

9.3 INFRASTRUCTURE AND SERVICES

9.3.1 NUMBER AND LOCATION OF PARKING SPACES

9.3.1.1 Discussion, Purpose and Reasons

Vehicular traffic is a major user of resources (particularly energy and space).

Traffic management (including parking) can assist in reducing the use of resources, thereby sustaining those resources for future generations.

The efficient and safe movement of vehicles on the street system is aided by having adequate vehicle parking provided. This is particularly relevant in rural areas where high traffic speeds and the carriageway formation makes parking on the road inappropriate. Different activities have the potential to attract and/or generate varying demands for parking. In general, the majority of such parking needs to be provided on or as close as possible to the site that the activity is located on.

The parking standards set out below are the minimum provision that will adequately protect the community from possible adverse effects of parking generated by the operation of the activity.

9.3.1.2 Environmental Result

To ensure the general efficiency and safety of the roading system is maintained, by accommodating vehicles on site, rather than on the road.

To avoid detracting from the amenities of some neighbourhoods, particularly in residential areas.

To provide the necessary parking in a convenient manner and thereby contribute to the success of the activity on the site.

Protecting the safe and convenient movement of pedestrians, particularly in the commercial areas.

Maintaining an open streetscape, thereby contributing to visual environmental amenity.

9.3.1.3 Standard

Where any new activity establishes, the use of any land or building changes or a building is constructed or substantially reconstructed, altered or added to, provision on that site for parking shall be provided in accordance with the following standard.

Generally, the standard for parking is set out by activity (regardless of the zone it is located in), as the activity generates/attracts parking to similar levels regardless of the zoning. However, specific zone situations are identified.

A. Number

Dwelling units and multiple dwellings	-	2 spaces for each dwelling or unit.
Motels and Retirement Villages	-	1 space for each household or motel unit, plus 1 for every 4 units
Housing for the Elderly	-	1 for every 3 household units.
Home Occupations	-	1 for each non resident employee.
Special Care Housing, Hospitals and Hospices,	-	1 for every 4 occupants.

Residential Institutions, Hostels/Boarding Houses

Place of worship or assembly, Marae, Medical Centres, Veterinary Clinics, Restaurant, Craft Shop and Dairy/Grocery

- 1 for every 25m² gfa.

Childcare Centres, Schools/Facilities for Education and Training

- 2 for every 3 fulltime staff equivalents, plus 1 for every 50 students, except the parking standard for students does not apply to Primary Schools and Childcare Centres.

Produce Stalls

- 4 per stall.

Rural Nurseries and Garden Centres

- 1 per 500m² site area, with a minimum of 4 spaces

Outdoor Recreation

- 1 per 4 persons the activity is designed to cater for.

Boarding Kennels

- 1 per non-resident employee plus 2 for the activity.

Supermarkets

- 1 per 20m² gfa.

Hotels and Taverns

- 1 per 6m² public floor area (includes bars, restaurants and reception areas) and 1 per bedroom unit.

Bottle Stores

- 1 per every 30m² gfa.

Car, Caravan, Boat, etc Sales Premises and Yards

- 1 per every 200m² site area.

Service Stations

- 2 spaces per 3 staff, or part thereof, on the premises, 2 spaces for a convenience shop, 4 spaces per workshop bay, 3 queuing spaces for a car wash, 1 space for an air hose or vacuum facility.

Any retail or office activity in the Town Centre, and any ancillary retail activity in the Reserve (Active), Industrial (Light) or (Heavy) zones

- 1 for every 30m² gfa or site area, whichever is applicable.

Any Industrial or Warehouse Activity in the Industrial (Light) or (Heavy) Zones

- 1 for every 50m² gfa for the first 1000m² gfa of an individual ownership or tenancy. 1 for every 75m² gfa thereafter.

Playing Fields, Indoor and Outdoor Courts

- 6 for every field or court.

Buildings Associated with Playing Fields, Indoor and Outdoor Courts - 1 for every 25m² gfa.

B. Location

Zone

Standards

Conservation (Wetland and (Indigenous Forest)

Parking shall be provided within the zone and clear of any public road. No parking area providing spaces for more than five vehicles shall be located within 50 metres of any dwelling located outside the zone. Where the dwelling is separated from the zone by a road, this separation standard shall not apply.

