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**SECTION 13 - VEHICLE PARKING, LOADING AND ACCESS**

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## STATEMENT - VEHICLE PARKING, LOADING AND ACCESS - STRATEGY

**13A STRATEGY**1. General Statement

Roads constitute the major transport network in the District, however approximately only one third of the roads within the district are sealed. The difficult terrain and unstable and variable ground conditions, as well as expensive metal make the costs of road construction and maintenance relatively high. The Council has a long term programme for the upgrading and reconstruction of roads. With limited financial resources new demands for roading improvements or extensions to the roading network are not readily accommodated. For these reasons where uses or subdivisions would place additional demands on the roading network requiring upgrading or extensions, then those uses or subdivisions will usually be required to contribute to the costs of these improvements.

Certain roads in the district have a prime function of moving traffic freely from place to place, notably State Highways 1 and 16, East Coast Road, the Coatesville-Riverhead Highway and former State Highway 16. Activities which could be heavy or frequent traffic generators would interfere with the free flow of traffic, and are therefore strictly controlled or prohibited.

2. General Objectives and PoliciesObjectives

- (a) To retain the existing roading network for the safe, efficient and convenient transport of goods and people.
- (b) To ensure that the costs of extensions to this network required for the development of land are shared equitably between the developer and the Council.

3. Policies

- (a) To permit subdivision of land only where the site has legal and practical access to a formed road.
- (b) To permit the erection of household units only where the site has legal and practical access to a formed road.
- (c) To approve discretionary activities (subject to other appropriate criteria being met) only where the site has legal and practical access to a formed road.
- (d) To prevent or control the establishment of commercial, industrial or intensive rural activities such as produce and craft sales, where the site requires access directly onto any State Highway, East Coast Road, the Coatesville-Riverhead Highway or former State Highway 16.

## STATEMENT - VEHICLE PARKING, LOADING AND ACCESS - STRATEGY

**13B VEHICLE PARKING, LOADING AND ACCESS**1. Objective - Vehicle Parking, Loading and Access

To ensure that adequate and accessible parking and loading provision is made for motor vehicles used in conjunction with all land uses.

2. Policies - General

- (a) To set down requirements which apply to all permitted and controlled activities and to use these requirements as a guideline for discretionary activity applications.
- (b) To enforce the provisions of Section 25 of the Disabled Persons Community Welfare Act 1975 and the requirements of NZS 4121 (1985) when considering proposals for new developments.
- (c) To provide in the construction, reconstruction and widening of roads and footpaths that reasonable and adequate provision be made so as to permit safe and easy passage from kerb to kerb of any mechanical conveyance normally and lawfully used by a disabled person, in accordance with Section 331 of the Local Government Act 1974.
- (d) To ensure all parking and loading spaces, access and manoeuvring areas are available for use at all times.
- (e) To clearly identify and mark out parking spaces for ease of use.
- (f) To screen parking spaces from adjoining residentially zoned properties.
- (g) To ensure parking spaces are conveniently located in relation to the use of the site.
- (h) Not to permit required parking, loading, or manoeuvring areas on land set aside for future road widening.
- (i) To require access, parking and manoeuvring areas to be permanently sealed to provide all weather access and reduce detrimental effects to neighbours, but not to require sealing in relation to single household units on a site, rural land or yard industries, unless required by a specific land use consent or condition of scheme plan approval.

3. Policy - Number of Parking Spaces Required

- (a) To set down minimum standards for the number of parking spaces to be provided on site, which are related to each land use activity. These are minimum standards and it is the Council's intention that motor vehicles generated by the use of a site should be accommodated on that site.

4. Policy - Number of Loading Spaces Required

- (a) To set down minimum standards for the number of loading spaces to be provided on site which are related to the nature of the use of the site.

5. Policies - Size of and Access to Parking and Loading Spaces

- (a) To ensure parking and loading spaces are of usable shape and size, and provided with adequate manoeuvring areas.

