

# appendix 10

## standards and

## terms for parking

## and loading

### AP10 introduction

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**AP10.i** This appendix deals with all requirements relating to parking and loading.

### AP10.1 application of appendix 10

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**AP10.1.i** Parking, loading and queuing must be provided and maintained on each site in accordance with this appendix:

- a) Where a building is constructed OR substantially reconstructed altered or added to, or
- b) Where it is proposed to construct, erect or alter one or more buildings or other works in stages and the total proposed construction, erection or alteration would if carried out other than in stages constitute a substantial reconstruction, alteration or addition. Provided that stage works that occurred two calendar years prior to the current proposal need not be counted, or
- c) Where there is a change in the use of any land or building, or
- d) When otherwise required by a rule in this Plan.

### AP10.2 definitions

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#### All weather surface

means construction of a carriageway with adequate drainage, a sound subgrade and compacted graded aggregates that results in a carriageway that is usable by vehicles in all weather conditions.

**Note:** The expression “150mm compacted AP40 basecourse (min)” shall have the same meaning as all weather surface. This expression should be used on plans and specifications for developments requiring an all weather surface under this Plan.

#### Classified Road

means roads with a hierarchical classification of Arterial, Principal, and Collector. Refer to Chapter 4 ‘Transport’ of the Nelson Tasman Land Development Manual 2019.

**Drive - Through Activities**

means an activity, other than a service station, where vehicles queue while awaiting service, or an activity in which the customer obtains, gains access to or orders goods or services from their vehicle and includes activities utilising vehicle control points such as remote ordering points or service booths.

**Farming Activities**

means an activity for growing crops (including trees) or breeding or rearing live stock animals and includes a hobby farm.

**Clarity Note:** For the purpose of this Appendix farm housing is classed as a residential activity.

**Loading space**

means an on-site marked space where vehicles load or unload goods or people.

**Parking space**

means a useable, on-site, formed, marked space where vehicles can park.

**Permanent Surface**

means construction of a carriageway with adequate drainage, a sound subgrade and compacted graded aggregates that results in a carriageway that is usable by vehicles in all weather conditions.

**Professional Staff**

means medical practitioners, dentists, physiotherapists, practice nurses and any other specialist employed at a health facility whose patients may consult for the provision of medical advice independently. For the purpose of this definition, it includes veterinary surgeons, but excludes medical receptionists and general nursing assistants.

**Road**

has the same meaning as in section 315 of the Local Government Act 1974 and includes a motorway as defined in section 2 (1) of the Government Roading Powers Act 1989.

**Queuing Space**

means a useable, on-site, formed space, which complies with the relevant standards in Appendix 9 & 10, where vehicles can stand while awaiting goods or services.

**Queuing Lane**

means an on-site vehicle access lane containing one or more queuing spaces, where vehicles can queue one behind the other, in line, while awaiting goods or services.

**Unclassified Road**

means roads with a hierarchical classification of Sub-Collector, Local Roads and Residential Lanes. Refer to Chapter 4 'Transport' of the Nelson Tasman Land Development Manual 2019.

**Unit**

In the case of Short Term Living Accommodation means:

- a) a room for sleeping guests let for a single tariff (for example, in a studio motel, hotel room, studio apartment, cabin), or a dormitory style room let to multiple parties generally for individual tariffs (for example, some backpacker or hostel accommodation), or
- b) a collection of rooms for sleeping guests which form an entity and which are usually let together for a single tariff (for example, a multi bedroom motel, hotel suite, or apartment).

**Vehicle Parking Facilities**

means an activity where the service provided is parking for vehicles and includes commercial car and truck parks and also includes parking ancillary to the predominant activity, where the traffic flow or parking is controlled by means of a vehicle control point such as a service booth or automated entry control device.

## AP10.3 calculation of coach loading and queuing spaces

**AP10.3.i** Coach loading and queuing spaces must be provided as set out in 10.3.1, within the net area of every site at which the activity listed in 10.3.1 takes place.

**AP10.3.ii** Whenever a building is increased in floor area, or undergoes a partial or total change in activity, queuing requirements for the existing part of the building (if any) or that part remaining in the existing activity, shall remain unaltered. In this case the requirements relevant when the original activity, or part of it, shall continue to apply. Queuing requirements for the increased floor area or that area with a new or altered activity shall be calculated in accordance with Table 10.3.1.

**AP10.3.iii** Where the activity on the site involves more than one category of use listed in 10.3.1, the number of on-site spaces required on that site will be the sum of the requirements for each category.

When the assessment of the total number of queuing spaces results in a part space being involved, any fraction under one half will be disregarded. Fractions of one half or more will be counted as one parking space.