Residential and Township

One of the two carparking spaces is to be shown on the building consent application in a position that a garage or carport can be built in compliance with the provisions of the District Plan.

All Other Zones

Parking spaces shall be located on land within the same site that the activity is located on.

Note: In some zones, where they adjoin a residential or reserve zone, specific standards and criteria to consider the location of parking spaces, is provided in that zone.

9.3.1.4 Assessment Criteria

A. Number

In assessing a lesser number of parking spaces required for a particular use or development or where no suitable standard is provided, regard shall be had to the following:

- The hours of operation relative to other activities on the site or on adjoining sites and opportunities for sharing parking spaces.
- The status of the street in the roading hierarchy.
- The ability of the street to accommodate parking in a safe manner.
- The total parking demand generated by the proposed development. Where it can be demonstrated that this is less than the number of spaces required by the standard and that the development is such that the premises cannot be used for any other purpose, a lesser number of parking spaces may be accepted by Council as being adequate.
- The availability of payment in lieu of parking where any reduction from the required parking cannot be granted.
- The availability of appropriate off street public parking in the locality, particularly where the developer has financially supported such provision.
- The amount of public space, which is incorporated within the building and the intensity of use of such facilities.
- Any inappropriate modification to the natural environment that would result from providing the parking spaces.

B. Location of Parking Spaces

The required parking for a particular activity or development may be provided on other sites, in a manner which has regard to the following:

- Off site parking is in close proximity.
- Whether joint parking provision is acceptable particularly where hours of operation are different.
- The desirability of avoiding vehicular access to the site on traffic safety or pedestrian amenity grounds.
- The convenience of those using the parking spaces especially the general public.
- Any arrangement for alternative parking provision is adequately secured to Council's satisfaction.
- In the Conservation (Indigenous Forest) and (Wetland) zones, whether there would be no significant detracting from the amenities enjoyed by the occupants of the dwelling.
- In relation to the addition to or alternation of a scheduled feature, whether this would assist with the protection of the feature.
- In relation to the addition to or alteration of a scheduled feature, the extent to which the safe and efficient functioning of the street or road is affected.

9.3.2 NUMBER AND LOCATION OF LOADING SPACES

9.3.2.1 Discussion, Purpose and Reasons

As with parking, loading spaces are required not only to service the activity, but also to ensure that the safety and efficiency of the roading resource is not compromised.

Different activities have different loading requirements. In addition, the nature of providing a loading service has changed over time. For instance, most commercial and business activities are served daily by courier services, using smaller vans. Accordingly, smaller loading spaces are required, but these are required to be available at all times. Vacant parking spaces can be used by courier vans. Activities such as supermarkets and hardware depots are serviced by large vehicles, as well as courier vans. Accordingly, larger specified loading spaces are required for this loading requirement.

9.3.2.2 Environmental Result

To minimise conflict with the efficient and effective movement of traffic on streets and minimise detraction from neighbourhood amenities as a result of loading and unloading on the street, footpath or verge.

9.3.2.3 Standard

Where any new activity establishes, the use of any land or building changes, or a building is constructed or substantially reconstructed, altered or added to, provision on that site for loading shall be provided in accordance with the following standards:

A. Number of Loading Spaces

Childcare Facilities	-	1 drop off car space.
Primary, Intermediate and Secondary Schools and Facilities for Education and Training	-	4 drop off car spaces and 1 bus space per 100 students
All Non-Residential Activities in the Residential Zone; all Activities in the Town Centre, Industrial (Light) and Industrial (Heavy) Zones	-	1 loading space per activity.

B. Location of Loading Spaces

<u>Zone</u>	<u>Standards</u>
Town Centre Zone (Waihi and Ngatea only)	Where an existing or proposed service lane is shown on the Planning Maps, then the loading space shall be so designed and located that access to it can or will be obtained from that service lane.
All other zones	Loading spaces shall be provided on land within the same Certificate of Title that the activity is located on.