## STATEMENT - VEHICLE PARKING, LOADING AND ACCESS - STRATEGY

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- (b) To prevent reverse manoeuvring onto or off a site where such manoeuvres would adversely affect traffic flows on roads or disrupt vehicle circulation within a site.
  - (c) To make provision for the loading and unloading of vehicles in rural areas provided traffic flows on rural roads are not interrupted.
6. Policies - Vehicular Access to Sites
- (a) To restrict the number, width and location of vehicle crossings to minimise vehicle interaction with pedestrian traffic on footpaths, to reduce the opportunities for conflict between passing traffic and those vehicles wishing to enter or leave properties, and to retain on-street parking where practicable.
  - (b) To make provision in rural areas for heavy vehicles in the design and location of access points to properties.
  - (c) To control the location of vehicle crossings and access points where sites are in close proximity to major intersections.
7. Policy - Vehicular Access to Parking and Loading Spaces
- (a) To require access from an existing formed road to parking and loading spaces appropriate to the activities allowed on the site.
8. Policy - Cash Payment in lieu of Carparking spaces
- (a) In all commercial and industrial zones, to accept payment of a sum of money in lieu of requiring the provision of on site parking as required by rule 13.1, where an application to do so is made under the relevant zone rule, and where:
    - (i) Physical constraints on the site (or sites) mean it is not reasonable or practical to require full compliance; and/or
    - (ii) Better development of the site (or sites) or general locality will result without full compliance, where alternative public parking is available or can be made available by the Council within reasonable walking distance of the site.
  - (b) To determine the per carpark space value of any cash payment on the basis of a formula calculating the average value of the site (or sites) and like properties in the vicinity of the site (or sites) and the current cost of construction of a carpark on the site (or sites) in question.
  - (c) Cash payments will only be used by the Council for any part of the following purposes:
    - (i) To acquire additional land for carparking purposes.
    - (ii) To develop land for carparking purposes.
    - (iii) To develop carparking spaces on legal roads.
  - (d) In all cases the additional carparking spaces will be available for general public usage and will not be leased to individual property owners. The additional carparking spaces will be provided in the general vicinity of the site which the contribution

related to, but not necessarily immediately adjacent to that site. The actual siting of spaces will depend on the following matters:

STATEMENT - VEHICLE PARKING, LOADING AND ACCESS - STRATEGY

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- (i) The number of carparking spaces for which a cash contribution has been made.
  - (ii) The ability to provide additional on street parking.
  - (iii) The availability of land for acquisition for carparking purposes.
  - (iv) The extent of other cash contributions in lieu of parking in the immediate vicinity.
  - (v) The current general provision of carparking spaces in the general vicinity.
  - (vi) Any proposals for additional carparking facilities in the general vicinity.
- (e) The Council shall establish a Carpark Register for each commercial centre which will be updated annually. The register will contain the following information:
- (i) The total number of on-street carparks in each commercial centre.
  - (ii) The total number of off-street carparks in each centre, including both public and private carparks.
  - (iii) The total number of carparks paid for in lieu but not as yet formed in each centre.
  - (iv) The number of carparks formed by the Council in each centre for which contributions in lieu of parking have not been received.

### **13C ROADING NETWORK**

#### 1. Objectives

- (a) To make provision for the safe and efficient movement of vehicles throughout the district.
- (b) To provide a functional classification of roads as the basis for determining land use, vehicle access and traffic management controls, road upgrading and intersection improvements.

#### 2. Policies

- (a) To classify all roads within the district by function consistent with the hierarchical roading classification contained in the Operational Plan for the Auckland Urban Transport Area.
- (b) To recognise that the function, type of vehicles using the roads, and traffic volumes on the District's roads, in particular the rural roading network, is different from that generally envisaged by the Operational Plan for the Auckland Urban Transport Area.
- (c) To use the following hierarchy when classifying roads.

##### Arterial Roads

Arterial roads form the principal avenues of communication within the district. They predominantly carry traffic passing through the district, and traffic from all parts of the district to and from the Auckland Urban Area.

##### Principal Roads

Principal roads connect the arterial roads to the residential zones in urban areas, and to townships and settlements in rural areas. In rural areas principal roads generally carry lower numbers of vehicles but at greater speeds.

##### Collector Roads

Collector roads distribute traffic between the principal roads and the local road system, and provide connections between principal roads. In rural areas collector roads perform the same functions, but generally carry lower numbers of vehicles at greater speeds.

##### Local Roads

Local roads are all the other roads within the District. Their main function is to provide access to individual properties, which are predominantly residential in the urban areas. In rural areas, even though actual traffic volumes are relatively low, the movement of vehicles is of equal concern given the open road speed limit on most roads.

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - OBLIGATION OF OWNERS AND OCCUPIERS

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13.1 **OBLIGATION OF OWNERS AND OCCUPIERS**

Every owner or occupier who either:

- (a) establishes an activity on a site; or
- (b) changes the activity on or in any land or building on any site; or
- (c) constructs, substantially reconstructs, alters or adds to a building on any site,

shall make provision, in accordance with the requirements of Rule 13 and the relevant district rule, for vehicles used in conjunction with the site (whether by occupiers, their employees, or invitees, or other persons) to stand on, or in the opinion of the Council, sufficiently close to that site, but not on a street, while being loaded or unloaded or awaiting use.

Notwithstanding the above, any activity not listed under Rule 13.3 shall provide parking at the rate of one space for every three persons the activity is designed to accommodate, in accordance with all the other relevant requirements of Rule 13.

## DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - GENERAL PROVISIONS

13.2 **GENERAL PROVISIONS**13.2.1 **REQUIREMENTS FOR DISCRETIONARY ACTIVITIES**

For discretionary activities the provisions of Rule 13 will be used as a guide only. Specific requirements may differ from those applying to permitted and controlled activities depending on the circumstances relating to the particular activity and the particular site.

13.2.2 **PARKING AND ACCESS FOR THE DISABLED**

(a) Carparking spaces for the exclusive use of vehicles driven by disabled persons or any person accompanying any disabled person(s) shall be provided where:

- (i) it is proposed to establish the use of any land; or
- (ii) construct any building; or
- (iii) undertake the major reconstruction of any building,

and that activity or building is subject to Section 25 of the Disabled Persons Community Welfare Act 1975.

(b) Such spaces and access to and from the building shall be designed and marked out in accordance with the requirements of NZS 4121 (1985).

(c) The number of spaces designed for disabled persons shall be in accordance with the following table.

<u>Total Number of Carparking Spaces Provided</u>	<u>Number of Spaces Designed for Disabled Persons</u>
1 - 10	Not less than 1
11 - 99	Not less than 2
For every additional 50 or part thereof	Not less than 1

(d) Such space or spaces shall be provided as part of the normal carparking spaces required by Rule 13.3.

13.2.3 **AVAILABILITY FOR USE**

All parking and loading spaces, access and manoeuvring areas must be kept clear at all times for the use of motor vehicles. Such areas shall not be used for the storage of any goods or materials, or for any other purpose which would prevent the parking, loading, or manoeuvring of motor vehicles.

13.2.4 **IDENTIFICATION OF PARKING SPACES**

All parking spaces shall be clearly marked out and identified in a permanent manner, except that this rule shall not apply in relation to sites used for residential or farming purposes, where less than four parking spaces are required for each household unit, or other activity allowed.

13.2.5 **SCREENING OF PARKING SPACES**

Where four or more parking spaces are provided on a site, the area comprising such spaces shall be screened from any adjoining properties zoned Residential. Such screening shall

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - GENERAL PROVISIONS

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consist of a close boarded fence or wall 1.8 m in height, or by the planting of trees and shrubs to provide equivalent privacy.

13.2.6 **LOCATION OF PARKING SPACES**

(a) **Residential Uses**

- (i) Any garage, carport, parking space or similar area intended to house a motor vehicle, shall be sited adjacent to the household unit it is intended to serve, to ensure maximum convenience to its users and minimum disturbance to adjoining household units on the same or neighbouring sites.
- (ii) At least one parking space for each household unit shall be provided in a garage or carport, or sited so that a complying garage or carport could be erected on it.

(b) **All Other Uses**

At least 75% of the required number of parking spaces for an activity or building shall be located so as to be directly accessible to a customer entrance to the building, provided that this rule shall not apply where parking spaces are provided primarily for staff rather than the general public.

13.2.7 **ROAD WIDENING DESIGNATIONS**

No required parking or loading space or manoeuvring area or part thereof, shall be located on land shown on the Planning Maps for road widening purposes.

13.2.8 **FORMATION OF PARKING AND LOADING SPACES, ACCESS AND MANOEUVRING AREAS**

- (a) The whole of the parking and loading spaces, access and manoeuvring areas shall before the commencement of the activity to which those parking and loading spaces relate, be formed, paved to a permanent dust free (not metal) surface, drained and marked out. Once established such areas shall be maintained to that standard at all times.

**Exceptions**

Unless otherwise required by the Council by way of a specific land use consent, or a condition of scheme plan approval, or where the grade of the access is 1 in 10 or steeper rising from the road, such areas are not required to be sealed in the case of:

- (i) A single household unit on a site, including sites with a minor household unit.
- (ii) Land within a rural zone.
- (iii) Yard industries. However this does not include parking, loading and access associated with buildings on the site which shall be formed and sealed in accordance with (a) above.

(b) **Kerbs**

Where a parking or manoeuvring area adjoins a road, a kerb or similar non-mountable barrier, not less than 150 mm high and at least 1 m from the road boundary, shall be provided on those parts of the frontage not used for vehicular access.

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - NUMBER OF PARKING SPACES  
REQUIRED

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13.3 **NUMBER OF PARKING SPACES REQUIRED**

The number of parking spaces required for permitted and controlled activities shall be as indicated below (g.f.a. = gross floor area).