**Table 10.3.1 – coach loading and queuing space requirements**

Activity	Coach Loading or Queuing Spaces Required
<b>Drive-through Activities</b> also see AP10.2	<p>a) on-sites gaining drive-through access off a road or roads classed as a SH, Arterial, Principal or a Proposed SH, Proposed Arterial or Proposed Principal road in Council's Road Hierarchy: 8 queuing spaces/site</p> <p>b) on all sites other than those sites gaining drive-through access off a road or roads classed as a SH 6, Arterial, Principal or a Proposed SH6, Proposed Arterial or Proposed Principal road in Council's Road Hierarchy: 4 queuing spaces/site shall be provided.</p> <p>Where a site gains drive-through access off more than one road and such roads fall in the Road Hierarchy category covered in both a) &amp; b) above then 6 queuing spaces shall be provided on-site.</p>
<b>Short Term Living Accommodation</b> (see Meaning of Words) (see definition of 'unit' in this appendix)	<p>Permitted Activity:</p> <p>A loading zone for coaches if there are more than 30 units.</p>
<b>Service Stations</b> (see Meaning of Words)	<p>Queuing requirements:</p> <p>a) On-sites where drive through access to the pump islands are gained off a road or roads classed as a SH6, Arterial, Principal or a Proposed SH6, Proposed Arterial or Proposed Principal road in Councils Road Hierarchy: 2 queuing spaces/ entrance into the site</p> <p>b) On-sites where drive through access to the pump islands are gained off a road or roads other than roads classed as a SH 6, Arterial, Principal or a Proposed SH6, Proposed Arterial or Proposed Principal road in Council's Road Hierarchy: 1 queuing spaces/ entrance into the site</p> <p>c) 3 queuing spaces / car wash or drive-through vehicle service or inspection facility</p>

Activity	Coach Loading or Queuing Spaces Required	
Vehicle Parking Facilities also see AP10.2	Number of Parking Spaces provided at Facility	Number of Queuing Spaces Required
	less than 20	nil
	21 - 49	1
	49 - 99	2
	100 - 199	4
	greater than 199	4 spaces for the first 199 parking spaces plus 1 space/25 parking spaces thereafter
<p>Provided where there is more than 1 vehicle access entry on which service to customers is to be provided, queuing spaces must be provided at every such vehicle entry. The amount of queuing spaces at every such vehicle entry shall be the total amount of required queuing spaces divided by the number of such vehicle entries, with a minimum of 1 queuing space for any facility with 20 or more parking spaces.</p>		

## AP10.4 parking spaces for people with disabilities

**AP10.4.i** The Building Act 2004 includes requirements for the provision of parking for people with disabilities. The Building Act 2004 provisions must be complied with. In effect, parking spaces may have to be designed in such a way that they are suitable for disabled parking as required in the Building Act 2004.

**AP10.4.ii** These requirements apply when parking spaces are provided voluntarily for an activity in accordance with ICr.31 or SCr.31.

## AP10.5 dimensions - parking spaces and set down areas

**AP10.5.i** Every parking space must be of a useable shape and condition and must meet the following requirements:

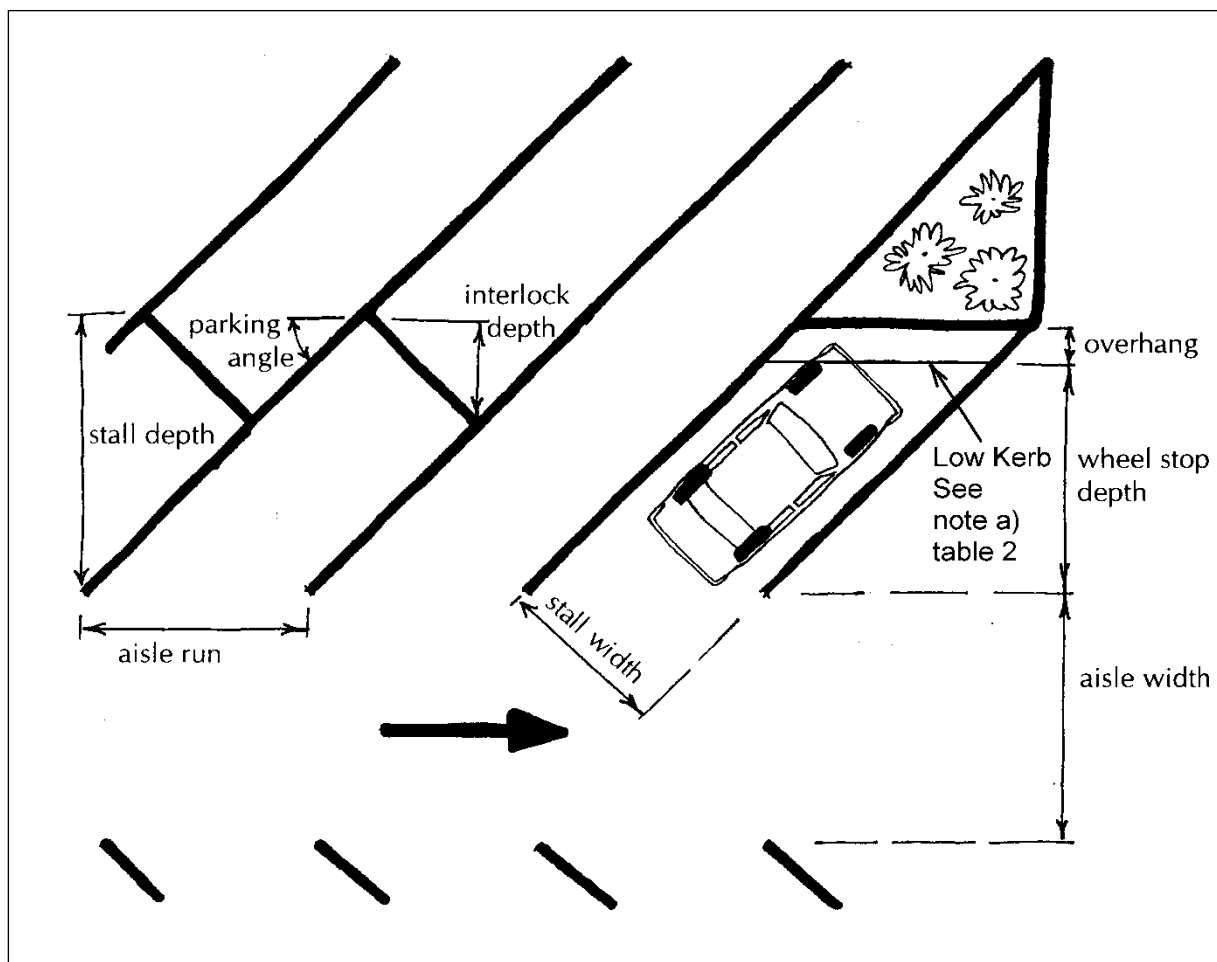
- a) An individual parking space must have the minimum dimensions of 3m wide and 5m long which provides sufficient space for the doors of a 85 percentile design car to be opened to allow a person to enter or exit the design car, and
- b) For two or more parking spaces (side by side) carparking spaces and access thereto must comply with one of the two methods described below. Applicants must state which of the two methods below has been used to achieve compliance:
  - i) Table 10.5.1 Method: Compliance with the parking layout provisions of Table 10.5.1 below, or
  - ii) 85 Percentile Car Method: Compliance with the 85 percentile car tracking curve detailed in Appendix 12 (tracking curves). Provided these minimum parking space dimensions must apply:  
 Side by Side Carparks: 5m long and 2.5m wide each, or  
 Parallel Carparks: 6m long and 2m wide each, and
- c) The internal minimum height for any private parking space and access thereto shall be at least 1.85m from the finished floor level and 2.3m from the finished floor level for all other parking spaces available to the public.

