

**PART 15**

**PARKING AND LOADING OF VEHICLES**

**15.1 INTRODUCTION**

This part of the District Plan sets out the principles and provisions relating to the parking and loading of vehicles.

**15.2 OVERVIEW**

The provision and management of adequate parking and loading facilities is necessary to facilitate the efficient movement of traffic on the road and to reduce traffic hazards and inconvenience. In the absence of adequate parking areas and dedicated spaces for loading goods and services, accessibility to employment, shopping, recreation and residential areas is limited. Parking itself is not only a resource which requires management but comprises an important element of the transport system of the District.

The Council recognises that, although changes are likely to take place with respect to motoring habits and priorities, there have been continued increases in the levels of vehicle usage, traffic generation and parking demand, and this trend can be expected to continue in the foreseeable future. Accordingly, provisions for the movement and parking of motor vehicles in the District are set out in some detail below and will be monitored closely.

Traditionally, the number of parking spaces to be provided by an activity has been based on the nature of the activity. A set number of spaces is specified according to formulae which indicate the required parking for each activity.

Some of the formulae are out-of-date and no longer adequately reflect the parking demand associated with various activities. Some activities are required to provide excessive parking spaces while others provide too few. As a result, effects beyond the land involved may arise. Excessive parking wastes land while inadequate parking leads to traffic congestion and manoeuvring difficulties on roads and reduced accessibility.

The approach taken in the District Plan is to require the provision of adequate parking in association with broad categories of activities. Adequate parking is calculated on the basis of historic familiarity with parking demand parameters. Where physical provisions are not possible in accordance with the calculated requirements, a development impact fee will be charged.

**15.3 RESOURCE MANAGEMENT ISSUES**

- retaining and enhancing appropriate access to activities throughout the District.
- securing the safe and efficient functioning of the roading network of the District.
- securing the efficient and effective use of existing and future parking resources.
- the effect on traffic generation of excessive amounts of off-street parking.
- the physical constraints to parking space development imposed by difficulties of site location and development.

#### 15.4 RESOURCE MANAGEMENT STRATEGY

The resource management strategy for parking and loading is:

- to secure adequate parking and loading provisions in respect of all activities.
- to require a development impact fee where parking and loading requirements are dispensed with or waived.

#### 15.5 OUTCOMES

The anticipated outcome of this strategy is enhanced accessibility to all activities based on the true needs of that activity for parking and loading.

#### 15.6 OBJECTIVES AND POLICIES

##### Objective

**15.6.1** *To ensure that each land use activity in every zone in the District is provided with sufficient off-road parking and loading facilities.*

##### Policies

**15.6.1.1** To require the owners, developers or occupiers of property to provide parking and loading facilities in accordance with the requirements of the Plan.

**15.6.1.2** To enable joint development and multiple use of parking facilities by owners and occupiers of property, particularly where peaks of parking demand do not coincide.

**15.6.1.3** To be flexible in requiring parking provision where it can be shown that a lower rate of parking provision is justified in any specific case or to facilitate the development of combined parking areas.

**15.6.1.4** Loading and unloading facilities for commercial and industrial premises shall, where practical and feasible, be restricted to service lanes or locations at the rear of premises.

**15.6.1.5** To accept a development impact fee in lieu of providing parking spaces on the lot in accordance with the provisions of Part 10 of the Plan.

##### Objective

**15.6.2** *To ensure sufficient provision of parking and loading spaces for private and commercial vehicles in the Central Business Area.*

##### Policies

**15.6.2.1** To monitor parking in the Central Business Area as development proceeds.

**15.6.2.2** To enable development of parking facilities in the Central Business Area where any specific proposal cannot meet the requirements of Schedule 15 in conjunction with other proposals in the area. Alternatively, a development impact fee will be taken in lieu of parking.

**15.7. EXPLANATION**

The above objectives and policies are designed to promote the efficient use of land. Adequate provision is necessary for parking and loading in association with all activities. Such provision should recognise land as a resource which requires careful management as is the roading network of the District. Accordingly, provisions have been developed with the object of providing the appropriate amount of parking and loading to meet true demand and needs.

**15.8. RULES**

**15.8.1 General Parking and Loading Requirements**

Vehicle parking shall be provided as set out in Schedule 15.

**15.8.2 Obligation of Owner or Occupier**

Every owner or occupier who constructs, alters, or adds to any building or changes the use of any lot in any zone shall make provision for off-road parking in accordance with the requirements of this rule.

All parking areas shall be provided on the lot or sufficiently close to it to ensure their ready use by vehicles or traffic generated by the use of the lot.

**15.8.3 Diminution of Land Available**

The parking area that is made available about a building in compliance with the requirements for off-road parking specified in this Rule shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by any other use, but a private garage may be erected subject to the limitations imposed by the rules for the zone in which the garage is to be located.