<u>Building or Activity</u>	<u>Spaces Required</u>
Amusement Centre	1 for every 36 m <sup>2</sup> of g.f.a.
Auction Rooms	1 for every 36 m <sup>3</sup> of g.f.a.
Banks	In the Commercial 2 and 3 Zones, 1 for every 36 m <sup>2</sup> of g.f.a. In other zones 1 for every 25 m <sup>2</sup> of g.f.a.
Boardinghouses	1 for every 3 persons the building is designed to accommodate, <u>and</u>  1 for every non-resident employee.
Childcare Facilities	1 for every staff member on duty, <u>and</u> 1 for the setting down and picking up of children.
Commercial Services	1 for every 36 m <sup>2</sup> of g.f.a.
Daycare Facilities for the Elderly	1 for every staff member on duty, <u>and</u> 1 for the setting down and picking up of the elderly.
Dairies	In the Commercial 2 and 3 Zones 1 for every 36 m <sup>2</sup> g.f.a. In other zones 1 for every 18 m <sup>2</sup> g.f.a.
Depots	1 for every 90 m <sup>2</sup> of both g.f.a. and site area used for such purposes, <u>or</u>  1 for every 3 persons to be employed, whichever is the greater.
Educational Establishments (excluding schools)	1 for every 3 persons the activity is designed to accommodate.
Funeral Parlours	1 for every 4 persons the building is designed to accommodate.
Garden Centres (excluding shops selling plants, etc)	1 for every 90 m <sup>2</sup> of both g.f.a. and site area used for such purpose; <u>or</u> where there is no outdoor display,  1 for every 3 persons to be employed, whichever is the greater.

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - NUMBER OF PARKING SPACES  
REQUIRED

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<u>Building or Activity</u>	<u>Spaces Required</u>
Health and Welfare Services	See Medical Offices.
Hire Premises	See Depots.
Home Occupations	1 for every non-resident employee.
Homes for the Aged	1 for every 3 persons the premises are designed to accommodate, <u>and</u>  1 for every 2 staff members on duty.
Hospitals	See Homes for the Aged.
Hostels	See Boardinghouses.
Hotel	1 for every guest bedroom, <u>and</u> 1 for every 4 m <sup>2</sup> of g.f.a. of bar space (outdoor drinking areas shall be assessed at 1 for every 15 m <sup>2</sup> ).
Household Units (Single or Multiple)	2 for every household unit, at least 1 of which must be sited to that a complying private garage of 3.0 m x 6.0 m can be erected.
Industries not otherwise provided for	1 for every 46 m <sup>2</sup> of both g.f.a. and site area used for such purpose, <u>or</u>  1 for every 3 persons to be employed, whichever is the greater.
Marinas	0.7 for every berth.
Minor Household Units	1 for every minor household unit
Medical Offices	5 for the rooms for one health consultant <u>and</u> 3 for the rooms for each subsequent health consultant
Offices	1 for every 36 m <sup>2</sup> of g.f.a.
Outdoor Display Premises	See Garden Centres.
Outdoor Recreation and Entertainment Premises	1 for every 3 persons the activity is designed to accommodate.
Places of Assembly	1 for every 3 persons the activity is designed to accommodate.
Private Hotel	See Boardinghouses.

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - NUMBER OF PARKING SPACES  
REQUIRED

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<u>Building or Activity</u>	<u>Spaces Required</u>
Restaurants	In the Commercial 2 and 3 Zones, 1 for every 4 persons the activity is designed to accommodate. In other zones 1 for every 3 persons the activity is designed to accommodate and 1 for every 2 staff members, <u>or</u>  1 for every 10 m <sup>2</sup> of g.f.a., <u>and</u> 1 for every 15 m <sup>2</sup> of outdoor eating area, <u>and</u> 1 for every 2 staff members, whichever is the greater.
Retail Warehouses	1 for every 18m <sup>2</sup> of gross shopping floor area, plus 1 for every 36 m <sup>2</sup> of other activities.
Service Stations	4 for each repair bay, lubrication bay, work bay or carwash facility, plus 1 for every 50 m <sup>2</sup> of remaining g.f.a. (Required parking spaces may not be located in a repair bay, lubrication bay, work bay or car wash facility.)
Schools	
Primary and Intermediate	1 for every staff member; <u>and</u> 1 per 15 students to be available for the setting down and picking up of students.
Secondary	1 for every staff member; <u>and</u> 1 for every 50 students, <u>and</u> 1 per 50 students to be available for the setting down and picking up of students.
Shops (excluding supermarkets)	In the Commercial 2 and 3 Zones, 1 for every 36 m <sup>2</sup> of g.f.a. In other zones 1 for every 25 m <sup>2</sup> of g.f.a.
Show-home sites	3 spaces for 1 or 2 show-homes, <u>plus</u> 1 additional space for each additional show-home.
Showrooms	1 for every 90 m <sup>2</sup> of g.f.a.
Supermarkets	1 for every 18 m <sup>2</sup> of gross shopping floor area, <u>plus</u> 1 for every 36 m <sup>2</sup> of other activities.
Takeaway Foodbars	In the Commercial 2 and 3 Zones, 1 for every 36 m <sup>2</sup> of g.f.a. In other zones 1 for every 25 m <sup>2</sup> of g.f.a.

