

SECTION 10: PARKING AND TRANSPORTATION RULES

This part of the Plan contains rules and performance standards relating to parking and transportation. This includes the requirements in terms of providing access, parking and loading for subdivisions or developments either as permitted activities or as those activities requiring resource consent.

The following should also be noted:

1. The Roding Hierarchy is shown on the Planning Maps identifying the roads classified as Arterial, Primary Collector and Secondary Collector Roads.
2. Reference should also be made to applicable Zone Rules which may restrict vehicle access and vehicle crossings on some Arterial and Primary Collector roads.
3. Further information on parking design and layouts can be found in NZS4121: 2001 Design for access and mobility: Buildings and associated facilities and AS/NZS2890.1: 2004 Parking Facilities – off street car parking.
4. Prior to commencing any works on any State Highway, approval must be obtained from the NZ Transport Agency (NZTA) to work on the State Highway legal road.
5. Prior to commencing any works on any railway premises, approval must be obtained from the New Zealand Railways Corporation/KiwiRail to work on the rail network.
6. This section no longer specifies a minimum number of on-site car parks required (except for accessible car parks) as per the NPS-UD 2020. When on-site parking is chosen to be provided, activities shall still provide practicable access from a road and manoeuvring areas in accordance with the relevant performance standards.

10.1 CATEGORIES OF ACTIVITIES

10.1.1 PERMITTED ACTIVITIES

- (a) Any activity which complies with the performance standards in Sections 10.2 - 10.7.

10.1.2 CONTROLLED ACTIVITIES

None.

10.1.3 RESTRICTED DISCRETIONARY ACTIVITIES

- (a) Unless listed elsewhere in the District Plan, any activity which does not comply with one or more of the performance standards in Sections 10.2- 10.7.

Matters to which the Council restricts its discretion:

Avoiding, remedying or mitigating of actual or potential effects deriving from non-compliance with the particular performance standards(s) that is not met. Reference should be made to the applicable financial contributions assessment criteria in Section 16.

Notification Statement

Under Section 77D of the RMA, for an activity requiring resource consent due to non-compliance with performance standards 10.5.3 (Size of Parking Spaces), 10.5.4 (On-site Manoeuvring) or 10.5.5 (Surface of Parking and Loading Areas), the application shall not be publicly notified, except where:

The Council decides special circumstances exist (pursuant to Section 95(A)(4)), or

The applicant requests public notification (pursuant to Section 95A(2)(b)).

- (b) Any new subdivision or land use activity that will require direct access over a railway level crossing at a location where there is currently no such direct access and where no alternative access is provided, or will require any alteration to or increase in use of an existing direct access over a railway level crossing.

Matters to which the Council restricts its discretion:

The potential for adverse effects on the safety and efficiency of the road and railway resulting from the nature, use, location, and design of direct access to a subdivision or land use activity; and

The ability to obtain alternative legal access to the site.

Note:

Consultation with the New Zealand Railways Corporation/KiwiRail will be important in the assessment of resource consent applications in relation to this rule.

- (c) Any new subdivision or land use activity that would require direct access or vehicle crossing onto a State Highway at a location where there is currently no such direct access, or would require any alteration to, or increase in the use of an existing direct access to such a State Highway.

Matters to which the Council restricts its discretion:

The relevant aspects of Performance Standards 10.2 – 10.4.

Use, location, design and number of access points.

The safe and efficient operation of the State Highway.

Note:

Consultation with the NZ Transport Agency (NZTA) will be important in the assessment of resource consent applications in relation to this rule.

10.1.4 DISCRETIONARY ACTIVITIES

Any restricted discretionary activity which does not comply with one or more of the performance standards in Section 10.8.1.

10.1.5 NON COMPLYING ACTIVITIES

None.

10.1.6 PROHIBITED ACTIVITIES

None.

10.2 PERFORMANCE STANDARDS – ROADS AND ACCESS WAYS

10.2.1 New Roads and Access Ways

All new roads and access ways in any Zone shall comply with the roading and access design standards set out in Part 3 of NZS 4404:2010 Land Development and Subdivision Infrastructure and NPDC and STDC Local Amendments to NZS 4404:2010 (August 2013) and Performance Standards 10.2.2 and 10.2.3 below.

Note:

These standards do not apply to vehicle crossings directly onto individual sites, which do not involve an access (refer to the definition of “access”).

All new roads and access ways that intersect a State Highway require the approval of the New Zealand Transport Agency, as road controlling authority and pursuant to the Government Roading Powers Act 1989.

In addition, any access to a State Highway is subject to the requirements and standards of the New Zealand Transport Agency.

SNZ PAS 4509:2008 New Zealand Firefighting Water Supplies Code of Practice shall be consulted to ensure compliance with the access way dimensions required for fire appliances for developments where a fire appliance is not able to reach either the dwelling or the source of firefighting water supply from the public road.