**15.8.4 Yard Space May be Used**

The parking requirement in respect of any lot in any zone may be satisfied by the use of part of any yard of that lot provided that the part so used shall not:

- (i) impede vehicular access and movement on the lot;
- (ii) infringe any open space provided to meet the minimum private open space requirement for each unit in a multiple household unit development;
- (iii) infringe any landscaping provision required by the rules in Part 13 of the Plan.

**15.8.5 Assessing Parking Requirements**

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

Where a site's front boundary in the Commercial 1 or 2 zones has been set back to dedicate a strip of land as street for parking purposes, then the number of parking spaces so created will be credited against the parking requirements for any uses established on that lot.

### **15.8.6 Fractional Spaces**

When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

### **15.8.7 Estimating Parking Requirements**

Where it is not possible to establish the parking requirement of a particular development of land in a commercial or industrial zone because the ultimate use of the development is unknown, the Council may at the time of application for a building permit require that sufficient land be set aside to provide parking spaces on the basis of the highest parking requirement that could be made in respect of uses permitted as of right in the zone where the land is located. In any such case, the Council (by way of a non-notified discretionary application) may allow a lesser area to be provided for parking until the ultimate parking requirement can be established. The owner shall ensure that the area from time to time provisionally available for parking on the lot is large enough to avoid employees on and visitors to the lot having to park on the road.

### **15.8.8 Joint Parking Areas**

- (a) Two or more owners may provide a parking area for the combined use of their several lots (“a joint parking area”) where the number of parking spaces so provided satisfies the total parking requirements for all the uses of all the lots intended to be served by the joint parking area.
- (b) Where it is proposed to provide a joint parking area to provide a lesser number of parking spaces than that required by the preceding subclause, then an application for restricted discretionary activity consent may be submitted and, if the Council is satisfied that maximum parking demand created by the provision of joint parking does not occur at the same time, the Council may reduce the number of parking spaces to be provided in the joint parking area, on such conditions as the Council thinks fit including (but not in limitation) conditions that:
  - (i) any part of a lot specified by the Council which would (without the dispensation) have been required for parking shall be kept clear of buildings and obstructions and be potentially available for future parking spaces;
  - (ii) landscape design proposals be submitted in respect of those specified parts of a lot in accordance with the rules in Part 13 of this Plan;
  - (iii) the applicant undertakes to provide additional parking spaces in the event of the joint parking area proving to be inadequate for the parking requirements of the lot as a result of any change in the use of the lot or any alteration in the time when the maximum parking demand generated by the use of the lot occurs;
  - (iv) the applicant enter into a bond in the form prescribed by the Council for the performance of any condition of the dispensation.

**15.8.9 Multiple Uses on One Lot**

- (a) Where several activities are proposed on the one lot then, on a restricted discretionary activity application and if the Council is satisfied that those activities do not generate a maximum parking demand at the same time, the Council may grant a dispensation reducing the number of parking spaces otherwise required to be provided on that lot to such number as the Council thinks fit and subject to such conditions as the Council may impose.
- (b) Where a lot is used both for a church and a hall intended to serve complementary purposes, then the parking requirement for that lot shall be determined according to whichever building has the greater seating capacity and not to their combined seating capacity.

**15.8.10 Assessment Criteria for Restricted Discretionary Activities**

An application for a Restricted Discretionary Activity under Parts 15.8.8 and/or 15.8.9 of the Plan will be assessed with regard to Rule 15.8.8 (b) (i-iv) and the extent to which the proposal is consistent with the following criteria:

- i) The location of the proposed carparking in relation to the location of the proposed use/s and whether there is adequate pedestrian accessibility.
- ii) Whether adequate irrevocable agreements exist to maintain access to the carparking for the duration of the use/s.
- iii) The extent to which carparking demand occurs at different times for the proposed use/s and the extent to which the foreseeable adverse effects of a proposal will not increase in the future including changes in the scale and intensity of a proposed or existing use subject to a joint carparking arrangement.
- iv) Whether proposed vehicle access and carparking areas are to be adequately designed, located, graded formed, sealed and drained to accepted engineering standards for internal vehicle circulation, traffic safety on public roads and to prevent adverse effects on water quality and dust nuisance.

**15.8.11 Waiver of Parking Requirements**

Where:

- (i) the size, shape and contour of the lot and the manner of development thereon delay the provision of parking spaces or make it impossible to provide them; or
- (ii) it is unlikely that the required number of parking spaces can be satisfactorily provided because of existing constraints such as buildings, trees, physical access and other impediments; or
- (iii) the amenities of any place, object or building listed in Part 3 of Section Three of the Plan are likely to be adversely affected; or
- (iv) there are special or unusual characteristics relating to the use of the particular lot of such a kind to render it unnecessary to adhere to the parking requirements for that use specified in Schedule 15

then, on a discretionary activity application, the Council may grant a dispensation or waiver in whole or in part from the parking requirement applicable to the lot in question on such conditions as it thinks fit including (but not in limitation) conditions that the applicant:

- 1) provide and form at his expense a set-back (including where necessary the relocation of the footpath) for on-road parking to count toward the number of parking spaces required for his lot;
- 2) provide on his lot within the time limited by the Council the number of parking spaces required;
- 3) where possible, participate in a joint parking area in accordance with Rule 15.8.8.
- 4) enter into a bond in the form prescribed by the Council for the performance of any condition of the dispensation or waiver.