**Table 10.5.1 - parking layout (see figure below for example of use)**

Parking Angle		Stall Width (m)	Aisle Width (m)	Aisle Run (m)	Stall Depth (m) (See Note a)	Overhang (m)	Wheel stop Depth (m)	Interlock Depth (m)	Stall Depth (Interlock only) (m)
90°	Class of User 1	2.4	7.0	-	5.0	0.8	4.2	-	-
		2.5	6.6					-	-
		2.6	6.2					5.0	0.8
	Class of User 2	2.5	8.0	-	5.0	0.8	4.2	-	-
		2.6	7.0	-	5.0	0.8	4.2		
		2.7	6.6	5.0	0.8	4.2			
People with disabilities		3.6	8.0	-	5.0	0.8	4.2	-	-
60°		2.5	4.5	2.9	5.4	0.8	4.6	1.2	5.5
		2.7	4.0	3.1				1.3	5.6
		2.9	3.5	3.4				1.4	5.7
		3.0	3.5	3.5				1.5	5.8
45°		2.5	3.8	3.5	5.0	0.7	4.3	1.8	5.3
		2.7	3.5	3.8				1.9	5.4
		2.9	3.5	4.2				2.0	5.5
		3.0	3.5	4.2				2.1	5.6
30°		2.5	3.5	5.0	4.4	0.6	3.8	2.1	4.6
		2.7	3.5	5.4				2.3	4.8
		2.9	3.5	5.8				2.5	5.0
		3.0	3.5	6.0				2.6	5.1
Parallel parking (except on St)			Stall length = 6.0		Stall width = 2.0		Aisle Width = 3.7		

## AP10.5.ii Notes

- a) Stall Depth: this is the distance to an obstruction or potential obstruction including a wall, a fence, required landscaping, another vehicle or a place where a vehicle could stand, but does not include a low kerb over which an 85 percentile design car could overhang without contact to the design car.
- b) Class of User 1: long term parking, including tenant and employee parking (but not visitor parking) where regular use gives the motorist a familiarity with the building or parking area.
- c) Class of User 2: short to medium term parking, including visitor parking, parking associated with travellers accommodation and general town centre parking, and where goods can be expected to be loaded into vehicles.
- d) Intermediate values may be interpolated from the values listed in the table above.
- e) Two way flow is permitted with 90° parking.
- f) Aisle run distances are approximate only.
- g) Stall widths shall be increased 300mm where they abut obstructions such as walls or columns.
- h) Minimum One way Aisle width 3.7m (this requirement does not apply to residential activities).
- i) Minimum Two way Aisle width 5.5m (this requirement does not apply to residential activities).



## AP10.6 loading spaces

**AP10.6.i** Except as exempted below, loading spaces must be provided within the net area of every site in accordance with Table 10.6.1. Whenever a building is increased in floor area, or undergoes a partial or total change in activity, loading requirements for the existing part of the building or that part remaining in the existing activity, shall remain unaltered. In this case the requirements relevant when the original activity, or part of it, was obtained shall continue to apply. Loading requirements for the increased floor area or that area with a new or altered activity shall be calculated in accordance with Table 10.6.1.

