16.2 TRANSPORT (ACCESS, PARKING AND TRAFFIC)

Refer to Rule sections 16.3, 17.1 – 17.8, 17.12, 18.8.

16.2.1 Scope of Section

This section deals with access, parking and traffic effects of land uses throughout the District. Information required with resource consent applications is stated in Chapter 19.

Note: While not forming part of this Plan, the Council also has Engineering Standards that are relevant to the design and construction of roads and rights-of-way.

16.2.2 Land Use

16.2.2.1 Permitted Activities (Land Use – Vehicle Access Considerations)

Any land use is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

Access

(a) The site of the activity is provided with an access, laid out and constructed in accordance with the standards in Figure 16.2A, except that:

(i) for the parts of the land in CT 8B/1025, CT 8B/1026 and CT 11A/465 shown in the annotated area on the planning maps at Ruby Bay, a single access may provide for up to nine allotments with a minimum legal width of 7 metres reducing to 5 metres where access is for five or fewer allotments;

(ii) this requirement does not apply in the Rural 1 or 2 zones to any part of an access extending:

(a) more than 50 metres from the road boundary and serving a single site or a set of sites under single ownership and having a single occupier; or

(b) beyond that part of the access that is common to more than one owner or occupier whether the access serves more than one site in separate ownership or a single site with multiple occupiers.

(iii) in the Richmond West Development Area Mixed Business, Rural Industrial and Light Industrial zones (except in the Light Industrial Zone location at Beach Road as shown on the planning maps), that part of the on-site access extending from the vehicle crossing to the parking area that is served by the access is formed and sealed to a standard the same as the carriageway surface standard.

(b) In the Tourist Services Zone at Salisbury Road, Richmond, any activity (other than a caretaker’s or manager’s dwelling which may have access to Arbor-Lea Avenue) does not have access from Lot 2 DP 18824 (123 Salisbury Road, Richmond) to Arbor-Lea Avenue shown in the annotated area on the planning maps.

Proposed as at 1 November 2008

[Conditions (ba), (bb) and (d) Proposed deleted]
### Standards for On-site Access and Vehicle Crossings