**15.8.12 Acceptance of development impact fees in lieu of parking spaces**

Where it is not reasonable or practicable to make provision for the parking requirement in respect of any lot on that lot or sufficiently close to it for constant use by vehicles in connection with that lot, the Council may, instead of enforcing the provision, accept a development impact fee in accordance with the provisions of Part 10 of the Plan. The provisions of that part will apply to any payment accepted in terms of this rule.

**15.8.13 Provision of Public Parking**

Public parking in the form of a parking lot or a parking building, whether developed by the Council or by any other person or jointly by Council and any other person shall conform with layout, access and any other requirements of this rule and relevant bylaws.

**15.8.14 Design of Parking Areas**

(a) Vehicle Dimensions

Each parking space to be provided in terms of this Rule shall be in accordance with the dimensions specified in Diagram 15A appended to this part of the Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Diagram 15B appended to this Part.

(b) Garage Dimensions for 90 Percentile Motor Car

The minimum internal dimensions for a garage to accommodate a 90 percentile motor car as defined by the Ministry of Transport shall be 5.5 metres (length) by 3 metres (width). The width of the doorway of the garage shall be in accordance with the minimum stall widths specified in Diagram 15A appended to this Part. The minimum dimensions for a carport shall be 5 metres (length) by 3 metres (width).

(c) Design and Constructional Details

All public and private parking areas (including car sales yards) shall comply with the following requirements:

- (i) except in respect of a lot used, or to be used by a single household unit, the parking spaces and access drives and aisles required in respect of the lot in question shall, before the commencement of the permitted use of that lot, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction,  
  
*provided that* the Council, upon application by the owner, may by way of dispensation consent to the work being delayed for not more than twelve calendar months after the commencement of the permitted use.
- (ii) the parking area shall be maintained at all times so as not to create a dust nuisance;
- (iii) stormwater drainage from the parking area shall be constructed to the satisfaction of the Council;
- (iv) ingress and egress driveways shall be provided in the most convenient and practicable position for vehicles entering and leaving the parking area having regard to vehicular and pedestrian safety and the efficiency of the adjacent road network.
- (v) the design of motor vehicle access driveways or ramps shall be in accordance with the standards specified in Diagram 15C appended to this Part;
- (vi) provision shall be made to illuminate access drives and pedestrian areas within public parking areas. Where the illumination is adjacent to the residential zone, it shall be provided in such a way and at such a height as not to cast direct light on the adjacent residential zone;
- (vii) parking areas at service stations and service garages may be provided to accommodate two rows of parked vehicles (nose to tail) provided that there is adequate aisle space provided at the rear of the second row of spaces to allow for the removal of both vehicles in succession.

### **15.8.15 Loading**

#### **15.8.15.1 Provision of Loading Space**

- (a) Every owner or occupier who constructs or who substantially reconstructs or adds to any building or changes the use of any lot in a Commercial or an Industrial zone shall make adequate provision on his lot for a loading space. Separate loading spaces shall be provided for each occupier of the lot if more than one.
- (b) Part of any yard of a lot may be used to provide a loading space for any lot provided that the loading space and method of loading shall at no time:
  - (a) cause the footpath or access to the rear of the lot or access to an adjacent property to be blocked; or

- (ii) create a traffic hazard on the road.
- (c) For studio/warehousing developments, loading spaces shall generally be provided at the rear of each unit in such a manner as to separate manoeuvring for loading from manoeuvring for automobile traffic generated on the site.

#### **15.8.15.2 Waiver of Loading Requirements**

- (a) Where in relation to any lot it is shown to the satisfaction of the Council that:
  - (i) the provision of off-road loading need not be made; or
  - (ii) the shape of the lot precludes the provision of off-road loading; or
  - (iii) the floor area of the building is not greater than 200m<sup>2</sup> and the lot is not part of a major development;
  - (iv) the proposed building is intended to be used as a wool store and has a building floor area in excess of 20,000 square metres;

and (in every case) kerbside loading would, in the opinion of the Council, not cause any undue traffic hazard, then on a non-notified discretionary application the Council may, in its discretion, grant a waiver in whole or in part from the loading requirements for that lot on such conditions as it thinks fit.

- (b) The Council may also waive the loading requirements in relation to any lot (on a non-notified discretionary application) where the Council is satisfied that there is appurtenant to the lot an easement or covenant entitling its owner and his successors in title to use a loading area on an adjacent lot adequate to serve his lot, the lots of any other owners having the like right and the lot on which the loading area is situated.