All new accessways or vehicle crossing from the following lots (being the land on the western side of State Highway 3, north of Hāwera and south of the Aerodrome, as shaded in Appendix 2), or any subsequent lots resulting from any subdivision of those lots, must be from a local road:

Lot 2 DP 13857; Lot 1 DP 13857; Lot 2 DP 2185; Lot 2 DP 312441; Lot 3 DP 1529; Pt Lot 4 DP 1529; Lot 1 DP 2942; Lot 5 DP 1529; Lot 1 DP 386383; Lot 2 DP 386383; Lot 1 DP 19053; Lot 2 DP 403203; Lot 1 DP 403203; Lot 2 DP 3652; Lot 3 DP 403203; Lot 4 DP 403203; Lot 8 DP 1529.

Where any new activity utilises an existing accessway or vehicle crossing to State Highway 3 from the following lots (being the land on the western side of State Highway 3, north of Hāwera and south of the Aerodrome, as shaded in Appendix 2, the new activity must not exceed 10 car equivalent movements per day:

Lot 2 DP 13857; Lot 1 DP 13857; Lot 2 DP 2185; Lot 2 DP 312441; Lot 3 DP 1529; Pt Lot 4 DP 1529; Lot 1 DP 2942; Lot 5 DP 1529; Lot 1 DP 386383; Lot 2 DP 386383; Lot 1 DP 19053; Lot 2 DP 403203; Lot 1 DP 403203; Lot 2 DP 3652; Lot 3 DP 403203; Lot 4 DP 403203; Lot 8 DP 1529.

10.2.2 Minimum Sight Distances from Intersections

Unobstructed sight distances shall be available from all intersections, in accordance with the minimum sight distances specified in Table 1 below:

Table 1: Minimum Sight Distances from Intersections

Legal Speed Limit for Road (km/hr)	Minimum Sight Distance (m)
0-50	110m
51-60	140m
61-70	170m
71-80	200m
81-100	280m

All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix 3: Sight Distance Measurement Diagram.

10.2.3 Spacing between Intersections

All intersections shall be designed and located such that the minimum spacing between successive intersections is not less than the minimum distance specified in Table 2 below:

Table 2: Minimum Spacing Between Intersections

Legal Speed Limit for Road (km/hr)	Minimum Distance (m)
0-50	125m
51-60	160m
61-70	220m
71-80	550m
81-100	800m

The distance shall be measured from the centre of one intersection to the centre of the succeeding intersection, parallel to the centreline of the road.

In Rural Zones where the legal speed limit for the road is 100km/hr, the above standard shall apply regardless of the side of the road on which the intersections are located.

On roads in other zones, the above standard shall apply to intersections on the same side of the road only.

10.3 PERFORMANCE STANDARDS – VEHICLE CROSSINGS

10.3.1 New Vehicle Crossings

All new vehicle crossings in any Zone shall comply with the crossing standards set out in Part 3 of NZS 4404:2010 Land Development and Subdivision Infrastructure and NPDC and STDC Local Amendments to NZS 4404:2010 (August 2013) and Performance Standards below.

Note:

All new vehicle crossings to a State Highway require the approval of the New Zealand Transport Agency, as road controlling authority and pursuant to the Government Rounding Powers Act 1989. In addition, any vehicle crossing to a State Highway is subject to the requirements and standards of the New Zealand Transport Agency.

All new accessways or vehicle crossings from the following lots (being the land on the western side of State Highway 3, north of Hāwera and south of the Aerodrome, as shaded in Appendix 2), or any subsequent lots resulting from any subdivision of those lots, must be from a local road:

Lot 2 DP 13857; Lot 1 DP 13857; Lot 2 DP 2185; Lot 2 DP 312441; Lot 3 DP 1529; Pt Lot 4 DP 1529; Lot 1 DP 2942; Lot 5 DP 1529; Lot 1 DP 386383; Lot 2 DP 386383; Lot 1 DP 19053; Lot 2 DP 403203; Lot 1 DP 403203; Lot 2 DP 3652; Lot 3 DP 403203; Lot 4 DP 403203; Lot 8 DP 1529.

Where any new activity utilises an existing accessway or vehicle crossing to State Highway 3 from the following lots (being the land on the western side of State Highway 3, north of Hāwera and south of the Aerodrome, as shaded in Appendix 2, the new activity must not exceed 10 car equivalent movements per day:

Lot 2 DP 13857; Lot 1 DP 13857; Lot 2 DP 2185; Lot 2 DP 312441; Lot 3 DP 1529; Pt Lot 4 DP 1529; Lot 1 DP 2942; Lot 5 DP 1529; Lot 1 DP 386383; Lot 2 DP 386383; Lot 1 DP 19053; Lot 2 DP 403203; Lot 1 DP 403203; Lot 2 DP 3652; Lot 3 DP 403203; Lot 4 DP 403203; Lot 8 DP 1529.

