

## **12 TRANSPORT/CAR PARKING RULES**

### **12.1 ACTIVITIES**

#### **12.1.1 DISCRETIONARY ACTIVITIES**

The following activities shall be **Discretionary Activities**:

Any activity which does not provide for parking, loading and vehicle access in accordance with any one or more of the following Site Development Standards (Rule 12.2) and any emission of noise from aircraft at Omarama Airfield which is not in accordance with Rule 12.2.3 Omarama Airfield Noise Management shall be a **Discretionary Activity**, with the exercise of the Council's discretion being restricted to the matter(s) specified in that standard.

Nothing in these provisions shall limit the power of the Council to require or impose conditions or standards in respect of applications for resource consent.

### **12.2 SITE DEVELOPMENT STANDARDS**

#### **12.2.1 PARKING AND LOADING**

**(a), (b) and (c) removed as per the National Policy Statement on Urban Development 2020 (NPS-UD) and section 55 of the Resource Management Act 1991.**

#### **(d) Size of Parking Spaces**

All parking spaces, other than for residential units, and associated manoeuvring areas are to be designed to accommodate a design motor car (refer Appendix G) and shall be laid out in accordance with Table 2 and Appendix G.

**Table 2 - Parking Space Dimensions**

<b>Type of User</b>	<b>Parking Angle</b>	<b>Stall Width<sup>(3)</sup></b>	<b>Aisle Width</b>	<b>Stall Depth</b>	<b>Allowed Kerb Overhang</b>
Class 1 <sup>(1)</sup>	90 <sup>0</sup>	2.4	7.0	5.0	0.8
		2.5	6.6	5.0	0.8
		2.6	6.2	5.0	0.8
Class 2 <sup>(2)</sup>	90 <sup>0</sup>	2.5	8.0	5.0	0.8
		2.6	7.0	5.0	0.8
		2.7	6.6	5.0	0.8
People with disabilities	90 <sup>0</sup>	3.6	8.0	5.0	0.8
All	0 <sup>0</sup> (parallel)	2.5	3.5 <sup>(4)</sup> 5.5 <sup>(5)</sup>	6.1	
All	30 <sup>0</sup>	2.5	3.5 <sup>(4)</sup>	4.4	0.6
All	45 <sup>0</sup>	2.5	3.8 <sup>(4)</sup>	5.0	0.7
		2.7	3.5 <sup>(4)</sup>	5.0	0.7
All	60 <sup>0</sup>	2.5	4.5 <sup>(4)</sup>	5.4	0.8
		2.7	4.0 <sup>(4)</sup>	5.4	0.8
		2.9	3.5 <sup>(4)</sup>	5.4	0.8

**Notes:**

- (1) Class 1 users are medium to long term parking including areas such as places of work.
- (2) Class 2 users are short term parking and where goods can be expected to be loaded into vehicles.
- (3) Spaces adjacent to walls or columns should be 300mm wider.
- (4) One-way aisle only.
- (5) Two-way aisle.
- (6) All dimensions are in metres.
- (7) A 5.5m minimum width two way aisle is required where the aisle serves more than 20 spaces.

**(e) Car Spaces for People with Disabilities**

Car parking areas, containing 50 or more car-parking spaces, shall include spaces for people with disabilities provided at the rate of:

- 1 for the first 50 to 100 spaces,
- plus 1 more for every additional 100 spaces.

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 signed.

**(f) Cycle Parking**

All developments, other than residential and farming, are to provide cycle parking at a rate of 1 cycle space for every 10 car parking spaces. The cycle stands are to be laid out in accordance with Appendix G.

**(g) Reverse Manoeuvring**

On-site manoeuvring for a design car (refer Appendix G) shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:

- a) Any activity contains 6 or more parking or loading spaces;
- b) Any non-residential activities except for those within the Business 1 and H Zones;
- c) Any non-residential activity that has access to State Highways 1, 8 or 82; except for non-residential activities within the Business 1 Zone.

On-site manoeuvring for a design truck (refer Appendix G) shall be provided to ensure that no truck is required to reverse onto or off a site where any development requires loading areas or trade vehicle storage having access onto a roadway in the Business 2, 3, 4 and 5 Zone or having access onto an Arterial Road.

All truck refuelling sites shall be designed to accommodate a maximum length B-Train in a manner which will avoid the need to reverse off the site.

Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any required parking spaces.

Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required parking or loading space to depart the site.