#### **15.8.15.3 Design of Loading Spaces**

- (a) A loading space or loading spaces shall be so located as to fulfil the purpose for which loading is required in relation to the functional design of the building and the area and shape of the lot. The extent of the area required for manoeuvring in respect of any loading space shall be determined by the Council and in determining that area there shall be taken as a guide:
  - (i) for shops, offices, hotels, servicing premises and other similar activities, the 90 percentile truck tracking curve shown in Diagram 15D appended to this Part;
  - (ii) for freight depots, carriers' depots, warehouses, manufacturing premises, bulk stores, truck terminals and other similar uses, the 99 percentile truck tracking curve shown in Diagram 15D appended to this Part.
- (b) Loading Docks Fronting Roads or Services Lanes

The minimum dimensions for a loading dock fronting directly on to a road or service lane shall be 3.5 metres wide by 3.5 metres high by 7.5 metres deep, measured from the road or service lane boundary of the lot. In the case of a loading dock to be used by articulated vehicles, the dock shall not be less than 11 metres deep measured from the road or service lane boundary of the lot.



Loading docks fronting roads or service lanes shall comply with the access requirements of this rule. The gradient of access to those loading docks from the footpath shall be approved by the Director of Planning and Regulation.

### **15.8.16 Parking and Loading (Common Provisions)**

#### **15.8.16.1 Access to Property for Parking and Loading**

- (a) Access to be provided

Every owner or occupier shall provide vehicle access to the lot for parking or loading and all newly created lots shall be capable of access by vehicles.

- (b) Access to parking areas to be marked and controlled

The Council may require the owner or occupier of a parking area to paint direction arrows or other traffic markings on the access to it or erect traffic or pedestrian barriers, or judder bars, or warning signs or signals at the side of the access to it.

#### **15.8.16.2 Reverse Manoeuvring**

Except for the following, all parking and loading areas shall be designed to ensure that vehicles are not required to reverse either on to or off the lot:

- (i) parking serving a single household unit on a lot;
- (ii) parking serving two household units on a front or corner lot *provided that* the driveways do not access onto a principal or arterial road as defined in Schedule 11A;
- (iii) parking serving three or four units on a front or corner lot *provided that* each individual unit is served by a separate driveway and the driveways do not access onto a principal or arterial road;
- (iv) loading areas with access to cul-de-sac or service lanes.
- (v) parking for Medium Density Housing Developments in the Residential 8 and 8A Zones provided that driveways do not access onto a principal or arterial road as defined in Schedule 11A, or proposed principal, arterial or collector roads as identified on the Glenora Structure Plan (Appendix 16A).

#### **15.8.16.3 Number of Parking Spaces to be Provided**

- (a) Subject to sub-clause (b) of this clause the number of parking spaces to be provided in relation to the use of any particular building or lot shall be determined in accordance with Schedule 15 appended to this Part.
- (b) The provisions of this clause shall not limit the power of the Council to impose conditions as to the provisions of lesser or greater numbers of parking spaces based on such facts, submissions, special characteristics and merits of any planning application.

#### **15.8.16.4 Number of Loading Spaces to be Provided**

The number of loading spaces to be provided in respect of any of the following activities on any particular lot shall be determined according to the following table:

(a) Industrial, Warehouse, Wholesale and Retail Premises

Gross Floor Area of Use (Square Metres)	Number of Off-Road Loading Spaces to be Provided
0-5000	1
5,001 – 10,000	2
Over 10,000	2 + 1 for every additional 5,000m <sup>2</sup> of gross floor area

(b) Studio Warehousing

Number of Off-Road Loading Spaces to be Provided

1 for every studio/warehouse unit regardless of gross floor area

(c) Offices, Hotels, Hospitals and other Uses not mentioned in (a) above

Gross Floor Area of Use (Square Metres)	Number of Off-Road Loading Spaces to be Provided
0 – 20,000	1
20,001 – 50,000	2
Over 50,000	2 + 1 for every additional 25,000m <sup>2</sup> of gross floor area

## SCHEDULE 15

### Schedule of Parking Requirements

Retail Activities	1 for every 40m <sup>2</sup> of gross floor area; excluding common pedestrian areas and loading spaces and the area around them used for unloading  plus  1 for every 40m <sup>2</sup> for other activities
Offices	1 for every 20m <sup>2</sup> of gross floor area for areas open to the public  plus  1 for every 40m <sup>2</sup> of gross floor area not open to the public
Entertainment Facilities	1 for every 3.5 persons the facility is designed to accommodate
Educational Facilities	2 for every 3 staff members  plus  1 for every 30 pupils aged 15 years and over
Service Stations without workshops	1 space for every 35m <sup>2</sup> gross floor area used for fuels sales or retail activities (excluding canopy areas) 2 spaces for every 3 staff members working on the site 2 queuing spaces for a car wash
Service stations with workshops	1 space for every 35m <sup>2</sup> gross floor area used for fuels sales or retail activities (excluding canopy areas) 4 spaces per lubrication bay, mechanical repair bay or vehicle maintenance bay 3 queuing spaces for a car wash
Churches and Church Halls	1 for every 10 persons the building is designed to accommodate. Provided that where a church and hall are erected on the same site the maximum requirement as aforesaid in respect of such church or such hall will be whichever is the greater.
Network Utilities	1 for every employee on sites exceeding 200m <sup>2</sup>