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - NUMBER OF PARKING SPACES  
REQUIRED

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Taverns

- (a) Up to 150 persons maximum occupancy:
  - minimum parking : 1 for every 10 persons.
  - maximum parking : 1 for every 5 persons.

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - NUMBER OF PARKING SPACES  
REQUIRED

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Building or Activity

Spaces Required

- (b) 151 - 200 persons maximum occupancy:
  - minimum parking : 1 for every 8 persons.
  - maximum parking : 1 for every 5 persons.
- (c) 201 - 250 persons maximum occupancy:
  - minimum parking : 1 for every 6 persons.
  - maximum parking : 1 for every 4 persons.
- (d) 251 - 300 persons maximum occupancy:
  - minimum parking : 1 for every 5 persons.
  - maximum parking : 1 for every 3 persons.
- (e) 301 persons and over:
  - minimum parking : 1 for every 3 persons the building is designed to accommodate.
  - no maximum parking.

In assessing the number of persons to be accommodated the following ratios shall apply:

Public Bars	- 0.93 m <sup>2</sup> per person
Lounge and Private Bars	- 1.11 m <sup>2</sup> per person
Restaurants	- 1.4 m <sup>2</sup> per person
Games Rooms	- 1.86 m <sup>2</sup> per person

Telephone Exchanges

1 for every 2 people likely to be on the site at any one time.

Travellers Accommodation

1 for every accommodation unit, and 1 for every 2 persons to be employed.

Vehicle Sales Premises

2 plus 1 for every 200 m<sup>2</sup> of showroom and outdoor display areas.

Warehouses

1 for every 90 m<sup>2</sup> of g.f.a.

Wholesale Liquor Outlet

1 for every 18 m<sup>2</sup> of gross shopping floor area, plus 1 for every 46 m<sup>2</sup> of gross storage floor area, plus 1 for every 36 m<sup>2</sup> of other activities.

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - NUMBER OF PARKING SPACES  
REQUIRED

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Building or ActivitySpaces Required

Yard Industries

1 for every 200 m<sup>2</sup> of site area used for yard purposes, and 1 for every 36 m<sup>2</sup> of g.f.a. used for offices, and 1 for every 25 m<sup>2</sup> gross shopping floor area.

13.4 **NUMBER OF LOADING SPACES REQUIRED**

The number of loading spaces to be provided in respect of any particular site or activity shall be as follows.

(a) Retail, Wholesale

<u>Gross Floor Area of Activity (m<sup>2</sup>)</u>	<u>Number of Loading Spaces Required</u>
0 - 2,500	1
2,501 - 5,000	2
Over 5,000	3 plus 1 per additional 5,000 m <sup>2</sup>

(b) Manufacturing and Other Goods Handling Activities

Loading spaces shall be required in accordance with the above table for each separately occupied, leased, or tenanted area in cases where there is more than one occupier, lessee or tenant on any site.

(c) Offices and Other Non-Goods Handling Activities

<u>Gross Floor Area of Activity (m<sup>2</sup>)</u>	<u>Number of Loading Spaces Required</u>
0 - 2,500	0
2,501 - 10,000	1
Over 10,000	2 plus 1 per additional 10,000 m <sup>2</sup>

NB: A loading space may count as one parking space and occupy space in front of the main access doors.

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - ASSESSMENT OF PARKING  
AND LOADING SPACES

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13.5 **ASSESSMENT OF PARKING AND LOADING SPACES**

(a) Fractional Spaces

Where an assessment of the required parking or loading standards in relation to any activity or building results in a fractional space being involved, any fraction under one half shall be disregarded and fractions of one half or more shall be counted as one parking or loading space, as appropriate.

(b) Multiple Uses

Where more than one permitted or controlled activity is proposed within a development the parking and loading standards shall be assessed for each activity individually, except that ancillary uses occupying less than 10% of the gross floor area of any building shall be assessed in terms of the dominant use of the building or site.

(c) Parking Inside Buildings

(i) The area of any parking and loading spaces, and associated access within a building shall be excluded from the gross floor area of that building for the purposes of assessing the total number of spaces required.

(ii) Such spaces shall be clearly defined, marked out, be visible from the road or adequate signposting provided, kept available for use at all times when the building is in use and shall not be used for any other purpose.

(d) Reduction of Number of Spaces Required when Service Lanes Provided

Where land designated for a proposed service lane is formed and vested in the Council by a landowner at their expense, the number of carparking spaces required may be reduced by one space for each 25 m<sup>2</sup> of service lane so formed provided that no extra site coverage has been granted on the basis of service lanes provided.

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - SIZE OF AND ACCESS TO  
PARKING AND LOADING SPACES

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13.6 **SIZE OF AND ACCESS TO PARKING AND LOADING SPACES**

13.6.1 **PARKING SPACES**

(a) **Size of Parking Spaces**

All carparking spaces shall have dimensions in accordance with the standards contained in Appendix 13A, except that where parking spaces for household units are to be provided within a building or accessory building the minimum dimensions shall be 3 m by 6 m.