<table>
<thead>
<tr>
<th>Zone</th>
<th>Capacity</th>
<th>Minimum Lane Width (metres)</th>
<th>Shoulders: No. x Width (m)</th>
<th>Foot-paths: No. x Width (m)</th>
<th>Services: No. x Width (m)</th>
<th>Min. Total Width (m)</th>
<th>Max. Length (m)</th>
<th>Minimum Surface Requirement for Permitted Activities in Each Zone</th>
<th>Crossing Width at Property Boundary (m)</th>
<th>Crossing: Ext of Road Carriageway Surface Std into On-Site Access (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential, Papakainga; and lots of 5000m² or less in Rural Residential</td>
<td>1 user</td>
<td>3</td>
<td>1 x 0.5 kerb and channel</td>
<td>3</td>
<td>3.5</td>
<td>100</td>
<td>1.4 if concrete or asphalt less than 1.5 if unsealed</td>
<td>Concrete or asphalt if gradient is 1.5 or greater. Compacted base course if gradient is less than 1.5</td>
<td>3.5 – 6</td>
<td>5 if road surface standard exceeds minimum access surface standard</td>
</tr>
<tr>
<td></td>
<td>2 - 4 users</td>
<td>3.5 (plus 1.5 x 9 for passing bays at 25m intervals (urban) or 50m intervals (rural))</td>
<td>1 x 0.5 kerb and channel</td>
<td>3.5</td>
<td>4</td>
<td>100</td>
<td>1.5</td>
<td>2 coat chip seal</td>
<td>4 – 6</td>
<td>5 if road surface standard exceeds minimum access surface standard</td>
</tr>
<tr>
<td></td>
<td>5 - 6 users</td>
<td>5</td>
<td>1 x 1.0 kerb and channel</td>
<td>5</td>
<td>6</td>
<td>100</td>
<td>1.6</td>
<td>2 coat chip seal</td>
<td>6</td>
<td>5 if road surface standard exceeds minimum access surface standard</td>
</tr>
<tr>
<td>Richmond Intensive Development Area</td>
<td>1 user</td>
<td>3</td>
<td>1 x 0.5 kerb and channel</td>
<td>3</td>
<td>3.5</td>
<td>100</td>
<td>1.4 if concrete or asphalt less than 1.5 if unsealed</td>
<td>Concrete or asphalt if gradient is 1.5 or greater. Compacted base course if gradient is less than 1.5</td>
<td>3.5 - 6</td>
<td>5 if road surface standard exceeds minimum access surface standard</td>
</tr>
<tr>
<td></td>
<td>2 – 4 users</td>
<td>3.5</td>
<td>1 x 0.5 kerb and channel</td>
<td>3.5</td>
<td>4</td>
<td>100</td>
<td>1.5</td>
<td>2-coat chip seal</td>
<td>4 - 6</td>
<td>5 if road surface standard exceeds minimum access surface standard</td>
</tr>
<tr>
<td></td>
<td>5 – 6 users</td>
<td>5</td>
<td>1 x 1.0 kerb and channel</td>
<td>3.5</td>
<td>4.5</td>
<td>100</td>
<td>1.6</td>
<td>2-coat chip seal</td>
<td>6</td>
<td>5 if road surface standard exceeds minimum access surface standard</td>
</tr>
<tr>
<td>Rural 1 &amp; 2</td>
<td>1 user</td>
<td>3.5 (plus 1.5 x 9 for passing bays at 50m intervals)</td>
<td>3.5</td>
<td>2 x 1.0 side-drains</td>
<td>5.5</td>
<td>200</td>
<td>1.4 if concrete or asphalt less than 1.5 if unsealed</td>
<td>Concrete or asphalt if gradient is 1.5 or greater. Compacted base course if gradient is less than 1.5</td>
<td>5.5 – 8</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>2 - 6 users</td>
<td>4.5 (plus 0.5 x 9 for passing bays at 50m intervals)</td>
<td>2 x 500 mm metalled</td>
<td>5.5</td>
<td>2 x 1.0 side-drains</td>
<td>6.5</td>
<td>200</td>
<td>1.5 if sealed if gradient is greater than 1.6. Compacted base course if gradient is 1.5 or less.</td>
<td>Sealed if gradient is greater than 1.6. Compacted base course if gradient is 1.5 or less.</td>
<td>6.5 – 9</td>
</tr>
<tr>
<td>Rural 3 and lots greater than 5000m² in Rural Residential</td>
<td>1 user</td>
<td>3.5 (plus 1.5 x 9 for passing bays at 50m intervals)</td>
<td>3.5</td>
<td>2 x 1.0 side-drains</td>
<td>5.5</td>
<td>300</td>
<td>1.4 if concrete or asphalt less than 1.5 if unsealed</td>
<td>Concrete or asphalt if gradient is 1.5 or greater. Compacted base course if gradient is less than 1.5</td>
<td>5.5 – 8</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>2 - 6 users</td>
<td>4.5 (plus 0.5 x 9 for passing bays at 50m intervals)</td>
<td>2 x 500 mm metalled</td>
<td>5.5</td>
<td>2 x 1.0 side-drains</td>
<td>6.5</td>
<td>300</td>
<td>1.5 if sealed if gradient is greater than 1.6. Compacted base course if gradient is 1.5 or less.</td>
<td>Sealed. Compacted base course if gradient is 1.5 or less.</td>
<td>6.5 – 9</td>
</tr>
<tr>
<td>Zone</td>
<td>Capacity</td>
<td>Minimum Lane Width (metres)</td>
<td>Shoulders: No. x Width (m)</td>
<td>Min. Total Carriageway Width (m)</td>
<td>Foot-paths: No. x Width (m)</td>
<td>Services: No. x Width (m)</td>
<td>Min. Total Width (m)</td>
<td>Max. Length (m)</td>
<td>Maximum Gradient</td>
<td>Minimum Surface Requirement for Permitted Activities in Each Zone</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>---------------------------</td>
<td>-----------------------------</td>
<td>----------------------------</td>
<td>----------------------------------</td>
<td>-----------------------------</td>
<td>-------------------------</td>
<td>---------------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>Industrial and Rural Industrial</td>
<td>&lt; 50 hcvpd&lt; 1000 vpd</td>
<td>2 x 3</td>
<td>1 x 2.5</td>
<td>8.5</td>
<td>1 x 1.4</td>
<td>0.6</td>
<td>10.5</td>
<td>200</td>
<td>1.8</td>
<td>2 coat chip seal</td>
</tr>
<tr>
<td>Central Business, Commercial, Tourist Services</td>
<td>1 - 6 users</td>
<td>4.5 (plus 0.5 x 9 for passing bays at 25m intervals)</td>
<td>Kerb and channel 0.5</td>
<td>4.5</td>
<td>1 x 1.5</td>
<td>6</td>
<td>100</td>
<td>1.8</td>
<td>2 coat chip seal</td>
<td>6 – 9</td>
</tr>
<tr>
<td>Richmond West Development Area – Light Industrial®</td>
<td>≤ 50 hcvpd and/or ≤ 1000 vpd &amp; ≤ 10,000m² GFA and outdoor display and retail sales</td>
<td>2 x 3</td>
<td>Kerb and channel</td>
<td>6</td>
<td>1.5</td>
<td>Nil</td>
<td>7.5</td>
<td>100</td>
<td>1.8</td>
<td>Asphalt</td>
</tr>
<tr>
<td>Richmond West Development Area – Mixed Business</td>
<td>≤ 10 hcvpd and/or ≤ 500 vpd &amp; ≤ 1000m³ GFA and outdoor display and retail sales</td>
<td>4.5</td>
<td>Kerb and channel</td>
<td>2 x 2.25</td>
<td>1.4</td>
<td>Nil</td>
<td>6</td>
<td>100</td>
<td>1.8</td>
<td>Asphalt</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5</td>
<td>Kerb and channel</td>
<td>2 x 2.25</td>
<td>1.4</td>
<td>Nil</td>
<td>6.5</td>
<td>100</td>
<td>1.8</td>
</tr>
</tbody>
</table>

Footnotes:
1. Except that a continuous crossing is permitted around the head of any cul-de-sac.
2. Except if the road surface standard is less than minimum access surface standard, when no on-site extension is allowed.
3. "User" means any discrete household or business unit, (*Means a single owned or tenanted business)
4. To be extended where parking is provided in accordance with rule 16.2.2(k).
5. Heavy commercial vehicles per day.
6. The requirements for the Richmond West Development Area Light Industrial Zone do not apply in the Light Industrial Zone location at Beach Road.

C10 10/07 Op 3/14

Tasman Resource Management Plan

Section 16.2 – Transport (Access, Parking and Traffic) – Vehicle Access Considerations

15 June 2019
(c) In the Tourist Services Zone at Salisbury Road, Richmond (as shown in the annotated area on the planning maps), access is limited to Salisbury Road by way of a joint access to Lot 2 DP 18824 (123 Salisbury Road, occupied by the Baptist Church) and Lot 3 DP 18824 (141 Salisbury Road, occupied by the Aquatic Centre) in accordance with condition 16.2.2.1(s).

(d) There is no direct access onto the Richmond Deviation (SH6).