**(h) Residential Parking Spaces**

Any residential parking spaces may include spaces within garages and such spaces shall have the following minimum dimensions:

	<u>Width</u>	<u>Depth</u>
<u>Single</u>	3.1m	5.5m
<u>Double</u>	5.6m	5.5m
<u>Multiple</u>	Width as per Table 2 plus 300mm at walls. Depth 5.5m	

The minimum width of the entrance to a single garage shall be no less than 2.4 metres wide. The manoeuvring area from the road boundary to the garage entrance shall be designed to accommodate a design car as set out in Appendix G.

**(i) Queuing**

A queuing space of two-way aisle at least 6m in length at each vehicle crossing shall be provided for all vehicles entering and leaving a parking area where more than 20 car-parking spaces are provided in the parking area served by the vehicle crossing. The required queuing space length shall be measured from the road boundary to the first point at which a vehicle can turn into a parking space or aisle.

**(j) Loading Areas**

i Every site in the Business Zones shall provide one loading space and associated manoeuvring area, in accordance with the following:

Every loading space shall be of a useable shape and shall be of the following dimensions:

- A. For transport depots or other similar activities, not less than 9m in depth.
- B. For retail premises, offices, warehouses, bulk stores, industrial and service activities and other similar uses, not less than 8m in depth.
- C. Offices and other non-goods handling activities, where the gross floor area is less than 1500m<sup>2</sup>, and where on street parking is available for occasional servicing by larger vehicles, 6m deep, 3m wide and 2.6m high.

Except as provided for in C above:

- a) No loading space shall be less than 3.8m in height.
- b) No loading space shall be less than 3.5m in width, or such greater width as is required for adequate manoeuvring.

ii In the Business 1 Zone, each site fronting an Arterial Road shall have practical and legal access to one loading space within 50 metres of the site. The loading space may be shared with other activities. This loading space must be located within the same street block as the site (not across any road, but it may be across a service lane), and may be within any Business Zone.

**(k) Surface of Parking and Loading Areas**

i The surface of all parking, loading and trade vehicle storage areas shall be constructed to meet either of the following standards - at the developer's discretion:

1 Such areas shall be formed and surfaced in accordance with the requirements of the Waitaki District Standard Specification for the Construction of New Vehicle Entrances (10.5.96 and its amendments).

Or

2 The area shall be constructed on a well drained subgrade developed to give a CBR of not less than 12, with 150mm of compacted AP65 basecourse and 100mm of compacted M4/AP40 top course. The area shall be sealed with two coat Grade 4 / Grade 6 chip seal. All stormwater shall be controlled within the site, and led to approved outfalls. All parking areas shall be marked to define required staff and visitor parking spaces.

- ii. Rule (k)(i) does not apply where a site contains one residential unit and no more than two parking spaces

### **(l) Landscaping**

Landscaping shall not adversely affect the visibility of motorists leaving a site or create an unsafe environment for persons using the car park or the adjacent footpath.

Subject to any Zone Rules, all car parking areas containing 5 or more spaces shall have along the road frontage, a landscape strip in accordance with the Business Rules 7.4.9 (Landscaping) and Subdivision Rules where these spaces are to be located adjacent to the road frontage.

## **12.2.2 VEHICLE ACCESS**

### **(a) Vehicle Access to be Provided**

In all zones:

- 1 Every lot with direct vehicle access to a road or to a vehicle access lot, shall be provided with a complying vehicle crossing.
- 2 Every vehicle access lot shall be provided with a complying vehicle crossing.
- 3 Every activity requiring access to a road shall have access to that/those road(s) only by way of a complying vehicle crossing.
- 4 A complying vehicle crossing shall meet the following requirements:
  - a) Where a lot has direct vehicle access to a road: a formed and drivable surface shall be provided between the carriageway of the road and the road boundary of the lot.
  - b) Where a vehicle access lot meets the road: a formed surface and drivable surface shall be provided between the carriageway of the road and the road boundary of the vehicle access lot
  - c) Where the lot has direct vehicle access to a vehicle access lot: a formed and drivable surface shall be provided between the carriageway of the vehicle access lot and the boundary of the lot.
  - d) An access space shall be established on the lot. This shall comprise an area of land within the lot 3.5m wide by 5.5m long, formed and set aside and useable by a motor car and accessible from the vehicle crossing.

(This access space may be used for any aisles or parking or loading spaces provided within the site).

*Please refer to Appendix G of the Plan which illustrates these vehicle access details.*

### **(b) Formation and Sealing of Vehicle Crossings**

All vehicle crossings onto sealed roads, sealed footpaths or sealed service lanes shall be sealed to ensure that material such as mud, stone chips, gravel, crop or animal wastes is not carried onto such roads, footpaths or service lanes.