10.3.2 Distance of Vehicle Crossings from Intersections

No part of any vehicle crossing shall be located closer to the intersection of any roads than the minimum distances specified in Table 3 below:

Table 3: Minimum Distance of Vehicle Crossings from Intersections

Frontage Road	Intersecting Road Type (distances in metres)					
	Urban			Rural		
	Arterial and Primary Collector	Secondary Collector	Local	Arterial and Primary Collector	Secondary Collector	Local
Arterial and Primary Collector	30m	30m	30m	200m	200m	200m
Secondary Collector	20m	20m	15m	60m	50m	50m
Local	20m	15m	10m	60m	50m	50m

Notwithstanding Rule 10.2.3.0 above, no part of any vehicle crossing onto an Arterial or Primary Collector road servicing for an activity with vehicle movements exceeding 50 movements per hour or 200 movements per day shall be located closer than:

60m to the departure side of any intersection; or

30m to the approach side of any intersection.

Distances shall be measured from the point at which the legal boundary lines of the two road frontages intersect.

Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed provided it is located in the position which most nearly complies with the provisions of these rules.

10.3.3 Spacing Between Vehicle Crossings

On Arterial and Primary Collector Roads where the legal speed limit is 100km/hr, the minimum spacing between successive vehicle crossings (regardless of the side of the road on which they are located) shall not be less than 200m. This rule shall not apply to vehicle crossings to farming activities, which do not provide access or a driveway to buildings (other than hayshed's).

On Arterial and Primary Collector Roads where the legal speed limit is less than 100km/hr, the minimum spacing between successive vehicle crossings (either single or combined) on the same side of the road, shall not be less than 15m. This rule shall not apply to vehicle crossings which serve residential activities only.

The separation distances shall be measured from the centre of one vehicle crossing to the centre of the succeeding vehicle crossing, parallel to the centreline of the transport network.

Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances a single vehicle crossing may be constructed in the position which most closely complies with the provisions of this rule.

10.3.4 Sight Distances from Vehicle Crossings

Minimum unobstructed sight distances from all vehicle crossings shall be in accordance with the distances specified in Table 4 below:

Table 4: Minimum Sight Distance from Access

Legal Speed Limit for Road (km/hr)	Minimum Sight Distance (m)
0-50	45m
51-60	65m
61-70	85m
71-80	105m
81-100	160m

All sight distance measurements shall be undertaken in accordance with the diagram in Appendix 3: Sight Distance Measurement Diagram.

10.3.5 Design and Construction of Vehicle Crossings onto Arterial, Primary Collector and Secondary Collector Roads

The width of any vehicle crossing shall be in accordance with dimensions set out in Table 5 below:

Table 5: Vehicle Crossing Width

	Minimum	Maximum
Residential	3m	7.5m
Other	4m	9m

The vehicle crossing width shall be measured along the road boundary of the property.

All vehicle crossings on to Arterial, Primary Collector and Secondary Collector Roads where the speed limit exceeds 50km/hr shall be designed and constructed in accordance with the diagrams included in Appendices 4 and 5, except for vehicle crossings to farming activities in the Rural Zone; this standard shall only apply where a vehicle crossing provides access or a driveway to building(s).

10.4 PERFORMANCE STANDARDS – RAILWAY

10.4.1 Direct Access via Railway Level Crossings

Any new accessway or vehicle crossing shall be located a minimum of 30m from a road/rail level crossing. The 30m shall be measured from the closest rail track to the edge of seal on the proposed accessway/vehicle crossing.

10.4.2 Railway Level Crossings – Access and Minimum Sight Distances

Any new vehicle access onto a road shall be located a minimum of 30m from a railway level crossing, measured from the closest railway track to the edge of seal of the proposed access.

No obstruction shall be located such that it fails to comply with the railway level crossing approach sight triangles determined in accordance with Appendix 1: Railway Level Crossing Requirements.

Notes:

The above controls apply to existing level crossings. Sightlines are also a factor in the development of the design of new level crossings: however further technical assessment against rail and road design standards, and formal statutory approvals under the Railways Act 2005, are also required from the New Zealand Railways Corporation/KiwiRail.

The New Zealand Railways Corporation/KiwiRail also has the authority to require the removal of vegetation, walls, fences, and other obstructions from these sightlines under Section 77 of the Railways Act 2005. The inclusion of the above sightline control standard ensures that development and road/rail safety standards are well integrated, and reduce the (later) risk of a landowner being required to remove obstructions.

10.5 PERFORMANCE STANDARDS – PARKING

10.5.1 Minimum Number of Cycle Parking Spaces

All activities shall provide (excluding residential and farming) 1 cycle space for every 40 car parking spaces provided.

Staff car parking spaces shall be marked accordingly.

10.5.2 Car Spaces for People with Disabilities

Where car parking is provided for a non-residential activity, the minimum number of parking spaces for people with a disability shall be as follows:

No spaces required for the first 9 car parking spaces provided on site.

1 space where between 10 and 20 car parking spaces are provided on site.

2 spaces where between 21 and 50 car parking spaces are provided on site.

Plus 1 space for every additional 50 car parking spaces provided on site, or part thereof.

Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly marked and designed & constructed in accordance with NZS 4121: 2001 Design for access and mobility: Buildings and associated facilities.