Note: In some zones, where they adjoin a residential or reserve zone, specific standards and criteria to consider the location of loading spaces, are provided in that zone.

9.3.2.4 Assessment Criteria

A. Number

Any land use activity, other than for residential purposes should be provided with adequate facilities on the site for the access of goods and service vehicles, and for their loading and unloading in a manner that:

- Will accommodate those vehicles which normally visit the site and is adequate for the volume of goods involved.
- Avoids major conflict with traffic on adjoining streets or significantly detracts from pedestrian amenities.
- Does not give rise to situations that would create a significant traffic hazard.
- Avoids significant detraction from the amenities of the neighbourhood and is not substantially detrimental to the operation of any adjoining business.
- Has regard to any proposals for shared access and loading.

B. Location

Loading facilities on an adjoining site from the development site, may be accepted where the above criteria can be satisfied and where on site provision would be impractical, would not be warranted in the particular circumstances, or would be in conflict with other objectives of this District Plan.

Any arrangement for alternative loading provision will need to be secured to Council's satisfaction.

9.3.3 VEHICLE ACCESS AND CROSSINGS

9.3.3.1 Discussions, Purpose and Reasons

Access points must be located to ensure safe entry or egress. The main factors affecting safety are the availability of satisfactory visibility of approaching traffic, and sufficient separation between existing intersections and major access points to avoid conflicts with vehicle turning movements. In the Town Centre zone, vehicle access can conflict with the objective of creating a safe and pleasant environment for pedestrians. The matter of access through "Defined Pedestrian Frontages" is provided for in the Town Centre zone.

The type, design and location of access points needs to be flexible to not only meet the vehicle access needs of the activity, but also the traffic function of the road itself.

It is recognised that roading represents a substantial use of resources in both its establishment and maintenance. Resources used include land, space, physical elements (gravel, concrete, bitumen, paint) and energy. Any "side friction" caused by access to and from the road has the potential to reduce the efficiency of the road and therefore increase the consumption of resources to keep the traffic moving.

A number of matters need to be controlled in order to achieve the objective of producing a safe vehicle crossing, that does not create a detraction from the efficiency of the road function. These matters include sight distances, intersection separation, separation between access, number of access, dimensions (design), construction and gradient.

A. *Sight Distance*

The sight distance standard is based on the minimum safe stopping distance for a vehicle travelling at the speed limit for the road. In some cases, where the average speeds on a road are low, and roads are lightly trafficked, a lesser distance may provide an adequate level of safety. In these circumstances an application for a reduced sight distance may be made and considered in terms of safety criteria.

B. *Intersection Separation*

The intersection separation standard takes into account the safe stopping distance for vehicles, stacking and double conflict circumstances. In some cases circumstances may prevail where a lesser distance can provide an adequate level of safety. In these circumstances an application for a reduced intersection separation may be made and considered in terms of safety criteria.

C. *Access Separation and Dimensions*

For most activities, two access points to a property would be considered as adequate to meet its access needs. Any more access points would be an unusual situation and accordingly require assessment of the effects. In the urban areas, a separation between access points also allows for on-street parking to be accommodated.

Dimensions of access points is important to ensure that the crossing is wide enough to meet the needs of the vehicles entering, but not so wide that the crossing becomes a hazard to pedestrians, or allows entry and exit to the road at high speed.

D. *Access Construction*

Access points need to be constructed to a level which matches the standard of the road and avoids the tracking of material (mud, stones etc) from the site onto the road. Mud and stones have the potential to create a hazard for cyclists, reduce braking efficiency and lead to broken windscreens. The construction standards also ensure that no dust nuisance is created for adjoining properties and to prevent any problems of erosion and stormwater runoff.

E. *Access Gradient*

The physical nature of some sites means that vehicle access can be difficult and lead to problems of instability and loss of amenity. In order to avoid the adverse effects of steep vehicle access the Council has set a maximum gradient for vehicle accessways. In situations where it is not possible to provide vehicle access to a site without exceeding this limit it may be preferable for alternative access and vehicle parking to be provided.