The surface of all vehicle crossings that are not to a State highway shall be constructed to meet either of the standards set out in Clauses 1 or 2 below – at the developer's discretion.

The surface of all vehicle crossings that are to a State highway shall be constructed to meet the relevant standard set out in Clause 3 below.

- 1 Vehicle crossings shall be formed and surfaced in accordance with the requirements of the Waitaki District Standard Specification for the Construction of New Vehicle Entrances (10.5.96 and its amendments).

Or

- 2 Vehicle crossings shall be constructed on a well drained subgrade developed to give a CBR of not less than 12, with 150mm of compacted AP65 basecourse and 100mm of compacted M4/AP40 top course. The area shall be sealed with two coat Grade 4 / Grade 6 chip seal.

In locations where there is no existing kerb and channel, the stormwater channels shall be maintained by the provision of a concrete culvert. The culvert shall have a wetted cross section of not less than 80% of the wetted cross section of the existing channel on the down-stream side of the vehicle crossing.

To provide economical access for underground service installation and repair, concrete surfacing of vehicle crossings is not permitted.

The area to be sealed shall be as follows:

- a) The full width of the vehicle crossing or service lane; and,
  - b) Between the edge of the carriageway to the road boundary; and,
  - c) The first 5.5m of the access within the site (as measured from the road boundary).
- 3 Vehicle crossings to a State highway shall be formed and surfaced in accordance with the relevant Transit New Zealand standard for crossing treatment for accesses onto State highways as illustrated in Diagram "C" and "D" in Appendix G).

This Rule 12.2.2 (b) shall not apply to vehicle crossings where:

- The sealed road is not an arterial road; and
- The vehicle crossing gives access to paddocks which do not contain any buildings; and
- The paddocks are fallow or used exclusively for extensive grazing or cropping.

This Rule 12.2.2 (b) above shall not apply to vehicle access on to a road where neither the road nor the footpath crossed by the vehicle crossing are sealed.

**(c) Location of Vehicle Crossings with Frontage in Relation to Intersections of Roads**

- i. The following standards apply to all sites; except for sites that have frontage to an arterial road in the Rural G and S Zones:
  - Where the road frontage of the site or vehicle access lot lies entirely within 80 metres of an intersection, the vehicle crossing to the site or vehicle access lot shall be located on the access frontage within 12.0 metres of the side boundary of the site or vehicle access lot which is farthest from the intersection.
  - Where the road frontage of the site or vehicle access lot is greater than 80 metres in length, the vehicle crossing shall be located on the allowed access frontage at least 68.0 metres from the intersection.
- ii. The following standard applies to sites that have frontage to an arterial road in the Rural G and S Zones:

- Where the road frontage of the site or vehicle access lot lies entirely within 112 metres of an intersection, the vehicle crossing to the site shall be located on the access frontage within 12.0 metres of the side boundary of the site or vehicle access lot which is farthest from the intersection.
- Where the road frontage of the site is greater than 112 metres in length, the vehicle crossing shall be located on the allowed access frontage at least 100.0 metres from the intersection.

**(d) Length of Vehicle Crossings**

The following crossing lengths (Table 3) shall apply:

**Table 3 - Crossing Lengths**

Land Use	Length of Crossing (m)	
	Minimum	Maximum
Residential	3.5	6.0
Other	4.0	9.0

The length of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped kerb.

**(e) Minimum Distance between Vehicle Crossings**

The minimum distance between any two vehicle crossings on the road frontage of any one development shall be 7.0 metres.

**(f) Maximum Number of Vehicle Crossings**

i. Arterial Road Frontage:

- No site shall have more than 1 vehicle crossing plus 1 vehicle crossing per km for sites with over 1km of road frontage.

ii. Frontage To All Other Roads

- No site shall have more than 4 vehicle crossings plus 1 vehicle crossing per km for sites with over 4km of road frontage.

iii. Frontage to Vehicle Access Lots

- No vehicle access lot shall have more than one vehicle crossing.

iv. Access to paddocks

- Where the vehicle crossing gives access to paddocks which do not contain any buildings, and which are used exclusively for extensive grazing or cropping, then one vehicle crossing may be provided for each paddock fronting the road, and the provisions of i and ii above do not apply.

**(g) Sight Distances from Vehicle Crossings**

Unobstructed sight distances, in accordance with the minimum sight distances specified in Table 4, shall be available from all vehicle crossings to vehicles moving on the frontage road.

**Table 4 - Minimum Sight Distances from Vehicle Crossings**

<b>Legal Speed Limit (km/hr)</b>	<b>Minimum Sight Distance (m) (Approach Sight Distance)</b>
50	50
60	70
70	95
80	125
90	160
100	195

All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix G.