10.5.3 Size of Parking Spaces

All parking spaces (where provided), other than for residential units, shall be designed to accommodate a 90 percentile design motor car and shall be laid out in accordance with the minimum dimensions specified within Table 6 below and as illustrated in Appendix 6: Size and Layout of Car Parks:

Table 6: Minimum Parking Space Dimensions

Type of User	Parking Angle	Stall Width (m)	Aisle Width (m)	Stall Depth (m)
Class 1 (¹)	90°	2.5m	6.2m	5.0m
Class 2 (²)	90°	2.6m	7.0m	5.0m
People with disabilities	90°	3.6m	6.2m	5.0m
All	0° (parallel)	2.1m	3.3m (one way aisle) 6.5m (two way aisle)	6.1m
All	30°	2.5m	3.5m	4.4m
All	45°	2.6m	4.2m	5.2m
All	60°	2.6m	5.1m	5.7m

Notes for Table 6:

Class 1: medium to long term parking including areas such as employee and commuter parking, long-term town centre parking, sporting facilities, entertainment centres and hotels and motels

Class 2: short term, high turnover parking at retail / commercial activities and where goods can be expected to be loaded into vehicles.

Stall depth may be reduced by 600mm where there is sufficient overhang space in front of the space, provided such space is not required for another parking space, pedestrian path or similar purpose

Spaces adjacent to walls or columns shall be 300mm wider than specified within Table 9.

10.5.4 On-site Manoeuvring

Onsite manoeuvring for a 90 percentile car (refer Appendix 7: 90 Percentile Design Motor Car and Appendix 8: 90 Percentile Design Two Axle Truck) shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:

Any activity has vehicle access and/or vehicle crossings to an Arterial or Primary Collector Road;

Any activity provides 4 or more parking spaces having vehicle access and/or vehicle crossings onto an Arterial, Primary Collector or Secondary Collector Road;

Any activity provides 10 or more parking spaces;

Three or more residential units share a common access.

10.5.5 Surface of Parking Areas

The surface of all required parking areas shall be sealed except in the Rural Zone where parking areas may have a permeable surface such as gravel.

The first 3m of parking areas or any access to a parking area in the Rural Zone (as measured from the road boundary) shall be formed and sealed for the full width of the vehicle crossing, to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road transport network or service lane.

10.6 PERFORMANCE STANDARDS – LOADING SPACES

10.6.1 Loading Spaces

Every site in the Commercial and Industrial Zones and commercial and industrial sites in the Township Zone shall provide one loading space and associated manoeuvring area.

Every loading space provided shall be of a useable shape and in accordance with the following minimum dimensions:

9m deep

3.5m wide

4.5m high

Except for: activities not involving the trading of goods (e.g. offices), where the gross floor area is less than 1,500m², and on street parking is available for occasional servicing by larger vehicles, then loading space dimensions shall be in accordance with the following minimum dimensions:

6.4m deep

3.5m wide

3.5m high

The manoeuvring space used by vehicles to gain access from a road to any required loading space shall accommodate the minimum turning radii contained in Table 7 as follows:

Table 7: Minimum Turning Radius

Main Service Vehicle Type	On-Road Purposes	On-Site Manoeuvring and Parking
Single unit and semi-trailer vehicles	12.5m	10m
B Train	12.5m	10m

No loading space (other than a stock loading and unloading facility) shall be located in a manner which requires any vehicle to manoeuvre within the road to use it.

All loading spaces/areas shall be provided in a location that does not impede any through traffic, or manoeuvring areas, or any pedestrian or cycle access

Any activity on a site that is adjacent to a proposed service lane shall provide at least one loading space, clear of the service lane, which will be accessible to vehicles using the service lane when it is constructed.

The surface of all required loading spaces shall be sealed.

10.7 PERFORMANCE STANDARDS - TREE PLANTING

10.7.1 Tree Planting

Where a car parking area has central parking rows, which do not abut a site boundary or building, trees shall be planted at least 7.5m apart adjacent to the central car parking spaces. The trees shall be protected from damage by vehicles.

Where a car park adjoins a road, one tree per 10m shall be planted along the road boundary, excluding any ingress and egress.

Where a car park adjoins a Residential Zone boundary, shrubs that grow to a maximum of 1.8m and a minimum of 1m in height shall be planted along the zone boundary.

No tree shall be allowed to grow so that it shades the carriageway of a road through the hours of 10am and 2pm on the shortest day of the year.

No tree shall be planted within 30m of a road intersection, measured to the point at which the legal boundary lines of the two road frontages intersect.

10.8 PERFORMANCE STANDARDS – RESTRICTED DISCRETIONARY ACTIVITIES

10.8.1 Access Over a Railway

Where any new subdivision or land use activity is subject to Rule 10.1.3(b), it shall comply with all the relevant permitted activity performance standards in Sections 10.2 - 10.4.