Hospitals and other Residential Medical Facilities	<p>1 for every three patient beds</p> <p>plus</p> <p>1 for every resident medical practitioner or professional staff employed</p> <p>plus</p> <p>1 for every two other full-time staff employed</p> <p>plus</p> <p>1 for every two visiting medical practitioners</p>
Health Professional Rooms	<p>1 for every professional person employed</p> <p>plus</p> <p>1 for every consulting room or surgery or interview room</p> <p>plus</p> <p>1 for every additional 40m<sup>2</sup> of gross floor area of building</p>
Community Facilities	<p>1 for every 2 persons the facility is designed to accommodate</p>
Motor Vehicle Sales and Dealerships	<p>1 for every 20 vehicles displayed, plus 1 for every employee, plus 4 spaces for every repair and lubrication bay.</p>
Restaurants, Cafes and Other Eating Establishments not located in the Commercial 3 zone	<p>1 space for every four persons the facility is designed to accommodate, plus</p> <p>1 for every two staff, plus</p> <p>Where a restaurant has a drive-in takeaway service adequate drive-in facilities shall be provided to avoid parking and traffic conflict on and adjacent to the site.</p>
Warehouses, Storage Yards, Trucking and Carrier Depots	<p>1 for every 100m<sup>2</sup> of gross floor area of building, plus where open space is used for industrial purposes the greater of either:</p> <p>1 for every 100m<sup>2</sup> of open space used for industrial purposes, OR</p> <p>1 for every two persons to be employed.</p>

Tavern	1 for every 3.5 persons the facility is designed to accommodate.
Childcare Centres	1 for every staff member, plus  1 for every ten children where there is parental participation in the daily operation of the facility, plus the greater of either:  A suitable drop-off area located on the site to accommodate peak demand, OR 1 for every ten children the facility is designed to accommodate.
Industrial Premises	1 for every 45m <sup>2</sup> of gross floor area of buildings, plus the greater of either:  1 for every 100m <sup>2</sup> of open space used for industrial purposes, OR 1 for every two persons employed.
Household Units	2 spaces, OR The number of spaces required in the relevant Rules for the zone.
Household Units within the Central Business Area	1 space
Minor Household Units	1 space for one to two bedroom units. 2 spaces for units with more than two bedrooms.
Studio Warehousing	4 for every unit (includes both the residential and industrial components)

**FIGURE 15A CAR PARK DIMENSIONS**

Type of Parking		Stall Width (a)	Stall Depth		Manoeuvre Aisle Width (d)	Total Depth (e)
			From Wall (b)	From Kerb (c)		
Parking Angle	Type	ALL MEASUREMENTS ARE IN METRES				
90°	Nose in: Left Turn	2.5	4.9	3.9	7.7	12.6
		2.6			7.0	11.9
		2.8			6.6	11.5
90°	Nose in: Right Turn	2.5	4.9	3.9	8.4	13.3
		2.6			7.9	12.8
		2.8			7.5	12.4
75°	Nose in	2.5	5.2	4.2	6.3	11.5
		2.6			5.2	10.4
		2.8			4.1	9.3
60°	Nose in	2.5	5.2	4.2	4.1	9.3
		2.6			3.5	8.7
		2.8			3.2	8.4
45°	Nose in	2.5	4.9	4.1	2.6	7.5
		2.6			2.4	7.3
		2.8			2.3	7.2
30°	Nose in	2.5	4.0	3.4	2.4	6.4
		2.6			2.4	6.4
		2.8			2.3	6.3
0°	Parallel	2.5	Stall length 6.1m		3.7	