**AP10.6.ii** Loading spaces need not be provided for any of the following activities, unless otherwise required by a resource consent:

- a) Residential Activities (including Home Occupations);
- b) Farming Activities;
- c) Activities in the Coastal Marine Area or Conservation Zone
- d) Small Unstaffed Network Utility Buildings (see meaning of words)

Loading spaces need not be provided in any of these localities:-

- i) On any scheduled frontage shown on Planning Map 1,
- ii) On-sites with frontage to any public carpark at the Stoke Centre (see Meaning of Words)
- iii) On-sites with frontage to any roads, other than Main Road Stoke, at the Stoke Centre (see Meaning of Words)

**Advisory Note** - Council may control loading on roads and in public car parks by bylaws.

**AP10.6.iii** Where loading is voluntarily provided, or required by a resource consent, it must comply with the standards in this Plan.

**Table 10.6.1 - loading space, size, and design vehicle specification**

Gross Floor Area of Activity	No. of Loading Spaces Required	Minimum Loading Space Size	Design vehicle
<b>Commercial, Educational, Health Facilities and other similar non goods handling activities:</b>			
Activities with gross floor area of 30m <sup>2</sup> up to 200m <sup>2</sup>	1	6m length 3m wide 2.6m high Provided this loading space may be positioned behind an existing parking space on-site as long as it does not obstruct any other parking or loading space or required vehicle access or manoeuvring	85 percentile car tracking curve
Activities with gross floor area over 200m <sup>2</sup> up to 2500m <sup>2</sup>	1	6m length 3m wide 2.6m high	85 percentile car tracking curve
Activities with gross floor area > 2500m <sup>2</sup>	1	8m length 3.5m wide 4.4m high	85 percentile 2 axle truck tracking curve

<b>Retail, Retail Services, Industrial and similar goods handling Activities:</b>			
Activities with gross floor area of 10m <sup>2</sup> up to 100m <sup>2</sup>	1	6m length 3m wide 2.6m high	85 percentile car tracking curve
Activities with a gross floor area 100m <sup>2</sup> to 2500m <sup>2</sup>	1	8m length 3.5m wide 4.4m high	85 percentile 2 axle truck tracking curve
Activities with a gross floor area >2500m <sup>2</sup>	1	20m length 3.5m wide 4.4m high	Semi Trailer tracking curve
<b>Freight Depots, Carrier Depots, Land Transport Terminals, Bulk Stores, Warehouses, and similar activities</b>			
Activities with gross floor area up to 200m <sup>2</sup>	1	8m length 3.5m wide 4.4m high	85 percentile 2 axle truck tracking curve
Activities with a gross floor area >200m <sup>2</sup> to 2500m <sup>2</sup>	1	20m length 3.5m wide 4.4m high	Semi Trailer tracking curve
Activities with a gross floor area > 2500m <sup>2</sup>	1/2500m <sup>2</sup> (1 space min)	20m length 3.5m wide 4.4m high	Semi Trailer tracking curve

**AP10.6.iv Notes:**

- For the purpose of Table 10.6.1, where the principal activity does not take place within a building the term 'gross floor area' includes the ground area directly involved in that activity;
- Where an activity involves more than one of the above categories, the loading requirement must be determined on the principal activity of the site. Where the principal activity cannot be determined the higher loading requirement will apply;
- When the assessment of the number of loading spaces results in a part space being involved, any fraction under one half will be disregarded. Fractions of one half or more will be counted as one parking space.

Notwithstanding the above:

- where articulated trucks are used in connection with any site, sufficient space not less than 20m in length and not less than 4.4m high shall be provided.
- each loading space required by the Plan shall have unobstructed vehicular access to a road or service lane.
- parking spaces and loading spaces may be served in whole or in part by a common manoeuvre area which shall remain unobstructed.
- where a coach parking space is required sufficient space not less than 14m in length, 3.5m in width and 4.4m high shall be provided.



## **AP10.7 loading spaces - special provisions for sites with more than one activity or tenant**

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**AP10.7.i** Where more than one tenancy or separate use is contained on a site then each individual tenancy or activity shall be provided with direct access to the loading space on that site. When it is necessary to provide such access within a building such access shall be a useable passageway not less than 1.2m wide (including any doorways measured between the door jambs).

## **AP10.8 surfacing of parking and loading spaces**

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**AP10.8.i** In Inner City, Suburban Commercial, Industrial, and Open Space and Recreation Zones the whole of the parking and loading spaces, vehicular entrances, access drives and aisles must be formed, surfaced and maintained to a permanent surface (see Figure 10, Appendix 11 - tracking curves).

**AP10.8.ii** In the Residential Zone the following areas shall be permanently surfaced. See definitions in Appendix 10 (standards and terms for parking and loading) and Figure 10 in Appendix 11.

- a) all vehicular access from a public road from the sealed carriageway of the road to a point at least 5m into the site measured from the road boundary, and (Note: The purpose of this clause is to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.)
- b) all vehicular access which serves more than one household unit or site, and
- c) all vehicular access with a gradient steeper than 1 in 5.

For the purpose of this clause the grade of a curve shall be measured around the inside edge. The minimum inside radius of curves shall be 4m.