**Proposed as at 1 November 2008**

[Conditions (e), (f) and (g) Proposed deleted]

**Proposed as at 2 August 2014**

(e) Where a site has frontage to more than one road, site access is obtained from the road ranked lower in the road hierarchy with the exception of sites fronting Lower Queen Street Retail Frontage in the Mixed Business Zone. *(Refer to Schedule 17.2A in respect of provisions relating to access points within the Three Brothers Corner Commercial Zone.)*

(f) Stormwater from any access is either:

(i) discharged to a Council-maintained stormwater drainage network that has the capacity to receive the additional stormwater; or

(ii) the discharge complies with section 36.4 of this Plan.

(g) Any stormwater drainage feature that forms part of the stormwater drainage network is physically and legally protected from future development that may adversely affect the efficient functioning of the network.

(h) Stormwater from any access with an area greater than 200 square metres in the Richmond West Development Area Mixed Business, Rural Industrial and Light Industrial zones (except in the Light Industrial Zone location at Beach Road as shown on the planning maps) is collected and conveyed through a stormwater interceptor treatment device so that any sediment, hydrocarbon or floating debris that may be present in the stormwater is able to be substantially retained by such a device before there is any discharge to the Council-maintained stormwater drainage network.

**Note:** Design information for stormwater interceptor treatment devices and stormwater treatment and collection systems is provided in the current Council’s Engineering Standards and Policies.

**Vehicle Crossings**

**Proposed as at 1 November 2008**

(i) Every access is provided with a vehicle crossing that complies with the requirements of this rule and Figure 16.2A.

**Proposed as at 8 March 2014**

(j) A vehicle crossing must include:

(i) a formed surface between the carriageway of the road and the road boundary of the site to the same standard as the carriageway surface; and

(ii) an extension into the on-site access in accordance with Figure 16.2A.

(k) Except in the Richmond West Development Area, a vehicle crossing and, to the extent necessary, the access it joins, contains an area that is more or less level, extending from the edge of the road carriageway for a distance of:

(i) 6 metres for a crossing carrying only light vehicles; or

(ii) 20 metres for a crossing carrying other vehicles.

For the purposes of this condition, a light vehicle is one that weighs up to 3500 kg gross laden weight.
Proposed as at 1 November 2008

1. On a road with a speed limit greater than 50 kilometres per hour, no part of any vehicle crossing is located within 20 metres of an intersection measured from the boundary tangent points if they were extended.

Proposed as at 1 November 2008

2. On a road with a speed limit of 50 kilometres per hour or less, any vehicle crossing abuts the site boundary furthest from the intersection for any site within 20 metres of an intersection; provided that for a corner site, the crossing abuts the site boundary furthest from the intersection on the road ranked lower in the road hierarchy if one of the roads is an arterial road or distributor road. In both cases, measurement is from the boundary tangent points if they were extended, and no vehicle crossing is closer than 12 metres to an intersection.

Proposed as at 1 November 2008

3. Where a site fronts a road with a speed limit greater than 50 kilometres per hour and that frontage is within 80 metres of an intersection, the vehicle crossing to the site is located within 12 metres of the site boundary that is furthest from the intersection measured from the boundary tangent points if they were extended, except that if a site has frontage to more than one road, the vehicle crossing is located on the road ranked lower in the road hierarchy.

Proposed as at 1 November 2008

4. Where a site fronts a road with a speed limit greater than 50 kilometres per hour and that frontage is greater than 80 metres, the vehicle crossing to the site is located at least 68 metres from an intersection measured from the boundary tangent points if they were extended.

Proposed as at 1 November 2008

5. Not more than one crossing is provided per site, except in the following situations:

   (i) To facilitate on-site turning and a one-way traffic flow through a site fronting a road with a speed limit of 50 kilometres per hour or less, provided there is at least 7.5 metres between accesses on the same road frontage, and one access is marked “in” and the other “out”.

   (ii) At a service station provided there is a minimum of 12 metres between crossings. A service station may also have one other crossing to another road frontage provided that no service station vehicle crossing is closer than 12 metres to an intersection, measured from the boundary tangent points if they were extended.

   (iii) For any site fronting a non-arterial road with a speed limit greater than 50 kilometres per hour, where crossings for that site are either not more than 25 metres apart or not less than 200 metres apart.

   (iv) Clause (i) of this condition does not apply to sites in the Residential Zone.

Proposed as at 2 August 2014

6. In Residential, Central Business, Commercial, Mixed Business, Tourist Services, Light Industrial and Heavy Industrial zones, where a site has two or more vehicle crossings and any one or more of the vehicle crossings lies within 80 metres of an intersection (measured from the boundary tangent points if they were extended), the crossing closest to the intersection is used as an exit only. (Refer to Schedule 17.2A in respect of provisions relating to access points within the Three Brothers Corner Commercial Zone.)

Proposed as at 1 November 2008

7. Where a crossing is on an arterial or distributor road:

   (i) The vehicle crossing is designed so that vehicles can turn left to or from the site without crossing the centreline of the road carriageway. This is to be assessed using the tracking curves contained in Schedule 16.2A for the largest type of vehicle likely to be using the crossing on a regular, frequent or predictable basis.
(ii) Where the legal speed limit is 50 kilometres per hour or less, the design of the crossing must be such that:

(a) the access meets the property boundary at an angle between 75 and 105 degrees; and

(b) the vehicle crossing intersects the carriageway at an angle of 90 degrees.

(iii) Where the legal speed limit is over 50 kilometres per hour, the crossing must comply with Schedule 16.2C as follows:

(a) for a crossing serving up to six dwellings (whether or not on the same site): Diagram 1;

(b) for a crossing serving more than six dwellings, or a rural activity (including sales from a rural property): Diagram 2;

(c) for a crossing serving a commercial or industrial activity: Diagram 3.

(s) A crossing may be shared between sites if Council is provided with evidence of a legal instrument that ensures that the site access arrangement will continue in perpetuity.

(t) Any vehicle crossing is located and constructed to provide a sight distance between any vehicle crossing and traffic on the road of not less than the minimum specified in Figure 16.2B, measured in accordance with the diagram in Schedule 16.2E.