(b) **Access and Manoeuvring Areas**

Each parking space shall be provided with such access and manoeuvring areas necessary to allow for ingress and egress of motor vehicles from and to the road, and for the manoeuvring of motor vehicles within the site. Such areas shall be designed in accordance with the standards contained in Appendix 13A, and be designed to accommodate a 90 percentile car as described in Appendix 13B.

(c) **Reverse Manoeuvring**

Sufficient space shall be provided on the site so that no reverse manoeuvring onto or off a road is necessary for:

- (i) all rear sites,
- (ii) sites where four or more parking spaces are served by one carriageway,
- (iii) sites having access to roads classified as arterial or principal roads. (Refer to Appendix 13H Classification of Roads - pages 499 - 501.)

13.6.2 **LOADING SPACES**

(a) **Size of Loading Spaces**

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

- (i) not less than 9 m in depth.
- (ii) where articulated vehicles are used or are intended to be used in connection with any site, sufficient loading spaces not less than 12 m in depth shall be provided for the purpose.
- (iii) no loading space shall be less than 3.5 m in width, or such greater width as is required for the adequate manoeuvring of vehicles using the loading space.
- (iv) no loading space nor access to it shall be less than 3.8 m in height.

(b) **Access and Manoeuvring Areas**

Every loading space shall be provided with such access and manoeuvring areas necessary to allow for ingress and egress of motor vehicles from and to the road and for the manoeuvring of motor vehicles within the site. Such areas shall be designed to accommodate a 90 percentile truck as described in Appendix 13C, and in the case of an

DISTRICT RULES - VEHICLE PARKING, LOADING AND ACCESS - SIZE OF AND ACCESS TO  
PARKING AND LOADING SPACES

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articulated vehicle be designed to accommodate an articulated truck as described in Appendix 13D.

(c) Reverse Manoeuvring

Sufficient space shall be provided on the site so that no reverse manoeuvring onto or off a road is necessary from any loading space, except where manoeuvring is onto a service lane.

(d) Special Loading Requirements in Rural Zones

- (i) Structures for the loading and unloading of stock, produce, fertiliser and other materials shall be located on the site and not less than 10.0 m from the road boundary. The only exception is portable bobby calf pens.
- (ii) In all cases loading and unloading shall take place completely clear of the carriageway.

13.7 VEHICULAR ACCESS TO SITES

- (a) Vehicle crossings over footpaths which provide access to any parking and/or loading spaces shall comply with the following:
- (i) No more than two crossings will be allowed in respect of any site which has a total road frontage of 60 m or less.
  - (ii) No more than three crossings will be allowed in respect of any site which has a total road frontage greater than 60 m.
  - (iii) The maximum width of any crossing at the road frontage boundary shall be 6 m.
  - (iv) Notwithstanding anything to the contrary in the foregoing clauses, the total crossing width for any front or corner site shall not exceed 50% of the frontage to any road in which it is placed.
  - (v) In the case of any property having road frontage or access within any "Defined Road Boundary" as specified in Rule 13.7(c) below, crossings shall be located to the satisfaction of the Council's Engineering Manager.
  - (vi) Any access shall be so graded as to abut the road boundary at the relative level of the existing footpath and berm, except in the case of a road without footpath and kerb, or either, in which case the crossing profile shall allow for their future construction to the satisfaction of the Council's Engineering Manager.
  - (vii) Where suitable and adequate access to a site from a road is possible by means of the use of a service lane, or right-of-way, such means of access shall be used in preference to any new vehicular crossings over footpaths.
  - (viii) Where entrance locations are altered, crossings no longer required shall be reinstated as verge and/or footpath and kerbs replaced. The cost of such work shall be borne by the owner of the property formerly served by the crossing.
- (b) Requirements for Rural Zones
- (i) In all rural zones new access points to properties shall be laid out and constructed in accordance with the standards contained in Appendix 13E (Rural Access Point for Heavy Vehicles) or Appendix 13F (Entrances to Sales Areas on Rural Roads) as is appropriate, except for those access points to be used solely for residential purposes.
  - (ii) Access points shall be not less than 60 m from any adjacent intersection.
  - (iii) At all access points there shall be not less than 100 m sight distance in each direction.
- (c) Defined Road Boundary

For the purpose of clause (a)(v) above, the following shall be deemed to be a defined road boundary:

- (i) Any arterial, principal, or collector road boundary which is within 90 m of its intersection with any other arterial, principal, or collector road boundary. (Refer to Appendix 13H for classification of roads.)