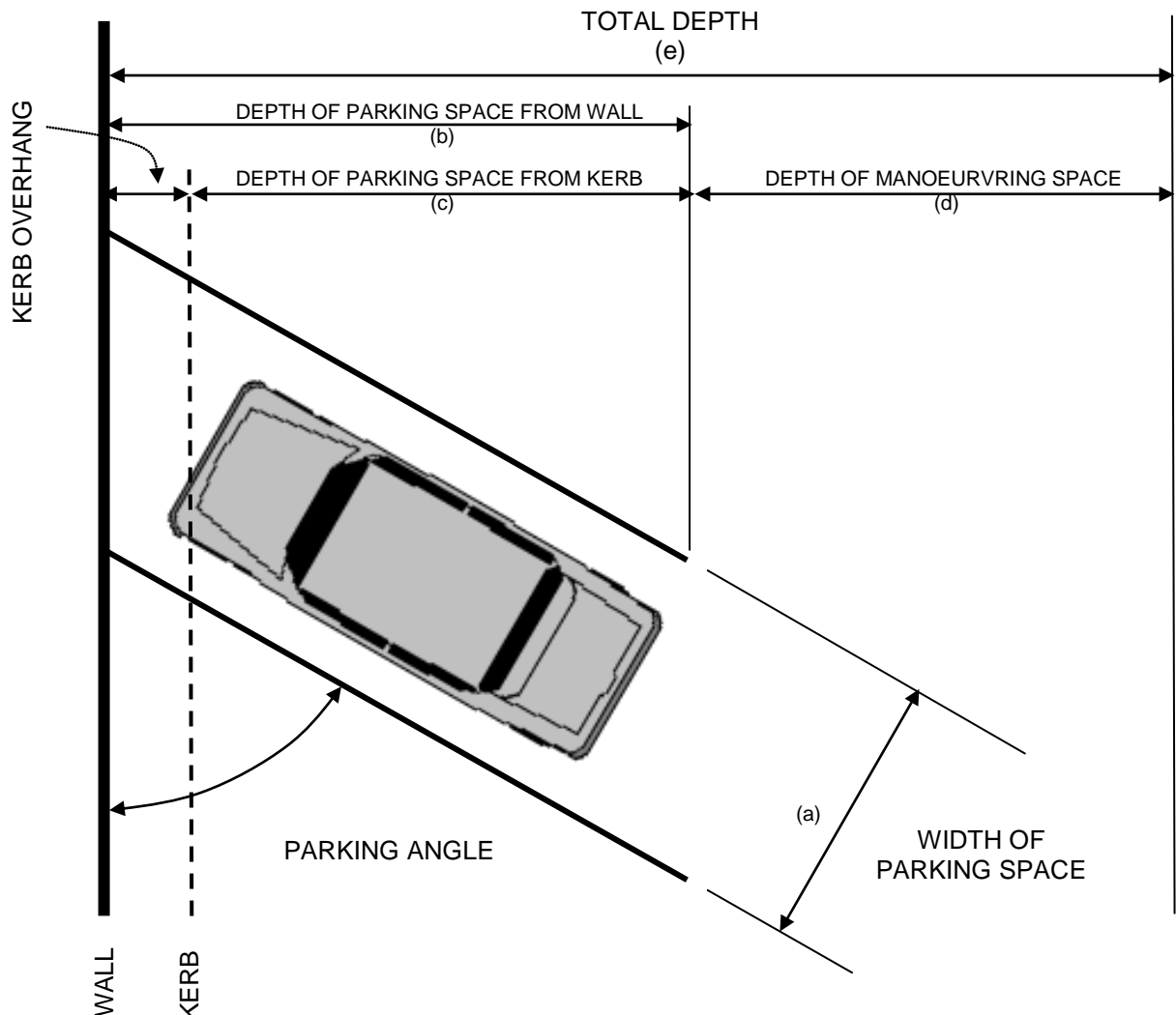
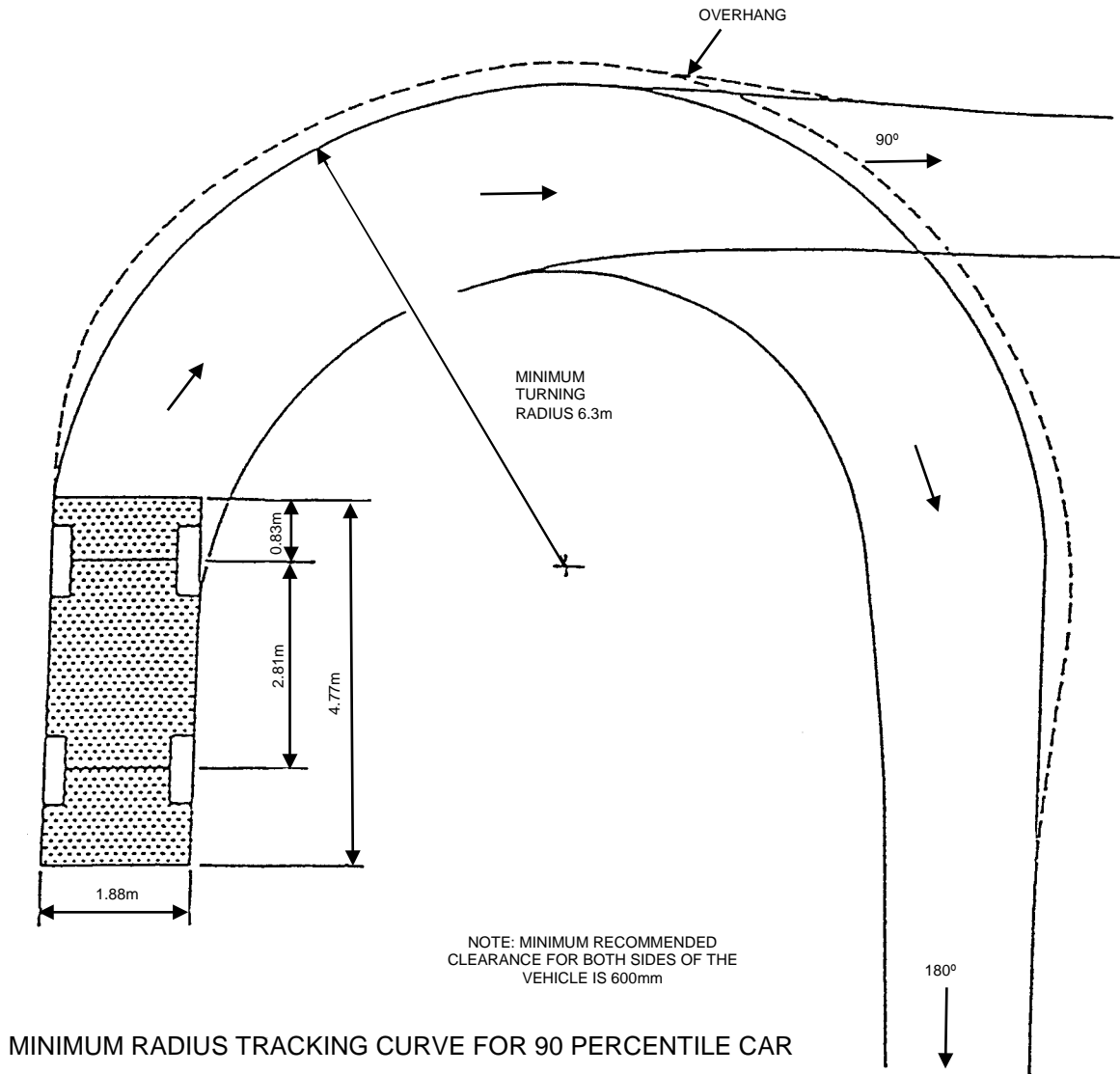
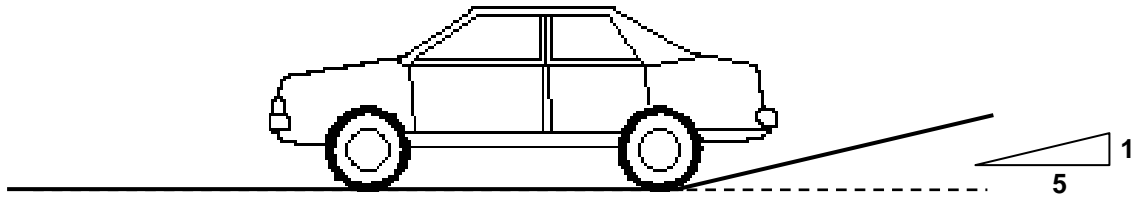