F. *Access for Heavy Vehicles*

In situations where the site is likely to be required to be serviced with heavy vehicles, then access standards have been designed to also protect the road resource itself. The development and maintenance of the roading resource represents a significant investment of physical and financial resources. Destruction of this resource can be avoided and minimised, by providing accesses to properties that do not require hard braking and acceleration or sharp turning.

G. *Subdivision*

Adequate access and crossing places need to be demonstrated at the time of seeking Council's subdivision approval.

Where there is more than one position on a lot frontage to provide a safe vehicle crossing, it is more appropriate that its construction take place at the time of development or immediately prior to the commencement of an activity on the lot. This provides flexibility for the developer to decide which of the safe vehicle crossing options is appropriate to the intended use of the lot.

In the situation where there is only one safe vehicle crossing point, or the position is legally determined by a right-of-way or access lot (where there will be shared use of the same crossing by two or more lots), it is appropriate for construction of the crossing to occur at the time of subdivision. Where there is only one safe vehicle crossing, a prospective developer is then aware of the situation before making a commitment on a particular development or activity. In the case of joint access, difficulties can arise in sharing the cost of construction when lots are not all developed at the same time.

A condition of subdivision consent may be imposed that will limit the position on the frontage where an access point may be formed.

9.3.3.2 Environmental Result

To protect the function of the street for the safe free flow of traffic by providing easy access between the road and the property boundary, in a manner that does not detract from the safety and amenity of pedestrians, protects the amenities of adjoining properties and does not significantly interfere with the provision of on-street parking.

To sustain the energy resource used in transportation, by making the roading system as efficient and effective as possible, and thereby reducing energy wastage.

To protect the roading resource itself from premature wear and tear, thereby sustaining that resource and reducing the amount of energy and materials required to maintain it.

9.3.3.3 Standards

Vehicle access for an activity shall be provided from the formed carriageway of a public road in accordance with the following standards:

A. Sight Distances

STANDARD

The minimum sight distances from an access in all zones shall be in accordance with Table 1.

TABLE 1 - MINIMUM SIGHT DISTANCES FROM ACCESS	
Regulatory Speed Limit (km/h)	Sight Distance (m)
50	65
60	85
70	115
80	140
100	210

Sight distances shall be measured in accordance with Diagram 1 below.

ASSESSMENT CRITERIA

See Assessment Criteria in 9.3.3.4 below.

B. Separation

STANDARD

The minimum separation between any access and an intersection in all zones shall be in accordance with Table 2.

TABLE 2 - MINIMUM SEPARATION BETWEEN ACCESS & INTERSECTIONS	
Regulatory Speed Limit (km/h)	Distance (m)
50 - 70	15.0m
70 - 100	100.0m (State Highways)
	60.0m (all other roads)

ASSESSMENT CRITERIA

See Assessment Criteria in 9.3.3.4 below.

C. Number of Access Points

STANDARD

The maximum number of access points in all zones, except for the Rural zone shall be as below:

Site less than 20m frontage	One crossing
Site greater than 20m frontage	Two crossings

ASSESSMENT CRITERIA

See Assessment Criteria in 9.3.3.4 below.

D. Location of Access Point

STANDARD

For any vehicle access in C. above located on a corner site, only one vehicle access per frontage shall be permitted on each frontage.

Where a corner site has one or more frontages to a Strategic Highway, Regional Arterial, District Arterial or Collector Road, then one vehicle access only per frontage shall be permitted and located in accordance with the separation distance in B above.

For the land to the west of Roberts Street and north of Bradford Street, rezoned to 'Residential' as a result of Plan Change 10 (legally described as Lot 1 DPS 30015, Part of Lot 2 DPS 30015, Sect 309 SURD Ohinemuri, Lots 1-4 DPS 72869) no access point connection to Cornwall Street/Lawrence Road shall be permitted.

For the land to the east of Smith Street and north of Wenlock Street, rezoned to 'Residential' as a result of Plan Change 10 (legally described as part of Lot 7 DPS 33511) no access point connection to Whangamata Road-SH 25 shall be permitted.

ASSESSMENT CRITERIA

See Assessment Criteria in 9.3.3.4 below.