**(h) Vehicle Oriented Commercial Activities**

i. Notwithstanding Rules 12.2.2 (b), (d), and (f) above, all:

- service stations;
- truck stops;
- retail activities (or groups of retail activities using common vehicle crossings) containing a total gross floor area of more than 500m<sup>2</sup>;
- All sites generating over 30 vehicle movements per day with any vehicle access directly onto arterial roads and sites generating 60 vehicle movements per day with vehicle access only onto other roads;

shall comply with the following additional rules:

ii. Unobstructed sight distances, in accordance with the minimum sight distances specified in Table 5, shall be available from all vehicle crossings:

**Table 5 - Minimum Sight Distances for Vehicle Oriented Commercial Activities**

<b>Legal Speed Limit (km/hr)</b>	<b>Minimum Sight Distance (m) (Safe Intersection Sight Distance)</b>
50	95
60	120
70	150
80	185
90	230
100	275

iii. All sight distance measurements shall be undertaken in accordance with the relevant diagram in Appendix G.

iv. The canopy of any service station shall be setback 2m from the legal road boundary.

- v. The road boundary of the site shall be bordered by a nib wall to control traffic flows and to clearly define entrance and exit points.
- vi. Any service station pumps shall be located a minimum of 4.5m from the road boundary and 9m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling.
- vii. A minimum path width of 4.5m shall be provided for vehicles through any service station forecourt.
- viii. Tanker access to bulk tank filling positions shall ensure that tankers drive in and out in a forward direction, without the need for manoeuvring either on the site or adjacent roadways. Where this cannot be achieved tankers shall be able to be manoeuvred so that they can drive out from the filling position in a continuous forward movement.
- ix. Tankers discharging shall not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service.
- x. The minimum path and loading bay widths for tankers shall be 4.5m with a minimum inside turning radii of 7.5m.

**(i) Road/Rail Level Crossings**

All road/rail level crossings shall comply with the standards specified in Appendix E.

**12.2.3 OMARAMA AIRFIELD NOISE MANAGEMENT:**

- (a) The Airfield shall be managed to ensure that the noise emissions from aircraft movements shall not exceed 65dBA Ldn at or outside the Air Noise Boundary, as shown on Planning Maps 7 and 40 when calculated as stated in NZS6805:1992 Airport Noise and Land Use Planning as a 3 month rolling logarithmic average using the FAA Integrated Noise Model (INM) and records of actual aircraft operations.

*The following operations shall be excluded from this rule:*

- (a) *National or international gliding events, for the duration of the event.*
- (b) *Military aircraft operations.*

*For the purposes of this Rule, aircraft movements include aircraft flights. Aircraft taxiing is not included.*

- (b) *All aircraft engine testing within Omarama Airfield, shown on Planning Maps 7 and 40, shall be restricted to the following noise limits set out in Table 1 below measured at or within the boundary of any site within the Residential Zone, Rural Residential Zone and Business 6 Zone (unless the site is under the ownership of the Omarama Airport Authority):*

**TABLE 1**

0700 – 2200	55 dB LAeq (15min)
2200 – 0700	45 LAeq (15min) and 75 dB LAFmax

**12.3 NON-NOTIFIED RESOURCE CONSENTS**

In accordance with section 77D RMA 1991, an application for resource consent required by the following **Site Development Standards** under Rule 2.4 are precluded from public



notification (s95A RMA 1991) and limited notification (s95B RMA 1991) subject to sections 95A(2)(b), 95A(2)(c), 95A(4), 95B(3) and 95C of the Act:

- size of parking spaces (12.2.1(d))
- disabled car spaces (12.2.1(e))
- cycle parking (12.2.1(f))
- reverse manoeuvring (12.2.1(g))
- residential parking spaces (12.2.1(h))
- queuing (12.2.1(i))
- loading areas (12.2.1(j))
- surface of parking and loading areas (12.2.1(k))
- landscaping (12.2.1(l))
- all access rules (12.2.2)

## **12.4 RESOURCE CONSENTS - ASSESSMENT MATTERS**

### **12.4.1 GENERAL**

The following Assessment Matters are methods or matters included in the District Plan, in order to enable the Council to implement the Plan's policies and fulfil its functions and duties under the Resource Management Act.

In addition to the applicable provisions of the Act, the Council shall also apply the relevant *Assessment Matters* set out in Rule 12.4.2 below.

In the case of *Discretionary Activities*, where the exercise of the Council's discretion is restricted to the matter(s) specified in a particular standard(s), the assessment matters taken into account shall only be those relevant to that/those standard(s).