FIGURE 15B VEHICLE TRACKING CURVES: MOTORCARS

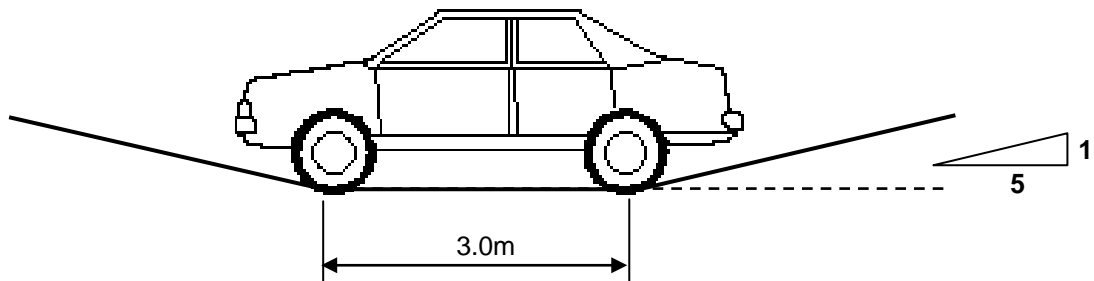


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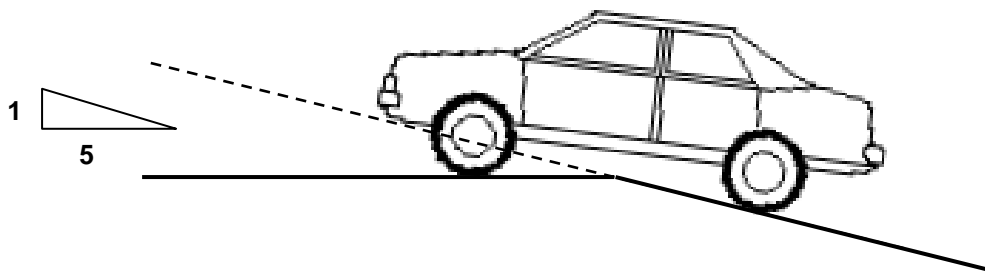
**FIGURE 15C STANDARDS FOR MOTOR VEHICLES ACCESS FOR PUBLIC AND PRIVATE PARKING AREAS**