(u) Where a vehicle crossing from an arterial or distributor road gives access to a car parking area containing more than 20 spaces, a queuing area at least 15 metres long is provided for vehicles entering the site. The queuing area length is measured from the road boundary of the site to the first point at which a vehicle can turn into a parking space or aisle.

<table>
<thead>
<tr>
<th>Operating Speed</th>
<th>Regulatory Speed Limit</th>
<th>Residential Access</th>
<th>All Other Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>30</td>
<td>35</td>
<td>60</td>
</tr>
<tr>
<td>50</td>
<td>40</td>
<td>45</td>
<td>80</td>
</tr>
<tr>
<td>60</td>
<td>50</td>
<td>65</td>
<td>105</td>
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<td>70</td>
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<td>85</td>
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<td>80</td>
<td>70</td>
<td>115</td>
<td>175</td>
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<td>90</td>
<td>80</td>
<td>140</td>
<td>210</td>
</tr>
<tr>
<td>100</td>
<td>90</td>
<td>170</td>
<td>250</td>
</tr>
<tr>
<td>110</td>
<td>100</td>
<td>210</td>
<td>290</td>
</tr>
</tbody>
</table>

Footnotes:

① Operating Speed = 85th percentile vehicle speed on frontage road. This can be taken as the speed limit plus 15% if survey data is not available.

② Approach Sight Distance, Reaction Time 2.0s

③ Approach Sight Distance, Reaction Time 2.5s

④ Safe Intersection Sight Distance, Reaction Time 1.5s

⑤ Safe Intersection Sight Distance, Reaction Time 2.0s

Source: Austroads Guide to Traffic Engineering Practice: Intersections at Grade.

(v) On-site manoeuvring space is provided on any site for the largest class of vehicle likely to need access to the site on a regular, frequent or predictable basis, so that a vehicle does not need to reverse to or from any road; except that this requirement does not apply to a site containing only a single dwelling that has access from a collector, access road or access place.
16.2.2.2 Permitted Activities (Land Use – Traffic)

Any land use is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

(a) Activities undertaken on CT 3C/906 (Appleby Highway, Appleby) do not exceed 60 vehicle trips per day. Compliance with this rule will be demonstrated by the maintenance of records of vehicle trips by the site operator, to be available for inspection on the request of the Council or the NZ Transport Agency at any reasonable time.

Frontage to Unformed Legal Roads

(b) Vehicular access to the site of any activity is by formed legal road, or by an existing right-of-way or other legally enduring instrument over another property.

Traffic Sensitive Activities

(c) Any elderly persons’ housing, or any hospice, rest home or day care facility is not located on a site with frontage or access to an arterial road.

(d) The activity is not a public transport depot.

16.2.2.3 Permitted Activities (Land Use – Provision for Parking and Loading)

Any land use is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

(a) The activity is not car parking in the:
   (i) Richmond West Development Area (except in the Light Industrial Zone location at Beach Road as shown on the planning maps);
   (ii) Mapua public car parks; or
   (iii) Mapua Commercial Zone;
   where more than five parking spaces are required under condition (d) of this rule.

(b) The activity does not use parking spaces on another site, except where the title of the site of the activity and the title of the site on which the parking for that activity is provided, are amalgamated or otherwise encumbered so that one site cannot be disposed of independently of the other.

(c) Parking spaces, of at least the number specified in Figure 16.2C, are provided at all times within the net area of the site, except that within the Central Business Zone in Richmond, Motueka and Takaka and the Commercial Zone at Mapua, a financial contribution in money in lieu of the provision of the required number of parking spaces may be paid to the Council.

The amount of the contribution will be calculated on the basis of the land value of the site per square metre plus the formation cost (calculated at the time payment is to be made) with each parking space assessed as 25 square metres.
(d) Condition (b) above does not apply to the activities permitted by rule 17.12.2.1 for the Golden Edge Rural Industrial Zone where:

<table>
<thead>
<tr>
<th>Proposed as at 1 November 2008</th>
<th>Proposed as at 14 July 2018</th>
</tr>
</thead>
</table>
| ![Condition (b) above does not apply to the activities permitted by rule 17.12.2.1 for the Golden Edge Rural Industrial Zone where:](image)

(i) all vehicle parking is to be off road and contained within Lot 1 DP 18146 and Lots 1, 2 and 4 DP 18918 (Lower Queen Street, Richmond) as shown in the annotated area on the planning maps and subject to condition (b) above; and

(ii) not less than one parking space per 1.5 persons at work, plus seven parking spaces for visitors to the site, are provided.

