the Section of the Transit New Zealand Act referred to.