Except as provided above, all vehicular access in the Residential Zone shall be formed to an all weather surface (see definition in Appendix 10 - standards and terms for parking and loading).

**AP10.8.iii** In the Rural Zone all vehicular access from a public road shall:

- a) be permanently surfaced (see definition in Appendix 10 and Figure 10 in Appendix 11) from the sealed carriageway of the road to a point at least 5m into the site measured from the road boundary, and
- b) comply with the requirements contained in Appendix 11.

**AP10.8.iv** In general:

- a) sites sloping towards the street will require storm water to be controlled on-site by a sump or other mechanism.
- b) the site must comply with these standards before the activity commences and be maintained to this standard for as long as the activity continues.
- c) compliance with the access standards in Chapter 4, section 4.10 of the Nelson Tasman Land Development Manual 2019 is required.

## **AP10.9 location of parking and loading areas**

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**AP10.9.i** All parking and loading spaces must be located on the site of the activity they are intended to serve.

**AP10.9.ii** Any activity involving the sale, hire, servicing, or repair of vehicles shall be carried out entirely within the site to which the activity relates. No road, or part of a road, shall be used for carrying out any activity associated with the business, including the storage, repair, grooming or washing of vehicles, or parking of vehicles other than for the purposes of delivery, relocation, drop-off, or pick-up.

**AP10.9.iii** No part of any parking or loading space or associated manoeuvring area may be located between a road widening designation as shown on the Planning Maps, and defined in Appendix 24 (designations), and the road boundary.

## **AP10.10 availability of parking and loading areas**

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**AP10.10.i** All parking and loading spaces, manoeuvring areas, access drives and aisles must be kept clear at all times for the purpose of motor vehicle use and may not be used for any other purpose.

**AP10.10.ii** Except as exempted below a motor vehicle occupying any parking or loading space must have ready access to a road at all times without the necessity of moving any other vehicle occupying a parking or loading space.

- a) In the Residential Zone, Residential Activities (excluding Home Occupations) may have no more than 2 parking spaces located one behind the other, and may include spaces within a building.
- b) On-sites in the Inner City, Suburban Commercial and Industrial Zones which are less than 1000m<sup>2</sup> net site area, activities may have no more than 2 staff parking spaces located one behind the other provided:
  - Such parking spaces are not shared with another site, tenancy or enterprise, and
  - Such parking spaces are clearly marked in an approved manner as 'staff parking', and
  - Such parking spaces do not include accessible car parking spaces (for use by people with disabilities), and
  - As otherwise permitted under Table 10.6.1.

## **AP10.11 manoeuvring/non-reversing streets**

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**AP10.11.i** Every off street parking, loading and queuing space must be provided with such access drives and aisles as are necessary for the access of vehicles to and from the vehicular entrance to the road and for any required manoeuvring of vehicles within the site.

**AP10.11.ii** The design of all parking spaces and loading spaces must be such that manoeuvring is provided for the design vehicle of the vehicles in Appendix 12 (tracking curves).

**AP10.11.iii** No reverse manoeuvring onto or off a road is permitted where:

- a) the site has vehicular access to a Classified Road, or
- b) where any vehicle entrance serves more than 3 car parking and/or loading spaces, or
- c) a rear site has access provided by a mutual right of way, or
- d) vehicular access to the site is from a road with a legal speed greater than 50kmh.

### **AP10.11.1 tracking curves for carparking:**

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**AP10.11.1.i** Carpark manoeuvring must comply with the 85-percentile car tracking curve shown in AP12.1. Compliance with Table 10.5.1 (parking layout) of this appendix, will be deemed to be compliance with the 85 percentile car tracking curve. Where a Coach parking space is required manoeuvring must comply with the Tour Coach tracking curve (See AP12.6 - 85 percentile tour coach tracking curve).

### **AP10.11.2 tracking curves for loading:**

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**AP10.11.2.i** Where loading spaces are required or voluntarily provided they must comply with the particular tracking curve identified in Ap10.8 (surfacing of parking and loading spaces), Table 10.6.1 (loading space, size, and design vehicle specification) and that tracking curve specification in Appendix 12 (tracking curves).

**AP10.11.2.ii** Where a Coach parking space is required manoeuvring must comply with the tracking curve for the Tour Coach (See Ap12.6 - 85 percentile tour coach tracking curve).

**AP10.11.2.iii** Activities or sites covered by a) - d) above must provide on-site turning complying with the appropriate tracking curve (85 percentile design car, minimum)

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## **AP10.12 gradient of parking spaces**

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**AP10.12.i** Parking spaces must have a gradient of no more than 1 in 16 in any one direction except in the Residential Zone where the maximum gradient is 1 in 8.

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## **AP10.13 access design**

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**AP10.13.i** Refer to Appendix 11 (access standards) for access design, location, gradients, and break over angles.

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## **AP10.14 queuing**

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### **AP10.14.1 application**

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**AP10.14.1.i** Provision for queuing facilities on-site is required for 3 classes of activities: Drive-Through Activities, Service Stations and Vehicle Parking Facilities with 20 or more parking spaces.