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- (ii) Any arterial, principal or collector road boundary which is within 30 m of its intersection with any local road and any local road boundary which is within 30 m of its intersection with any arterial, principal or collector road boundary.
- (iii) Any local road boundary which is within 15 m of its intersection with any other local road boundary.
- (iv) All the above distances to be measured as follows (refer to diagram below also):
  - Project the boundary of the road fronting the relevant property to its point of intersection with the projection of the nearest straight boundary of the nearest confluent or intersecting road (labelled A in diagram).
  - Measure the distance 'X' as specified below, along the frontage road boundary.
  - This represents the extent of the defined road boundary.
  - In the case of a T-intersection, the defined road boundary shall also include the length of boundary immediately opposite the defined road boundary as determined above (labelled B in diagram).

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13.8 **VEHICULAR ACCESS TO PARKING AND LOADING SPACES**

Every parking and loading space shall have access from an existing formed road in accordance with the following standards.

(a) **Carriageway Widths (Residential Activities)**

For residential activities an unobstructed carriageway not less than 5 m wide, or separate ingress and egress carriageways, each not less than 2.7 m wide,

except that where an access:

- (i) serves less than 13 parking spaces as determined by Rule 13.3; and
- (ii) does not serve a loading space; and
- (iii) passing bays can be provided to the satisfaction of the Council's Engineering Manager, in those positions deemed necessary by the Council's Engineering Manager;

then the carriageway may be reduced to 2.7 m in width.

(b) **Carriageway Widths (All Other Activities)**

For all other activities an unobstructed carriageway not less than 6 m wide, or ingress and egress carriageways, each not less than 3 m wide.

(c) **Grade of Access**

The grade of access shall not be steeper than 1 in 5 for carriageways serving residential activities, and 1 in 8 for carriageways serving other activities.

(d) **Alignment of Access**

For all horizontal and vertical curves a minimum sight distance of 30 m shall be maintained within the boundaries of the access.

13.9 **CASH PAYMENT IN LIEU OF CARPARKING SPACES**

13.9.1 **APPLICATIONS MAY BE CONSIDERED**

In any commercial or industrial zone, where an application is made under the relevant zone rule to dispense with or grant a waiver from the requirements of Rule 13.1 (OBLIGATION OF OWNERS AND OCCUPIERS), the Council may accept payment of a sum of money in lieu of requiring the provision of on site parking as set out in Rule 13.1.

13.9.2 **CIRCUMSTANCES UNDER WHICH APPLICATIONS MAY BE CONSIDERED**

The circumstances under which the Council may consent to a cash payment in lieu of requiring the provision of on site parking as set out in Rule 13.1 are:

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- (a) Where it is not reasonable or practical to require full compliance with the provisions because of the characteristics of the site (or sites) in particular size, shape, or other physical constraints; and/or
- (b) Where it will result in the better development of the subject site (or sites) or the general locality and adequate and accessible public parking is available or can be made available by the Council within reasonable walking distance of the site.

13.9.3 **VALUE OF CASH PAYMENT**

- (a) The per carpark space value of any cash payment will be determined by the following formula:

The average value of 1 m<sup>2</sup> of land of the subject site (or sites) and at least 4 immediately adjoining or adjacent sites of like physical circumstances within the same zoning, at least one of which has frontage to the same street as the subject site (or sites).

Multiplied by 25 (nominal area for carpark plus manoeuvring area)

Plus

The current cost of construction of 25 m<sup>2</sup> of carpark to a permanent dustfree (not metal) surface including earthworks, pavement, kerbing, drainage and marking.

Provided that where the Council provides the carparking on land of lower value than the development site prior to the commencement of the use, then the average value of the Council carpark land will be taken as the per square metre value to be paid.

- (b) The value of the cash payment shall be calculated by a registered valuer and submitted to the Council as part of the application to dispense with or grant a waiver from the requirements of Rule 13.1 at the applicant's expense.

13.9.4 The number of carparks for which cash payment shall be calculated shall be determined in accordance with the requirements of Rule 13.3.

**APPENDIX 13A : MANOEUVRING AND PARKING SPACE DIMENSIONS**

**APPENDIX 13B : 90 PERCENTILE MOTORCAR TRACKING CURVE**

**APPENDIX 13C : 90 PERCENTILE TRUCK TRACKING CURVE**

**APPENDIX 13D : ARTICULATED TRUCK TRACKING CURVE**

**APPENDIX 13E : RURAL ACCESS POINT FOR HEAVY VEHICLES**

**APPENDIX 13F : ENTRANCES TO SALES AREAS ON RURAL ROADS**

**APPENDIX 13G : MODEL LAYOUT FOR AREA FOR SALES OF PRIMARY  
PRODUCE  
OR PRODUCTS OF HOME OCCUPATIONS**

**APPENDIX 13H : CLASSIFICATION OF ROADS**

(See Rule 13.7(c))

**ARTERIAL ROADS**

State Highway 1, incorporating the following:

- (a) Rodney Street, Wellsford
- (b) Auckland Street, Warkworth
- (c) Brown Road, Warkworth
- (d) Great North Road, Warkworth.
- (e) Main Road, Orewa

State Highway 16, including Main Road, Kumeu.