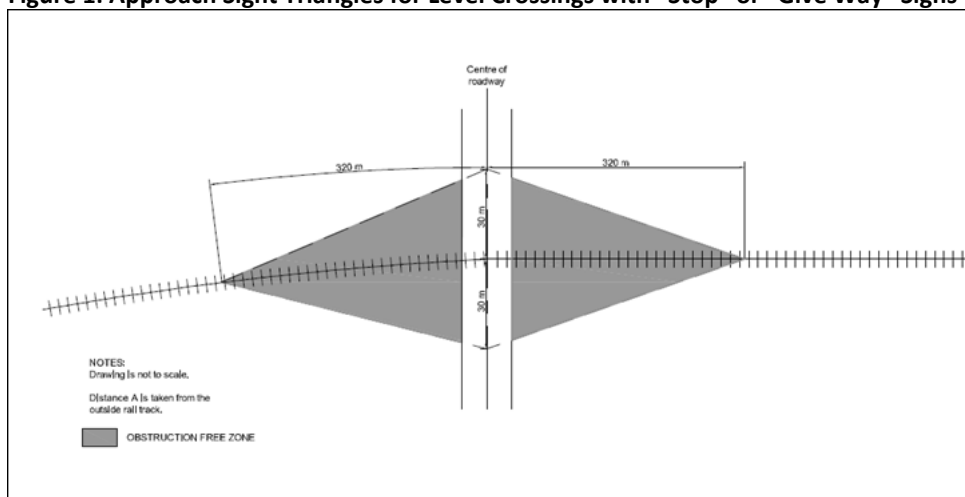
10.9 Parking and Transportation Appendices

Appendix 1: Railway Level Crossing Requirements

Approach sight triangles at level crossings with Stop or Give Way signs

On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building, structure or planting shall be located within the shaded areas shown in Figure 1. These are defined by a sight triangle taken 30m from the outside rail and 320m along the railway track.

Figure 1: Approach Sight Triangles for Level Crossings with “Stop” or “Give Way” Signs



Restart sight triangles at All Level Crossings

On sites adjacent to all rail level crossings, no building, structure or planting shall be located within the shaded areas shown in Figure 2. These are defined by a sight triangle taken 5m from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 1 below).

Figure 2: Restart Sight Triangles for all Level Crossings

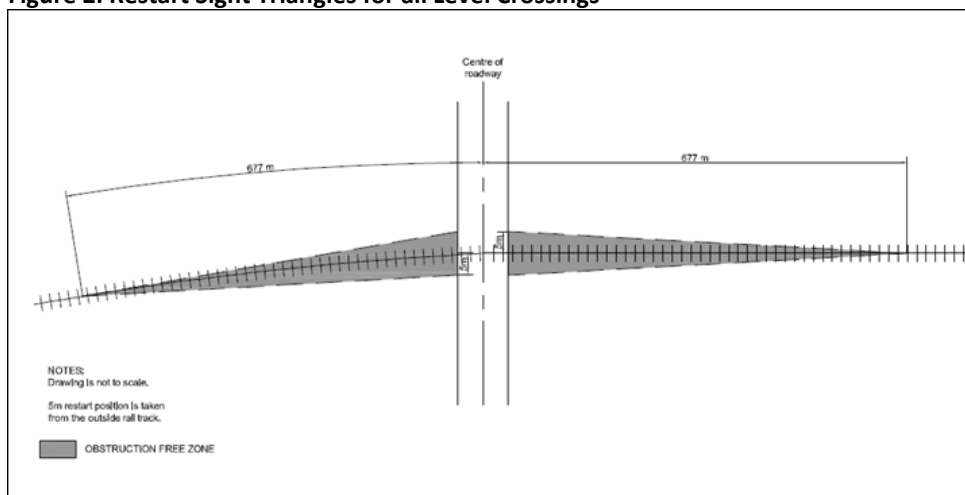


Table 1: Required Restart Sight Distances For Figure 2

Required approach visibility along tracks A (m)		
Signs only	Alarms only	Alarms and barriers
677m	677m	60m

Notes:

Figures 1 and 2 show a single set of rail tracks only. For each additional set of tracks add 25 m to the along-track distance in Figure 1, and 50 m to the along-track distance in Figure 2.

All figures are based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings. The formulae in this document are performance based. However, for the purposes of this rule, the parameters are fixed to enable easy application. Approach and restart distances are derived from a:

Train speed of 110 km/hr

Vehicle approach speed of 20 km/hr

Fall of 8% on the approach to the level crossing and a rise of 8% at the level crossing