**AP10.14.1.ii** The number of queuing spaces provided must be in accordance with Table 10.3.1 provided the number of queuing spaces may be reduced to 1 space, for service stations or drive-through facilities, if

- a) There is an adjacent vehicle moving lane which:
  - i) is served by an adjacent vehicle control point, and
  - ii) allows vehicles to move in the same direction as in the main queuing lane, and
  - iii) has a minimum width of 2.6m, and
  - iv) complies with manoeuvring, access, formation and marking standards for a queuing lane.

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### **AP10.14.2 queuing space and queuing lane on-site layout**

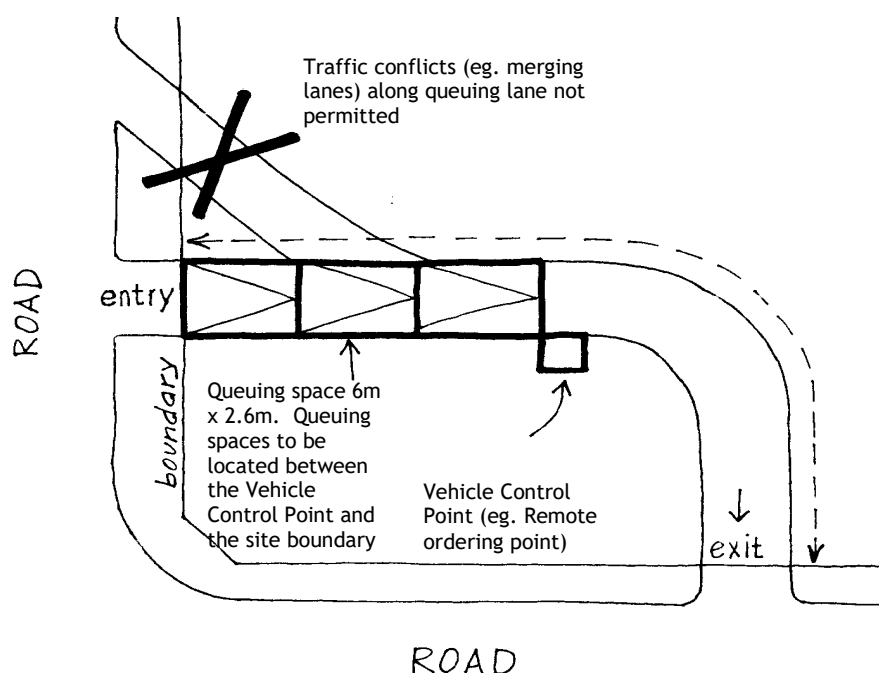
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**AP10.14.2.i** Every queuing space must be of a useable shape and condition, be wholly contained on the site it is intended to serve, within a queuing lane and comply with the following requirements:

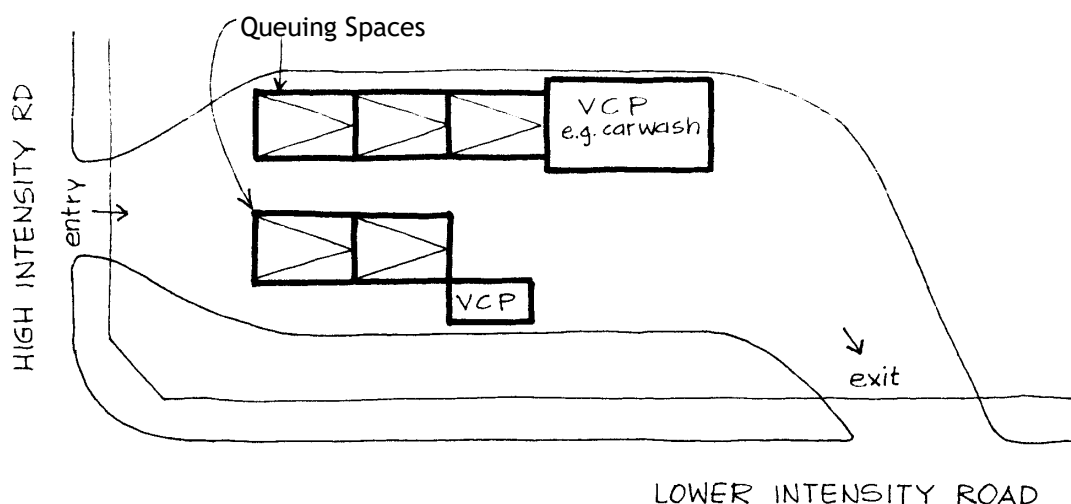
- a) A queuing space must be not less than 6m long and 2.6m wide, and
- b) All queuing spaces must be located in a nose to tail fashion in the queuing lane between the vehicle entrance on the site boundary and the nearest vehicle control point and but shall not obstruct parking, required loading or other required queuing areas and access thereto, and
- c) All queuing spaces and the queuing lane must be formed and maintained to a permanent surface, and
- d) The queuing lane is to comply with the 85 percentile car tracking curve (see AP12.1 - clearances additional to tracking curves) or any larger tracking curve which may be required under clause h) below, and
- e) The traffic direction in the queuing lane is to be one way only provided this shall not apply to fuel dispensers in service stations. However, no reverse manoeuvre on or off any road is permitted, and

- f) Traffic conflicts which may impede traffic flow to or from the vehicle control point along the queuing lane are not permitted i.e. many access lanes to one vehicle control point is not permitted (e.g. a merging lane) but one access branching to many vehicle control points will be permitted (eg: multi island fuel dispensers), and
- g) With the exception of queuing lanes associated with fuel dispensers in service stations, the queuing lane is to be permanently marked on the pavement surface together with such traffic control direction as will contribute to its safe use, and
- h) Where the drive-through activity or vehicle parking facility is intended predominantly for vehicles larger than cars then the queuing space, manoeuvring area, formation and marking must be adequate to suit the predominant vehicle to be used. In such cases the minimum standard is the 85 percentile 2 axle truck shown in Appendix 12 (tracking curves).