**Proposed as at 14 July 2018**

**Figure 16.2C: On-site Parking Requirements**

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>MINIMUM ON-SITE PARKING REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industry</td>
<td>1 space per 50 m² GFA.</td>
</tr>
<tr>
<td>Motor servicing premises</td>
<td>4 spaces per repair or service bay.</td>
</tr>
<tr>
<td>Warehouse (except storage ancillary to any retail sales or supermarket)</td>
<td>1 space per 100 m² GFA.</td>
</tr>
<tr>
<td>Retail sales</td>
<td>1 space per 35 m² GFA and 1 space per 35 m² for outdoor retail and display areas.</td>
</tr>
<tr>
<td>Supermarkets</td>
<td>1 space per 20 m² GFA.</td>
</tr>
<tr>
<td>Service station</td>
<td>1 space per 45 m² GFA of shop, plus 4 spaces per repair bay. 1 space per air hose and 3 queuing spaces per car wash.</td>
</tr>
<tr>
<td>Tavern</td>
<td>1 space per 3 persons’ design capacity.</td>
</tr>
<tr>
<td>Restaurant/Café</td>
<td>1 space per 30 m² GFA, plus 1 space per 4 persons’ design capacity for any outdoor eating area.</td>
</tr>
<tr>
<td>Office</td>
<td>1 space per 35 m² GFA.</td>
</tr>
<tr>
<td>Visitor accommodation</td>
<td>Where accommodation is let per unit, for example motel units or hotel rooms: 1 space per unit; Where accommodation is let per bed, for example hostels or backpackers: 1 space per 2 bed-spaces; Plus, in both cases: 1 space per 2 employees; And 1 coach park per 30 beds. A coach park may occupy car parks, provided that the required number of car parks remains accessible for accommodation not occupied by coach passengers.</td>
</tr>
<tr>
<td>Dwelling</td>
<td>2 spaces per unit, except that in:</td>
</tr>
<tr>
<td></td>
<td>(a) Motueka and Mapua Compact Density Development Areas it is 1 space per unit;</td>
</tr>
<tr>
<td></td>
<td>(b) the Richmond Intensive Development Area it is 1 space per unit and 1 additional visitor space for every 3 units.</td>
</tr>
<tr>
<td>Hospital and elderly persons’ home</td>
<td>1 space per 5 beds or per dwelling (whichever is the greater), plus 1 space per staff (calculated from the staff numbers on the largest shift).</td>
</tr>
<tr>
<td>Educational facility</td>
<td>1 space per employee.</td>
</tr>
<tr>
<td>Funeral home</td>
<td>1 space per employee, plus 1 space per 4 visitors the facility is designed to accommodate.</td>
</tr>
</tbody>
</table>
### Permitted Activities (Land Use – Provision for Parking and Loading)

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>MINIMUM ON-SITE PARKING REQUIREMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health care facility</td>
<td>2 spaces per professional, plus 1 space per 2 support staff.</td>
</tr>
<tr>
<td>Day care facility except Richmond West Development Area</td>
<td>1 space per employee</td>
</tr>
<tr>
<td>Day care facility in Richmond West Development Area</td>
<td>1 space per 30m² GFA and 1 drop-off car space per 7 dependent persons including children</td>
</tr>
<tr>
<td>Home occupation (with clients)</td>
<td>2 spaces in addition to dwelling requirements. For visitor accommodation, 1 landscaped space per 2 bed spaces.</td>
</tr>
<tr>
<td>Rural selling place</td>
<td>3 spaces per 25 m² GFA and outdoor display area.</td>
</tr>
<tr>
<td>Sports ground and playing field</td>
<td>25 spaces per hectare.</td>
</tr>
<tr>
<td>Court sports</td>
<td>4 spaces per court.</td>
</tr>
<tr>
<td>Golf course</td>
<td>2 spaces per hole, or 1 space per 4 persons’ design capacity of any clubhouse, whichever is the greater; plus parking for any shop at the rate for retail activities.</td>
</tr>
<tr>
<td>Place of assembly (including stadium, gymnasium)</td>
<td>1 space per 4 persons’ design capacity.</td>
</tr>
<tr>
<td>Drive-through facility</td>
<td>5 queuing spaces.</td>
</tr>
</tbody>
</table>

**Notes:**
1. GFA means Gross Floor Area except that, where a building contains internal parking, the internal parking area (parking spaces and access aisles), is excluded from the gross floor area of the building for the purpose of calculating parking requirements.
2. The total parking requirement for any development is the sum of the requirements for each activity forming part of the development.
3. Where the parking calculation results in a fractional space, fractions under 0.5 are discounted and fractions of 0.5 or more are counted as a whole space.

### Size of Parking Spaces

**Proposed as at 1 November 2008**

- Any required parking space and associated manoeuvring area (other than for residential activities) is designed to accommodate a 90 percentile design motor car as defined in Schedule 16.2A and is laid out in accordance with Figure 16.2D and Schedule 16.2F.

**Proposed as at 1 November 2008**

- Any residential car park is 5 metres x 3 metres, but where two car parks are side-by-side, the combined area may be 5 metres x 5 metres.

### Provision for Loading

- Any non-residential activity contains a loading area for vehicles servicing the activity.
- Any loading area is at least 7.5 metres long and 3.5 metres wide, with a clear height of not less than 3.8 metres; except for activities of less than 1500 square metres gross floor area, where a loading area must not be less than 6 metres x 3.5 metres x 2.6 metres.
- Any industrial or commercial activity, where the access frontage road is an arterial, distributor or collector road, contains a loading area with on-site turning for at least a 90-percentile truck as defined in Schedule 16.2A.
Figure 16.2D: Size of Parking Spaces

<table>
<thead>
<tr>
<th>TYPE OF USER</th>
<th>PARKING ANGLE</th>
<th>STALL WIDTH ◊ (METRES)</th>
<th>AISLE WIDTH (METRES)</th>
<th>STALL DEPTH ◊ (METRES)</th>
<th>OVERHANG (METRES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class 1 ☀</td>
<td>90 degrees</td>
<td>2.4</td>
<td>7</td>
<td>5</td>
<td>0.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.5</td>
<td>6.6</td>
<td>5</td>
<td>0.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.6</td>
<td>6.2</td>
<td>5</td>
<td>0.8</td>
</tr>
<tr>
<td>Class 2 ☀</td>
<td>90 degrees</td>
<td>2.5</td>
<td>8</td>
<td>5</td>
<td>0.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.6</td>
<td>7</td>
<td>5</td>
<td>0.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.7</td>
<td>6.6</td>
<td>5</td>
<td>0.8</td>
</tr>
<tr>
<td>People with disabilities</td>
<td>90 degrees</td>
<td>3.6</td>
<td>8</td>
<td>5</td>
<td>0.8</td>
</tr>
<tr>
<td>All</td>
<td>0 degrees</td>
<td>2.5</td>
<td>3.5 ◊</td>
<td>6.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>5.5 ◊</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>30 degrees</td>
<td>2.5</td>
<td>3.5</td>
<td>4.4</td>
<td>0.6</td>
</tr>
<tr>
<td>All</td>
<td>45 degrees</td>
<td>2.5</td>
<td>3.8</td>
<td>5</td>
<td>0.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.7</td>
<td>3.5</td>
<td>5</td>
<td>0.7</td>
</tr>
<tr>
<td>All</td>
<td>60 degrees</td>
<td>2.5</td>
<td>4.5</td>
<td>5.4</td>
<td>0.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.7</td>
<td>4</td>
<td>5.4</td>
<td>0.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.9</td>
<td>3.5</td>
<td>5.4</td>
<td>0.8</td>
</tr>
</tbody>
</table>