### **12.4.2 ASSESSMENT MATTERS**

In considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the following assessment matters:

#### **(a) Parking and Loading Provision**

- i. Whether it is physically practicable to provide the required loading spaces on the site in terms of the existing location of buildings, access to the road, topography and utility location.
- ii. Whether there is an adequate alternative supply of parking or loading spaces in the vicinity. In general on-street parking is not considered an alternative.
- iii. Whether there is another site in the immediate vicinity that has available parking or loading spaces which are not required at the same time as the proposed activity. In such a situation the Council may require the associated parking or loading spaces to be secured in some manner.
- iv. Whether a demonstrably less than normal incidence of parking or loading will be generated by the proposal, such as due to specific business practice, type of customer, bus transportation.
- v. Whether the Council is anticipating providing public car-parking that would serve the vicinity of the activity.
- vi. Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required loading space.

- vii. The extent to which the safety and efficiency of the surrounding roading network would be measurably adversely affected by parked and manoeuvring vehicles on the roads.
- viii. Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity, not providing the required number of loading spaces.
- ix. Cycle Parking - The extent to which alternative, secure, covered parking is available which is within easy walking distance of the development, and whether the parking can be provided and maintained in a jointly used cycle parking area.

**(b) Parking and Loading Area and Entranceway Design**

- i. Any measurable adverse effects on the safety and security of people and vehicles using the facility.
- ii. The extent to which the safety of pedestrians, both on and off the site will be measurably affected.
- iii. Any adverse effects on the amenity and character of surrounding properties and public areas.
- iv. The extent to which there will be any measurable adverse effect on the safety and efficiency of the frontage road.
- v. The extent to which any reduction in the design characteristics will result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient or unsafe to be used by vehicles or pedestrians.

**(c) Access**

- i. Whether adequate sightlines are available from alternative access points.
- ii. The extent to which the safety and efficiency of the adjoining road would be measurably compromised by an access point located closer to an intersection, or with a lesser unobstructed sight distance, than is permitted by the Plan.
- iii. The extent to which on-street parking will be lost and cause measurable adverse effect on neighbours.
- iv. The extent to which conflicts between vehicles will be created by:
  - Vehicle queuing across the vehicle crossing
  - Confusion between vehicles turning at the crossing or intersection
  - Conflicts with pedestrians
  - Inadequate rate of driver assimilation of datathereby adversely affecting the safety of the road.
- v. Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road in a way which will measurably adversely affect safety of road users or the efficiency of traffic movement.
- vi. Whether the speed and volume of vehicles on the road will measurably increase the adverse effects of the access on the safety of road users.
- vii. Whether safety and efficiency would be measurably enhanced by the provision of acceleration and deceleration lanes.

- viii. Whether the geometry of the road will measurably mitigate the adverse effects of the access.
- ix. In the case of private vehicular access, those matters set out in (ii) above.

**(d) Vehicle Oriented Commercial Facilities**

- i. The degree to which the location of the site, in combination with the position of any proposed and existing access points and the actual or potential vehicle operation, will measurably affect the safe and efficient movement of traffic onto and off the site and along the adjoining roadway taking into account the following matters:
  - the numbers and types of manoeuvres anticipated to be undertaken at adjacent intersections
  - the forms of control at adjacent intersections
  - the functions of the frontage road and any intersecting roads
  - the speed and volumes of through traffic
  - the physical features of the roadway, ie number of lanes, visibility
  - whether the driveway will be on an upstream or downstream side of the intersection.
- ii. The ability for vehicles to queue and park or be serviced on site without measurably affecting the safe movement of vehicles or pedestrians along the adjoining road or footpath or the movement of vehicles and pedestrians using the on-site facilities.
- iii. The design and appearance of any building and its visual impact from the road and its proximity to residential areas.
- iv. The degree to which tankers and other heavy vehicles may enter and exit the site without excessive manoeuvring or measurable disruption to vehicles on the site or the safe movement of vehicles along the adjoining road.
- v. Relevant assessment matters from (c) Access above.

**(e) Potential for Cumulative Effects**

In relation to any of the above matters the potential for cumulative effects should seek other traffic generating activities with similar or other complementary traffic attributes to establish with access to the same roads, and/or the potential for significant growth of the proposed activity.

**(f) High Traffic Generation**

- i. Effects on the function and/or safety of the surrounding road network, including surrounding residential streets and State Highway One/Thames Highway; and
- ii. Effects of extra traffic generated by the activity on the amenity and safety of surrounding residential streets.