E. Dimensions, Formation and Construction of Access Points

STANDARD

The minimum dimensions for vehicle crossings shall be in accordance with the following standard crossings:

Standard

Class A: Standard Rural Heavy Vehicle Entrance (Diagram Class A) for milk tankers and logging trucks in the Rural zone.

Class B: Standard Rural Vehicle Entrance (Diagram Class B) for all activities that do not require a Class A entrance nor are residential activities, in the Rural zone.

Class C: Standard Rural Residential Vehicle Entrance (Diagram Class C) for residential activities, in the Rural, Reserve (Active), and Conservation (Indigenous Forest) zones.

Class D: Standard Commercial/Industrial Vehicle Entrance (Diagram Class D) for non-residential activities, in all urban zones.

Class E: Standard Residential Vehicle Entrance (Diagram Class E) for residential activities, in all urban zones

Class F: Standard Residential Vehicle Entrance (Diagram Class F) for residential activities, in all urban zones where the road is unkerbed, and in the rural-residential zone.

Notes: (1) Where access within a site is required to be provided to a "two-way access" standard, the width of the crossing from the street shall be the same or greater than the width of the "two-way access."

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

Vehicle access and crossings shall not be paved, concreted, fenced or otherwise constructed until all required services have been installed.

ASSESSMENT CRITERIA

See Assessment Criteria in 9.3.3.4 below.

F. **Gradient**

STANDARD

In all zones, the grade change from the formed road edge, the vehicle access itself and the internal access within the property (where the entrance has to be partly formed within the property as it cannot all be formed in the road reserve), shall not exceed the access drive, breakover angle and departure angles as shown in Diagram 2 below.

9.3.3.4 Assessment Criteria

1. In determining the location, number, configuration and gradient of vehicular accesses onto any road or street, regard shall be had to whether they:
 - Unnecessarily disrupt the provision of on-street parking.
 - Detract from the amenities of the locality, particularly residential properties.
 - Give rise to traffic hazards through factors such as inadequate visibility and unsafe stopping distances.
 - Conflict significantly with the normal flow of traffic.
 - Unreasonably obstruct access to services.
 - Unreasonably inhibit the utilisation of the site having regard to the scale of the activity and its operational needs.
 - Restrict ready access to the site particularly where large vehicles and/or significant volumes of traffic are involved such as at service stations having regard to the relevant Ministry of Transport Guidelines.
 - Readily enable vehicles (that are likely to use the access) to cope with the gradient and other design matters.
 - Are impractical to provide due to the physical restrictions on the ground.
 - Keep the number of access points to a minimum having regard to the availability of alternative access, the opportunities for shared access, the volume and nature of the traffic generated and the operational requirements of the activity

- Are sited and designed in such a way that the operation of any intersection is not compromised to a level which significantly diminishes the traffic capacity or safety and that traffic conflicts and hazardous traffic situations are minimised
- Are preferable in traffic management terms to be sited on a "greater" street rather than a lesser street in the case of corner sites.
- In respect of the land to the west of Roberts Street and north of Bradford Street, rezoned to 'Residential' as a result of Plan Change 10 (legally described as Lot 1 DPS 30015, Part of Lot 2 DPS 30015, Sect 309 SURD Ohinemuri, Lots 1-4 72869) new road connection to Maddocks Street can be provided in a manner that does not unduly compromise the safe and effective operation of the Goldfields Railway.

9.3.3.5 Additional Standards Applicable to Subdivision

In all zones, access shall be provided as follows:

1. Every lot shall be provided with legal access in terms of Section 321 of the Local Government Act 1974; and
2. Every lot shall be capable of being provided with vehicle access in accordance with the above performance standards (i) - (iv) (other than allotments created through road closure or severance, access denial strips, public utilities and allotments created for the protection of a significant heritage or environmental feature where vehicle access is not required); and
3. For those lots which can only provide one safe vehicle crossing point, or access via an internal access, then the formation of the vehicle crossing shall require construction to the minimum standards stated above, as a condition of subdivision consent; and
4. Access Denial Strips will be required as a condition of subdivision consent where circumstances require access to be prohibited in terms of maintaining road safety.

ASSESSMENT CRITERIA

See Assessment Criteria in 9.3.3.4 above.