Footnotes:
- ☀ Class 1 users are medium to long-term parking including areas such as places of work.
- ☀ Class 2 users are short-term parking and where goods can be expected to be loaded to or from vehicles.
- ☀ Spaces adjacent to walls or columns are 300 millimetres wider.
- ◊ One-way aisle only.
- ◊ Two-way aisle.
- ◊ Stall depth is 5.8 metres where vehicles park nose-to-nose or tail-to-tail.

Cycle Parking

(j) Cycle parking laid out in accordance with Schedule 16.2B is provided on the site of all non-residential activities in Residential, Commercial, Mixed Business, Tourist Services, Central Business, Light Industrial and Heavy Industrial zones where more than 10 carparking spaces are required to be provided on site. One cycle park is to be provided for every 10 carparking spaces required.

Parking for People with Disabilities

(proposed as at 1 November 2008)

(k) A carparking area must include space for people with disabilities at the rate of:

(i) one space for up to 10 total spaces provided;

(ii) two spaces for up to 100 total spaces provided;

(iii) plus one additional space for every additional 50 spaces.

The dimensions of spaces for disabled people are detailed in Figure 16.2D.

(l) Car parking for people with disabilities is located as close as practicable to the activity or building entrance. Each space should be on a level surface and be clearly signed.

Surface of Parking Areas

(proposed as at 8 March 2014)

(m) The surface of any parking area in the Residential, Commercial, Mixed Business, Tourist Services, Light Industrial and Heavy Industrial zones, and for allotments of 5000 square metres or less in the Papakainga and Rural Residential zones, is formed and sealed, and spaces marked on the ground, except that:

(i) sealing is not required for parking areas for residential development if no more than two spaces are required for that development; and

(ii) marking of spaces is not required for residential development other than compact and comprehensive residential developments where there are more than two units.
Proposed as at 1 November 2008

The surface of any parking area for any permitted activity in the Rural 1, 2 and 3 zones, and for allotments of more than 5000 square metres in the Papakainga and Rural Residential zones, is formed to a surface standard that is not less than that required for the on-site access for the site, and is sealed and spaces marked out if the number of car parks required for the activity exceeds four.

Stormwater for Parking, Manoeuvring and Loading Areas

(o) Except in the Light Industrial Zone location at Beach Road as shown on the planning maps, stormwater from any parking, manoeuvring, and loading area is either:

(i) discharged to a Council-maintained stormwater drainage network that has the capacity to receive the additional stormwater; or

(ii) the discharge complies with section 36.4 of this Plan.

(p) Any stormwater drainage feature that forms part of the stormwater drainage network is physically and legally protected from future development that may adversely affect the efficient functioning of the network.

(q) Stormwater in the Richmond West Development Area, Mapua Commercial Zone and Mapua public car parks from:

(i) any parking and manoeuvring area greater than 200 square metres; and

(ii) any loading area where any substance loaded or unloaded has the potential to contaminate the stormwater drainage network;

is collected and conveyed through a stormwater interceptor treatment device so that any sediment, hydrocarbon or floating debris that may be present in the stormwater is able to be substantially retained by such a device before there is any discharge to the Council-maintained stormwater drainage network.

Note: Design information for stormwater interceptor treatment devices and stormwater treatment and collection systems are provided in the current Council Engineering Standards and Policies.

16.2.2.4 Controlled Activities (Land Use - Carparking Layout and Landscape Design in Mapua Public Car Parks, Mapua Commercial Zone and Richmond West Development Area)

Construction and landscape design of a car park in Mapua public car parks, the Mapua Commercial Zone or the Richmond West Development Area (except in the Light Industrial Zone location at Beach Road as shown on the planning maps) is a controlled activity, if it complies with the following conditions:

(a) The activity complies with conditions (c) to (q) of rule 16.2.2.3.

(b) Where more than five car parks are required under condition (c) of rule 16.2.2.3, the carparking area includes the following features:

(i) One specimen tree is planted for every five parking spaces, or where parking spaces are facing in pairs, one specimen tree for every five pairs of parking spaces.

(ii) Any trees planted under (i) comply with the following:

(a) are species capable of reaching a height of at least 8 metres;

(b) are no less than 1.8 metres high at the time of planting, and with a diameter of no less than 50 millimetres at a height of 1 metre;

(c) are species capable of growing to 5 metres within 10 years;
(d) are located within a protection area having a diameter or dimension of at least 1.8 metres (a minimum area of 2.5 square metres);

(e) are distributed throughout the carpark area;

(f) comprise a mix of evergreen and deciduous trees.

(c) Any part of a carparking area (excluding access points) fronting to a road features one specimen tree, meeting conditions (b)(ii)(a) – (d) and (f) along every 10 metres of carparking frontage.

(d) Trees planted to meet the requirements of condition (c) are planted to separate carparking area activities from pedestrian activities on the street.

(e) Trees required under conditions (b) and (c), and other plantings where provided, are maintained and replaced where dead, damaged, or diseased.

(f) Compliance with condition 16.2.2.3(q).

A resource consent is required and may include conditions on the following matters over which the Council has reserved its control.