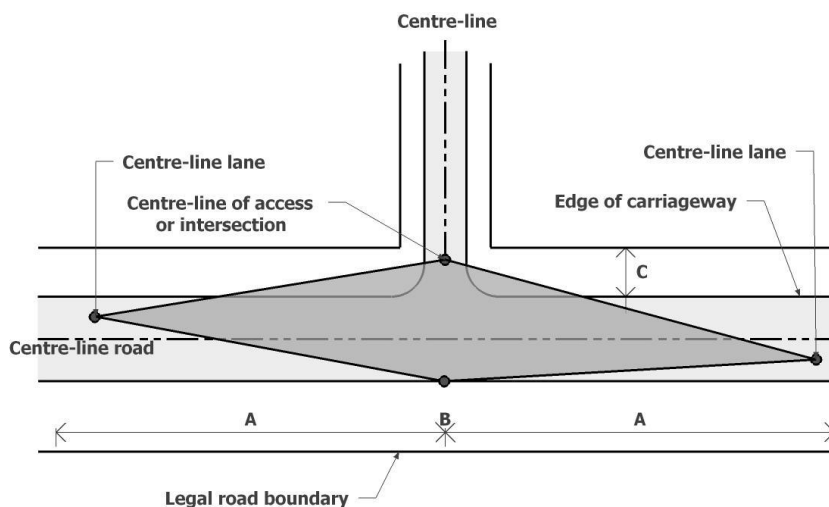
25m design truck length

90° angle between road and rail

Appendix 2: State Highway 3 Access Restrictions



Appendix 3: Sight Distance Measurement Diagram

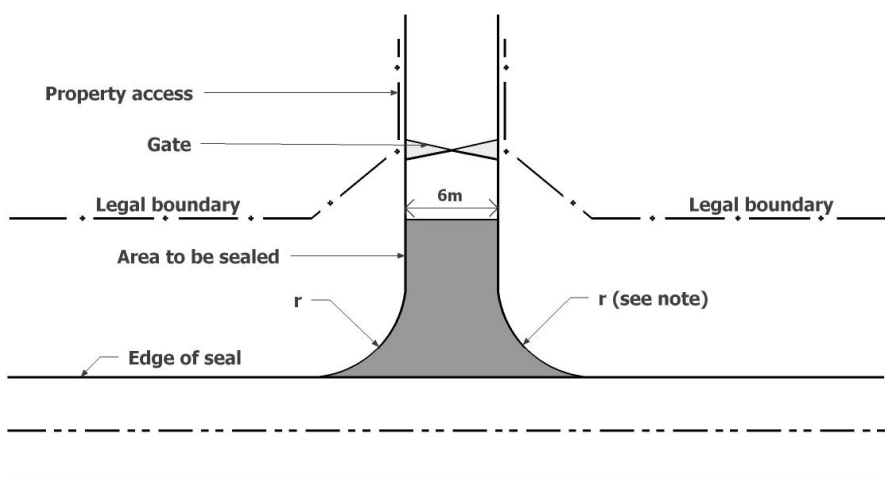


- A) Sight distance
- B) Edge of carriageway
- C) 3.5m from edge of carriageway

diagram not to scale

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 access or intersection

Appendix 4: Standards for the Design and Construction of Vehicle Crossings on Arterial, Primary Collector and Secondary Collector Roads (Speeds >50km/Hr): Vehicle crossings where traffic levels are less than 30 equivalent car trips per day