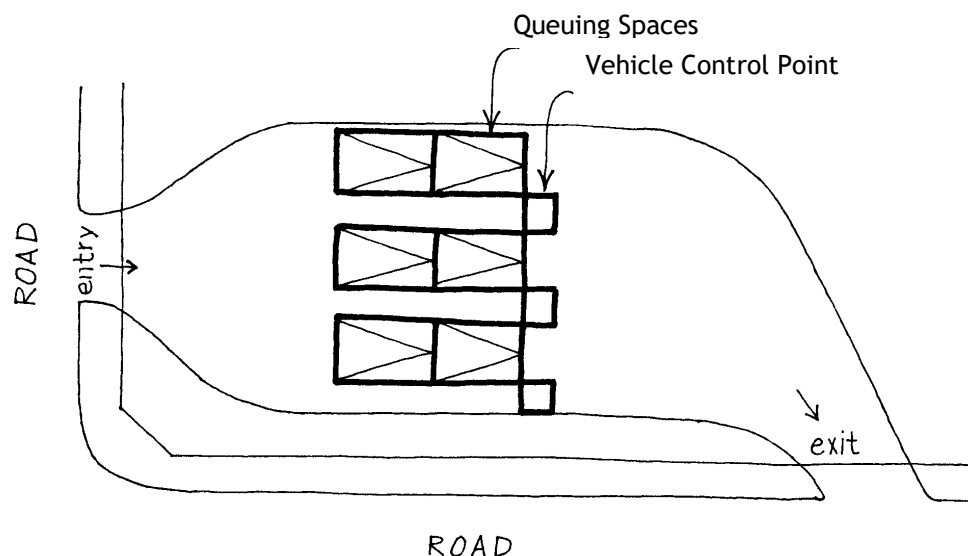
**Figure 1: queuing lane & queuing space showing required on-site arrangement**



**Figure 2 - One to Many Type Queuing Lane of the Type Permitted under App10.14 (6).**



**Figure 3: Example of Queuing Layout for a Service Station Activity**



## **AP10.15 assessment criteria for resource consents**

### **AP10.15.1 general**

**AP10.15.1.i** In considering resource consents for land use activities, in addition to the applicable provisions of the Act, the Council shall apply the relevant Assessment Criteria set out below.

### **AP10.15.2 assessment criteria**

**AP10.15.2.i** In considering whether or not to grant consent or impose conditions, the Council shall have regard to but not be limited by the following specific assessment criteria.

#### **a) Parking, queuing and loading provision**

- i) Whether it is physically practicable to provide the required manoeuvring, queuing or 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 loading spaces in the vicinity which:
  - a) is sited within easy walking distance of the development;
  - b) does not require people to cross heavily trafficked roads to access the development thus jeopardising pedestrian safety and road function;
  - c) is clearly associated with the development through signs or other means;
  - d) has a legal agreement bonding the loading to the development;
  - e) is surrounded by appropriate land use activities with which the loading is compatible.

**Note:** Other than in the Residential Zone on lightly trafficked streets with adequate on street parking, in general, on-street queuing and/or loading spaces is not considered an alternative.

- iii) Whether there is another site in the immediate vicinity that has available loading spaces which are not required at the same time as the proposed activity. In such a situation the Council will require the associated loading spaces to be secured in some manner.
- iv) Whether a demonstrably less than normal incidence of queuing or loading will be generated by the proposal, such as due to specific business practice, type of customer, the particular characteristics of the intended residential occupants, vehicles servicing the site or vehicles servicing the occupants of the site, bus transportation

- v) Whether a significant adverse effect on the character and amenity of the surrounding area will occur as a result of not providing the required amount of manoeuvring, queuing or loading space.
- vi) The extent to which the safety of pedestrians, particularly children, will be affected by the reduction or non provision of queuing or loading spaces or by being set down on-street.
- vii) The extent to which the safety and efficiency of the surrounding roading network would be adversely affected by queued and manoeuvring vehicles on the roads.
- viii) Any cumulative effect of the lack of on-site queuing and loading spaces in conjunction with other activities in the vicinity not providing the required number of queuing or loading spaces or by reducing the required manoeuvring space
- ix) The extent to which activities proposed will generate more or less queuing and/or loading demand than is required by this Plan and the adequacy of the proposed facilities to meet the demand.
- x) Whether loading can be provided and maintained in a jointly used area where the number of loading spaces provided is equivalent to the sum of requirements for each activity.
- xi) Where the development is located in a Residential Zone or an Open Space and Recreation Zone, the effect the provision of queuing and/or loading has on the purposes of these zones and on their environmental results anticipated.
- xii) The extent to which the reduction in the amount of queuing and/or loading spaces will affect the ability of future activities on-site to meet the queuing and/or loading spaces requirements.
- xiii) The extent to which the reduction in the amount of queuing and/or loading spaces will affect the ability of people with disabilities to gain convenient access to the activity or development.