**Carpark Location**

(1) The location of the car park in relation to:

(a) ease of access to the building or outdoor area;

(b) integration with the building and street frontage;

(c) visual dominance when viewed from the road or adjoining Residential Zone;

(d) separation from loading, manouevring and storage areas.

**Carpark Layout and Design**

(2) The layout and design of the car park in relation to:

(a) provision of safe and efficient pedestrian access from the car park to the activity, including the use of design elements such as drop down kerbs, paths and raised crossing points to provide safe and comfortable pedestrian access;

(b) where the car park is intended to be used during the evenings, the illumination of the car park, adequacy of lighting, including lux levels, position of lighting and avoidance of contrasting light pools of light and darkness;

(c) the degree of visibility and passive surveillance of the car park, such as being viewed from windows;

(d) the shape of the car park and the ease and safety of entry and egress, and traffic circulation;

(e) the extent of separation of pedestrians from vehicles and dedicated pedestrian access and walkways.

**Carpark Landscaping**

(3) The landscaping of the car park in relation to:

(a) the tree species, spacing, height and location within the parking area;

(b) tree height and proximity of trees to buildings, and shading effects;

(c) the mix of deciduous and evergreen species;

(d) the degree of contribution that landscaped areas, including tree planting, makes to breaking up the scale of the car park, creating a pedestrian scale environment, and reducing the visual dominance and stark appearance of large areas of hard surface;
(e) the degree of contribution that planting makes to the integration of
the car park with the building and assists with reducing visual
impacts of bulk and scale; (f) the provision of trees for shading
vehicles and creating a comfortable environment, and for lowering
stormwater runoff temperatures;

(g) the appropriateness of species to the local environment, such as
suitability and hardiness;

(h) provision of other planting;

(i) planting methods;

(j) plant protection methods;

(k) tree root management, including root pit dimensions, soil structure,
aeration, irrigation, and proximity to underground services.

16.2.2.5 Controlled Activities (Land Use – Transport Depots)

Any public transport depot is a controlled activity, if it complies with the following conditions:

(a) The activity is not on a site in or adjoining a Residential Zone.

A resource consent is required and may include conditions on the following matters over which the
Council has reserved control:

(1) Location and design of accesses and on-site parking in order to provide for safe vehicle and
pedestrian activity at the site.

(2) The duration of the consent (Section 123 of the Act) and the timing of reviews of conditions
and purpose of reviews (Section 128).

(3) Financial contributions, bonds and covenants in respect of the performance of conditions, and
administrative charges (Section 108).

16.2.6 Restricted Discretionary Activities (Land Use - General)

Any land use that does not comply with the conditions of rules 16.2.2.1 to 16.2.2.5 is a restricted
discretionary activity.

A resource consent is required. Consent may be refused, or conditions imposed, only in respect of the
following matters to which the Council has restricted its discretion:

Access and Vehicle Crossings

(1) The location and design of on-site access and vehicle crossings, including dimensions,
gradient, surface standard and any effect on the safety and efficiency of traffic on the
adjoining road.

(2) The need to secure registered easements for the use of an access off the site of the activity.

(3) The adverse effects of an overlength access.

[(2A) Proposed]
Parking Areas

(6) The effects of the trip generation and demand for and supply of parking.

(7) The securing of rights to use any parking off the site of the activity.

**Proposed as at 1 November 2008**

(8) Special parking needs, such as for people with disabilities, and for cyclists.

[(4A) Proposed]

(9) Surface standard for parking areas.

[(4B) Proposed]

(10) Any adverse effects from the scale or form of a parking area.

[(4C) Proposed]

**Roads**

(11) The appropriateness and cost-effectiveness of the formation of any unformed legal road.

(12) The location and design of any new road formation, including visibility between any intersection or property access and traffic on the road.

**Proposed as at 1 November 2008**

(13) Determining the road hierarchy class of any new road or newly formed road, or any required upgrading of an existing road.

[(5B) Proposed]

(14) The need for and extent of any contributions towards the formation of any unformed legal road.

[(6) Proposed]

(15) The location and design of road formation, including driving visibility and any need for improvements at intersections.

**Traffic Effects**

(16) The effects of the design of the road and its traffic flows and types on the adjoining activity.

**Proposed as at 1 November 2008**

(17) The effects of traffic to, from, and within the site on safety and amenity (including dust and noise) for occupants or users of the site and adjoining properties.

(18) The potential effect of the activity on the safety and efficiency of the road network.

(19) The effects of trip generation.

**[Matter (12) Proposed deleted]**

(20) Traffic effects beyond the site, including effects on carriageway width, alignment and intersections.

**Proposed as at 1 November 2008**

(21) The ability of the site to accommodate parking, loading, manoeuvring and access requirements.

[(14) Proposed]
Principal Reasons for Rules

16.2.20

**Dust-free Vehicular Access**

The rule will avoid conflict between users of land either side of an unsealed access where dust effects are an issue. Traffic on unsealed roads can cause dust nuisance for residents and activities alongside roads. In most instances the severity of the dust effect is related to the numbers using the road. However, in the case of dust sensitive crops grown adjacent to unsealed roads, damage may be caused at low levels of vehicle activity.

**Location of Vehicle Crossings in Relation to Intersections**

The rules ensure that a vehicle crossing is not located too close to an intersection in order to reduce traffic conflict and to allow safe movement through the access at the normal operating speed of the road. If accesses are located too close to intersections, traffic conflicts can also occur as a result of interference with vehicle queuing and turning.

**Number of Vehicle Crossings**

The restriction on the number of vehicle crossings aims to minimise the number of potential traffic conflict points while still providing for access to developments.

**Width of Vehicle Crossings**

The minimum width of a crossing ensures that vehicles using the crossing can do so without the need to cross the centre line when turning onto the crossing. Maximum widths are necessary to ensure that vehicles cannot cross the footpath at excessive speeds and endanger pedestrians.