DEPARTURE ANGLE AND GRADIENT OF DRIVEWAY 1 IN 5 MAXIMUM



ACCESS DRIVE AND GRADE CHANGE 1 IN 5 MAXIMUM AT 3.0m MINIMUM DISTANCE FROM KERB



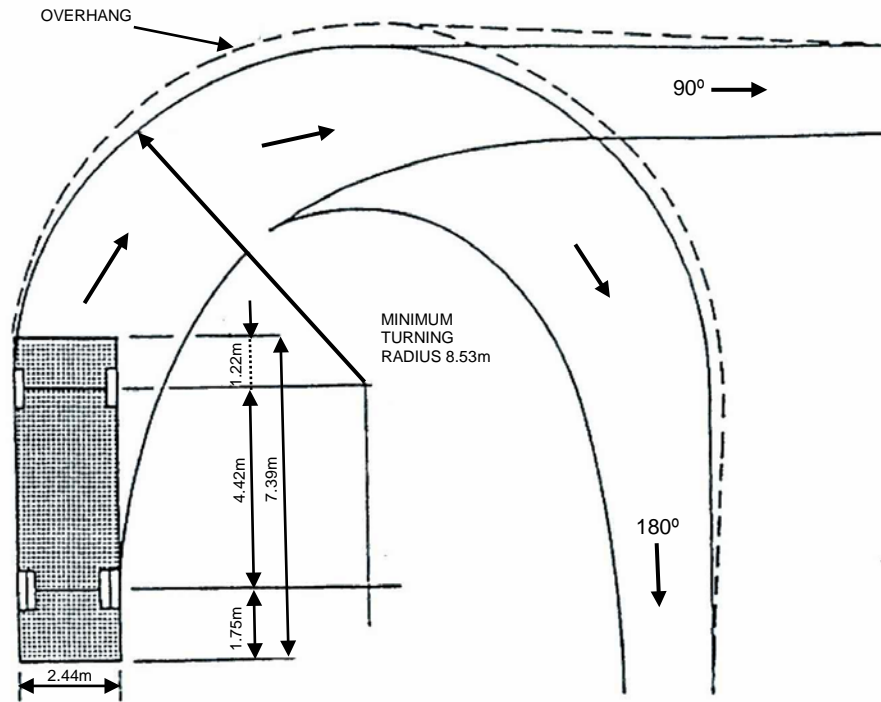
BREAKOVER ANGLE AND GRADIENT OF DRIVEWAY 1 IN 5 MAXIMUM

NOT TO SCALE

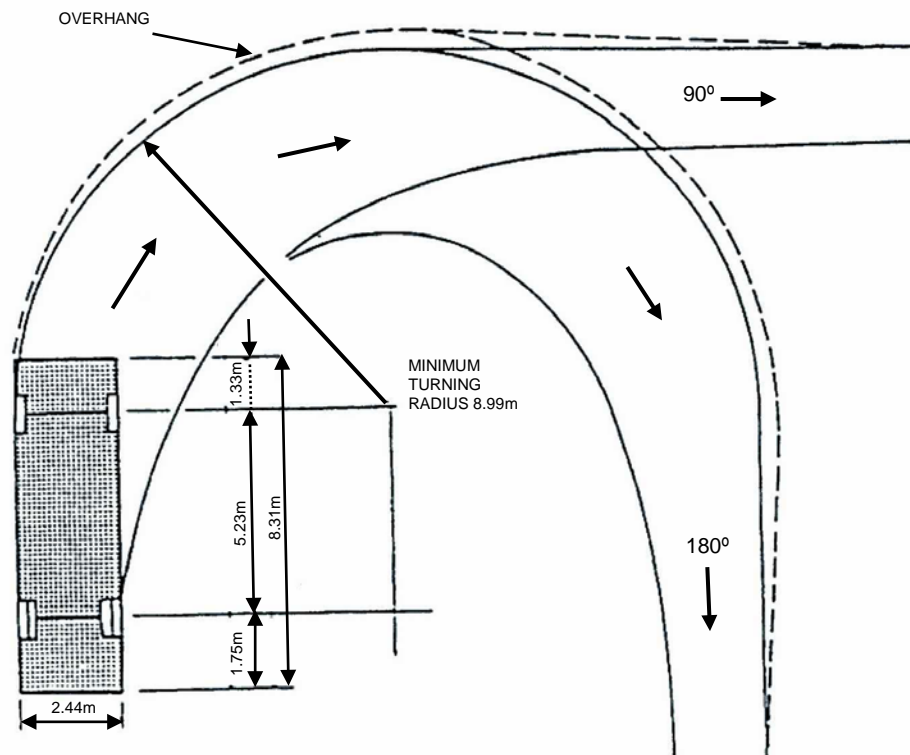


FIGURE 15D VEHICLE TRACKING CURVES: TRUCKS

MINIMUM RADIUS TRACKING CURVE FOR 90 PERCENTILE TRUCK



MINIMUM RADIUS TRACKING CURVE FOR 99 PERCENTILE TRUCK



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