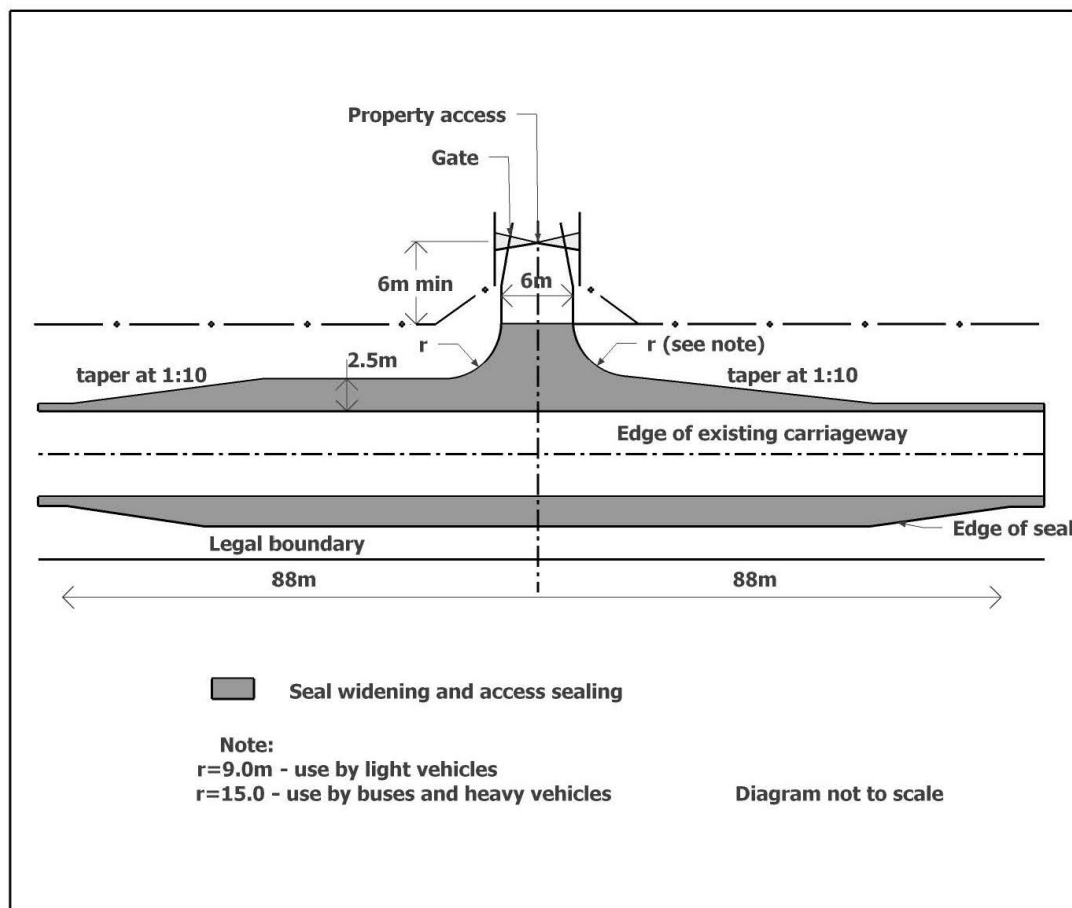


- Note:
r=6.0m - use by light vehicles
r=9.0m - use by buses and heavy vehicles

Diagram not to scale

Note: for the purposes of calculating equivalent car trips per day, one truck trip equates to 3 car trips and one truck and trailer combination trip equates to 5 car trips.

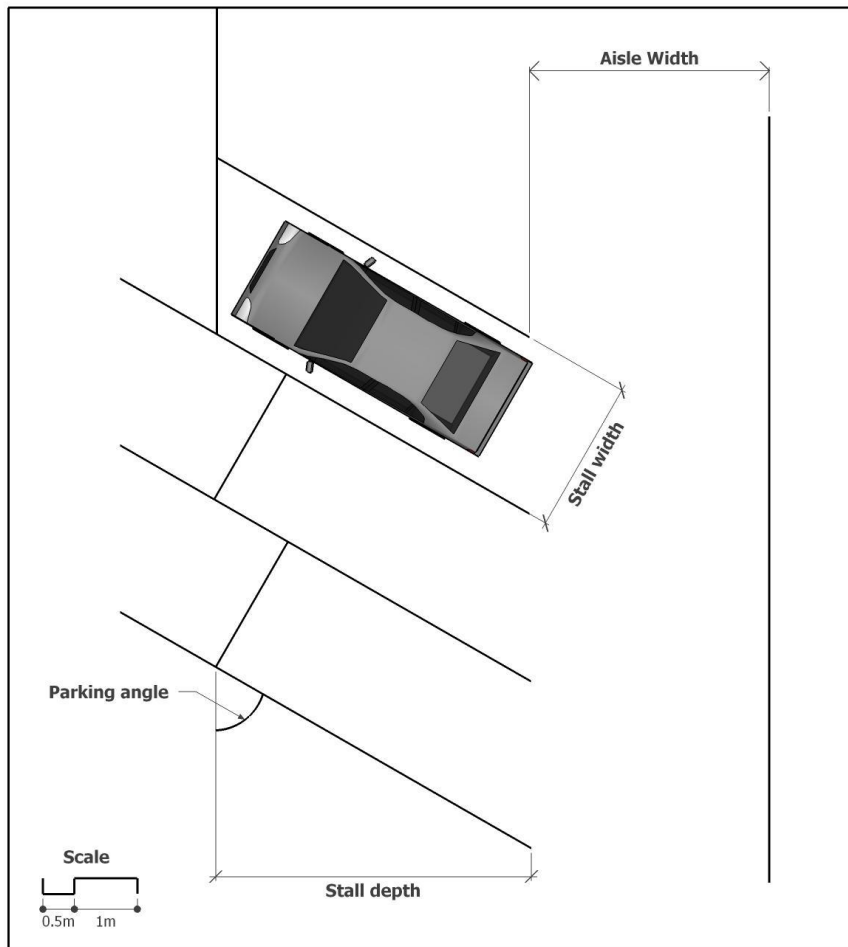
Appendix 5: Standards for the Design and Construction of Vehicle Crossings on Arterial, Primary Collector and Secondary Collector Roads (Speeds >50km/Hr): Vehicle crossings where traffic levels are 30 or more equivalent car trips per day