**Visibility between Vehicle Crossings and the Road**

This rule ensures that traffic turning into or out of accesses has adequate visibility. Well-controlled accesses ensure that the health and safety of users of the system are protected, and the costs of accidents are minimised.
Surface of Vehicle Crossings

To reduce adverse effects, such as dust, noise, and traffic hazard, the rules ensure that surfaces of all vehicle crossings are provided with a permanent waterproof surface in the Residential, Central Business, Commercial, Tourist Services, Light Industrial and Heavy Industrial zones.

Reversing Across Vehicle Crossings

On-site turning and circulation is required in certain circumstances to minimise reversing across vehicle crossings. The principal reason is to avoid, or reduce, the traffic hazard which results.

[Insert new reason]

Parking Requirements

The rule requires that sufficient parking spaces be provided on a given site in order to reduce cross-boundary and on-street effects arising from the parking generated by the activities on the site. The quantity and location of parking provided in accordance with those rules may not be sufficient for the total growth in parking demand that occurs in the District, nor will the rules ensure that parking is provided where it will most efficiently meet the parking needs of the District. Strategies outside the Plan are needed to meet those goals.

In the larger and busier towns of the District, the Council provides public car parking using funds from financial contributions. The increasing provision of outdoor dining facilities generates a car parking need that is not met by a formula that is related only to the area of buildings.

Size of Parking Spaces

Specific dimensional measurements for parking and manoeuvring of motor cars are provided to ensure ease of movement and safety in car parking areas.

Surface of Parking Areas

The appropriate surfacing of parking and loading area ensures that any adverse effects such as dust, mud or noise, created by manoeuvring vehicles are mitigated. These areas also require drainage to ensure that runoff does not cause inundation or scouring on the property or adjoining properties.

Queuing Space on Site

Queuing space at the entrance to car parking areas provides an area off the road for cars to queue while waiting for manoeuvring vehicles, or for a parking space. This protects the safety and efficiency of the frontage road by reducing blocking of traffic lanes and footpath crossings.

Parking for People with Disabilities

The parking provision for disabled persons reflects the need to cater for a specific minority of the population which is dependent on vehicles.

Cycle Parking

The rule encourages the use of cycles for local travel to and from developments of a size that have the potential to attract reasonable numbers of cyclists.

Provision for Loading

The rules will reduce the occurrences of loading vehicles adversely affecting health and safety, and the efficient use of roads.
Traffic Sensitive Activities

The appropriate location of sensitive activities will provide most effectively for both the health and safety of people and their social and economic well-being.

High Traffic-Generating Activity

The principal reason for the rules is to ensure that activities, which generate more than 40 vehicle trips per day, do not conflict with road safety or efficiency.
.schedule 16.2A: vehicle tracking curves

Refer to rules 16.2.2.1 and 16.2.2.3.

Angles $A=17^\circ$, $B=166^\circ$, $C=16^\circ$

* 90% of all light vehicles on NZ roads as at 1993 are of lesser size than this vehicle and can turn within this curve
On-Road Tracking Curve for 8m Medium Rigid Truck with Turning Radius of 12.5 metres
On-Road Tracking Curve for Large Rigid Truck with Turning Radius of 12.5 metres
NOTE: This diagram can also be used to determine tracking curve for 'B' trains

On-Road Tracking Curve for Semi-Trailer with Turning Radius of 12.5 metres
Schedule 16.2A:
Vehicle Tracking Curves

On-Road Tracking Curve for Tour Coach with Turning Radius of 12.5 metres
Schedule 16.2B: Bicycle Racks

Refer to rule 16.2.2.3

Schedule 16.2C: Rural Intersection and Access Design

Proposed as at 1 November 2008

Refer to rules 16.2.2.1 to 16.2.2.6.

Diagram 1: Vehicle Crossing for up to Six Dwellings

NOTE: Diagram not to scale.
All dimensions are in metres.
Proposed as at 1 November 2008

Diagram 2: Vehicle Crossing for more than Six Dwellings, or for a Rural Activity

NOTE: Diagram not to scale.
All dimensions are in metres.

Proposed as at 1 November 2008

Diagram 3: Vehicle Crossing for Commercial or Industrial Activity

Notes: Radius Differences
R = 9.0m light vehicles
R = 15.0m heavy vehicles

NOTE: Diagram not to scale.
All dimensions are in metres.

Notes: Light vehicle means a motor vehicle up to 3500 kg gross laden weight
Heavy vehicle means a motor vehicle over 3500 kg gross laden weight
Schedule 16.2D: Road Hierarchy

Refer to rules 16.2.2.1 and 16.2.2.2.

Note: The road hierarchy for individual roads is shown on the planning maps.

Proposed as at 1 November 2008

Arterial roads – primarily roads which form the main traffic routes through and between the urban areas of the District, and provide connections to adjacent districts. Arterial roads include state highways.

Distributor roads – the secondary network of roads which carries traffic to and from arterial roads.

Collectors – have a more local function and ensure that the traffic movement and property access functions are in balance. The role of these roads is to connect traffic-generating activities with the Arterial and Distributor road network.

Access roads – generally streets in urban or rural residential areas with connections at each end, but with mostly a property access function. The pedestrian and residential amenity functions of these roads predominate in residential areas and they are not intended to provide access for high traffic-generating non-residential activities.

Access places – are wholly for property access and offer no through-traffic function.

Schedule 16.2E: Sight Distance Measurements

Note: Sight Distances shall be measured to and from a height of 1.15 metres above the existing road surface and the proposed surface level of the side road or access.

Property Access:
(a) Sight Distance
(b) Edge of state highway traffic lane
(c) For accesses: 3.5m from edge of state highway traffic lane
For intersections: 5.5m from edge of state highway traffic lane

Schedule 16.2F: Example of Parking Layout

Refer to rule 16.2.2.3(e).