**b) Parking, queuing and loading area and entranceway design**

- i) Any 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 affected.
- iii) Any adverse effects on the amenity and character of surrounding properties and public areas.
- iv) The extent to which there could be any adverse effect on the safety and efficiency of the frontage road.
- v) The extent to which any reduction in the design characteristics could result in the parking, queuing and loading area and/or access and manoeuvring areas being impractical, inconvenient or unsafe to be used by vehicles or pedestrians.
- vi) Any cumulative effect of the reduction in the design characteristics in conjunction with the effects generated by other activities on the frontage road.

**c) Particular Assessment Criteria relating to Short Term Living Accommodation**

In considering a controlled or restricted discretionary activity and whether or not to impose conditions, the Council shall, in addition to the above, have regard to but not be limited by the following specific assessment criteria.

- i) The type of person catered for at the accommodation and the type of transport they use and the frequency of use.
- ii) The type, size and frequency of vehicles (including buses, taxis, service and staff vehicles) used to service the accommodation.
- iii) The extent to which safe loading and unloading of coach passengers is capable of being provided whether coach parking is provided on or off site.
- iv) The extent to which there is adequate and safe parking for coaches without adversely affecting traffic and pedestrian function and/or safety (including adequate sight distance to or from the site) of the surrounding road network.
- v) The extent to which the traffic and pedestrian function and/or safety of the surrounding road network will be adversely affected by extra parked and manoeuvring vehicles and coaches.

**d) Parking and loading spaces - location, method and appearance**

Conditions may be imposed to ensure that the parking and loading spaces are:

- i) Sited within easy walking distance of the development;
- ii) Suitable for the character, intensity and scale of development;
- iii) Clearly associated with the development through signage or other means.
- iv) Bonded to the development by a legal agreement.
- v) Surrounded by appropriate land use activities with which the parking or loading is compatible.
- vi) Landscaped to an appropriate standard.
- vii) Bonded to the user by a covenant or some other legal protection where parking or loading spaces are to be off-site to ensure continued availability.
- viii) Less likely to detrimentally affect the safety of the roading network or pedestrian safety;
- ix) Available at times when the parking or loading demand for the activity occurs.

**e) Queuing spaces and queuing lanes - location, method and appearance**

Conditions may be imposed to ensure that any queuing spaces and queuing lanes are:

- i) Suitable for the character, intensity and scale of development;
- ii) Less likely to detrimentally affect the safety of the roading network or pedestrian safety;
- iii) Bonded to the user or development by a covenant or some other legal protection where parking or loading spaces are to be off-site to ensure continued availability;
- iv) Available at times when the demand for the activity occurs.

## **AP10.16 reasons for rules**

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### **AP10.16.1 parking and loading space requirements**

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**AP10.16.1.i** The provision of off-street loading for each activity minimises the adverse effects on the safety and efficiency of the road from on-street loading and manoeuvring vehicles.

### **AP10.16.2 parking and loading area design**

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**AP10.16.2.i** The design of the parking and loading areas are based on 85-percentile design vehicles. The dimension of these vehicles and their associated turning circle requirements are such that the majority of vehicles in New Zealand comply with their requirements. Critical manoeuvre areas have been calculated to allow 99% of vehicles to use them. These areas are bounded by immovable objects such as walls and columns and it is therefore important to provide the space to allow vehicles to manoeuvre easily.

**AP10.16.2.ii** Controls over the surfacing of parking and loading areas have been included to protect the amenity of surrounding properties and public places from noise and dust nuisance. The controls are also intended to avoid deterioration of road and footpath surfaces or vehicle and pedestrian safety through loose surfacing material being carried onto footpaths, roads or service lanes.

**AP10.16.2.iii** Controls on the gradient of parking areas have been included so that it is safe and easy for people to get into and out of their vehicles.

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### **AP10.16.3 reverse manoeuvring**

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**AP10.16.3.i** On site manoeuvring is required for all sites on Classified Roads, shared accesses, and where a large number of vehicle movements onto and off a site are expected. This helps to protect the efficiency and safety of roads that are desirable through routes by minimising the number of vehicles required to reverse onto or off a site. It is not permitted to reverse manoeuvre onto Classified Roads as their main function is as a through route accommodating a variety of mode and trip lengths with access to adjacent land having less importance than Unclassified Roads.

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### **AP10.16.4 queuing spaces**

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**AP10.16.4.i** Queuing spaces and queuing lanes are required at the entrance to vehicle based service areas for Drive-Through Activities, Service Stations and Vehicle Parking Facilities to provide an area off the street for vehicles to queue while waiting for goods or services, or for a parking space. This protects the safety and efficiency of the frontage road from the effects of vehicles requiring to queue on the street, blocking traffic lanes, or causing pedestrians to leave the footpath in order to move across queued traffic.