Former State Highway 16, including Port Albert Road, Wellsford.

Coatesville-Riverhead Highway.

East Coast Road

**PRINCIPAL ROADS**

Kahikatea Flat Road

Leigh Road

Mahurangi East Road (Sandspit Road to Snells Beach)

Mangawhai Road (State Highway 1 to Black Swamp Road)

Matakana Road

Red Beach Road

Riverhead Road

Sandspit Road (State Highway 1 to Mahurangi East Road)

Taupaki Road (Waitakere Road to State Highway 16)

Whangaparaoa Road (State Highway 1 to Gulf Harbour)

**COLLECTOR ROADS**

Access Road (Station Road to State Highway 16 (Main Road))

Bay Street

Beach Road

Brightside Road

Centreway Road (State Highway 1 to West Hoe Road)

Duck Creek Road (Spur Road to Stillwater Crescent)

Elizabeth Street (Warkworth)

Factory Road (State Highway 16 to Waimauku Station Road)

Florence Avenue (State Highway 1 to Centreway Road)

Forge Road

Foster Road (State Highway 16 to Trigg Road)

Foundry Road

Gulf Harbour Drive

Hardley Avenue

Hill Street (State Highway 1 to Victoria Street)

Kaipara Flats Road (railway crossing to State Highway 1)

Ladies Mile

Langton Road (Vipond Road to Brightside Road)

Lawrence Street

Mahurangi East Road (Sandspit Road to Martins Bay Road)

**APPENDIX 13H : CLASSIFICATION OF ROADS**

(See Rule 13.7(c))

Mahurangi West Road (State Highway 1 to Pukapuka Road)  
 Makarau Road (former State Highway 16 to Tahekeroa Road)  
 Marellen Drive  
 Matakana Valley Road (Smith Road to Leigh Road)  
 Matheson Road (Rodney Street to Rustybrook Road)  
 Matua Road (State Highway 16 to Pinotage Place)  
 Mill Lane  
 Moana Avenue  
 Moenui Avenue  
 Muriwai Road (Motutara Road to State Highway 16)  
 Neville Street  
 Omaha Flats Road (Takatu Road to Point Wells Road)  
 Pakiri Road (Leigh Fisheries to Goat Island Road)  
 Parkhurst Road (South Head Road to State Highway 16)  
 Peak Road (former State Highway 16 to Shanks Road)  
 Port Albert Road (Wharfe Road to former State Highway 16)  
 Puhoi Road (State Highway 1 to Tunnel Road)  
 Queen Street  
 Rishworth Avenue  
 Riverside Road (State Highway 1 to Centreway Road)  
 Run Road (Burma Road to Wharehine Road)  
 School Road (Tomarata Valley Road to Radcliffe Road)  
 Shakespeare Road (Whangaparaoa Road to Gulf Harbour Avenue)  
 Silverdale Street  
 South Head Road (Monk Road to Parkhurst Road)  
 Spur Road (East Coast Road to Duck Creek Road)  
 Stanmore Bay Road (Whangaparaoa Road to Brightside Road)  
 Station Road (Rodney Street to Matheson Road)  
 Takatu Road (Leigh Road to Whitmore Road)  
 Tamariki Avenue  
 Tauhoa Road (former State Highway 16 to Poynter Road)  
 Tavern Road (State Highway 1 to Foundry Road)  
 Tawa Road (Puke Road to Station Road)  
 Taylor Road  
 Tindalls Bay Road  
 Tomarata Valley Road (Whangaripo Valley Road to School Road)  
 Vipond Road  
 Wade River Road  
 Waikoukou Valley Road (railway crossing to Taylor Road)  
 Waimauku Station Road (State Highway 16 to railway crossing)  
 Wainui Road  
 Waitakere Road (Access Road to Wairere Road)  
 Waitoki Road  
 Waiwera Road  
 Weranui Road (Upper Waiwera Road to Waiwera Road)  
 West Coast Road  
 West Hoe Road (State Highway 1 to Centreway Road)  
 Whangaparaoa Road (Gulf Harbour Road to Auckland Regional Authority Reserve)  
 Whangaripo Valley Road (Rustybrook Road to Matakana Valley Road)  
 Wharehine Road (Run Road to Wharf Road)  
 Whittaker Street  
 Worker Road (Rodney Street to Hood Street)

**APPENDIX 13H : CLASSIFICATION OF ROADS**

(See Rule 13.7(c))

Woodcocks Road (West Coast Road to State Highway 1)

**LOCAL ROADS**

All other roads.