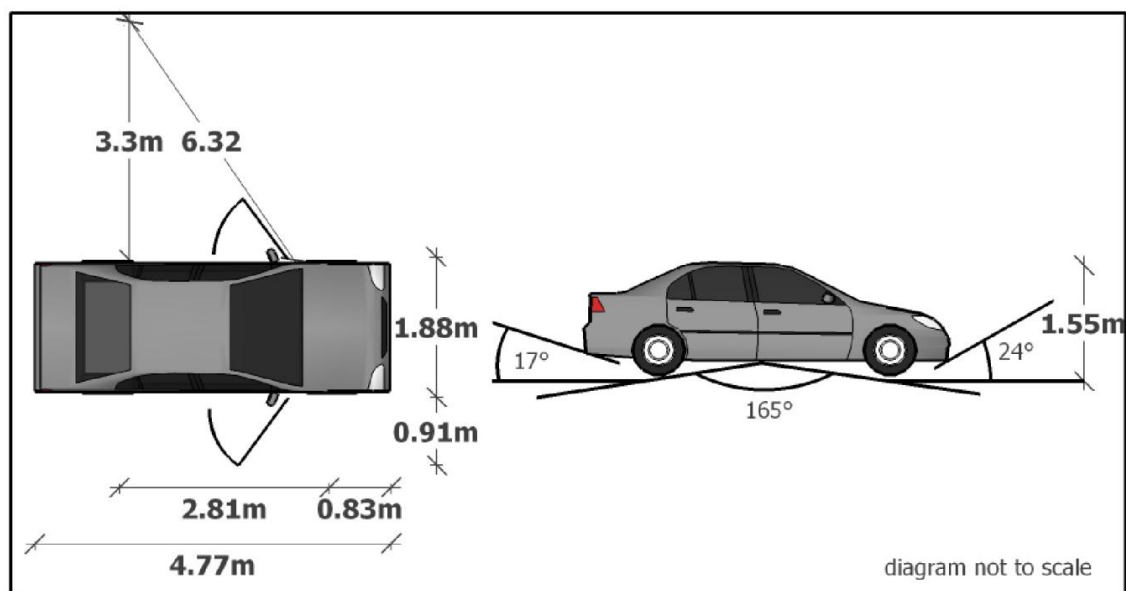
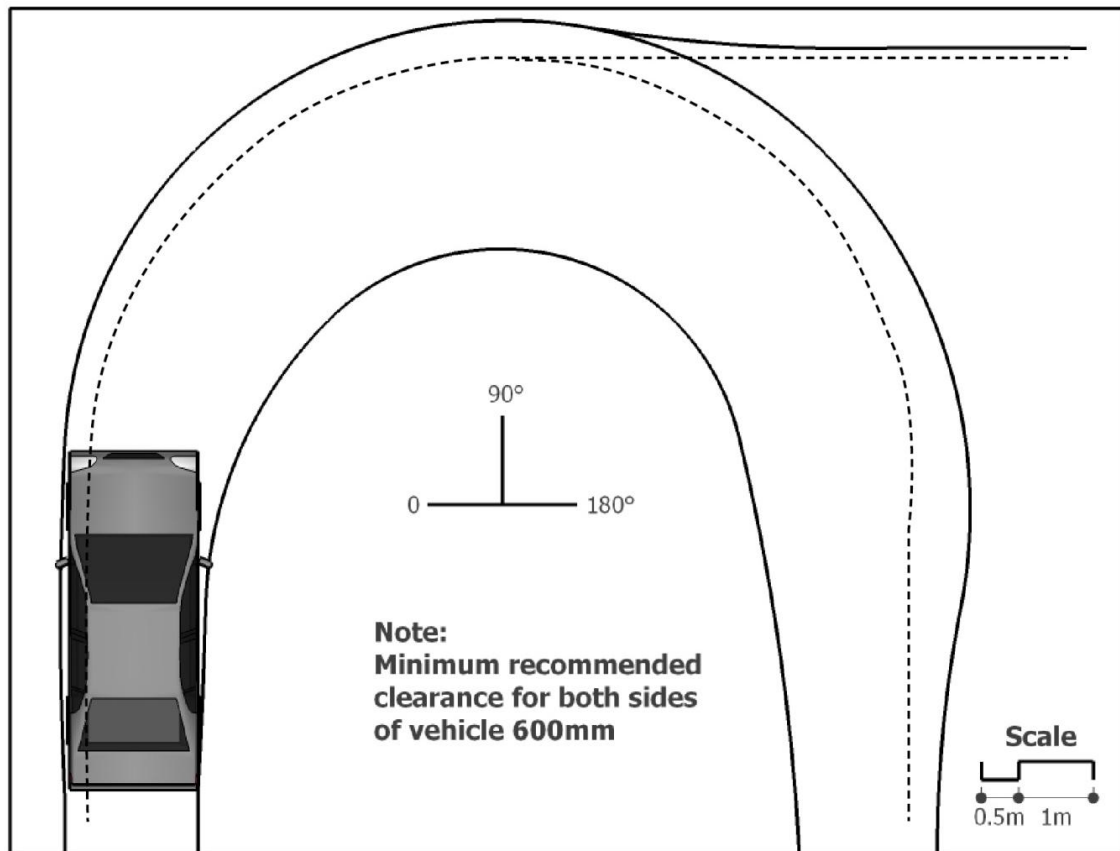
Note:

For the purposes of calculating equivalent car trips per day, one truck trip equates to 3 car trips and one truck and trailer combination trip equates to 5 car trips.

Appendix 6: Size and Layout of Car Parks



Appendix 7: 90 Percentile Design Motor Car



Appendix 8: 90 Percentile Design Two Axle Truck

