

14.2 Transport Rules

14.2.1 Purpose

Ease of accessibility for people and goods by all modes of transport to all parts of the District is essential to the social, cultural and economic well being of the community. Accessibility is dependent on an efficient and safe transport network and the availability of safe and suitable loading and parking. Protection is provided for pedestrians on major traffic routes.

14.2.2 Activities

14.2.2.1 Permitted Activities

Any activity which complies with all the **Site Standards** specified below and is not listed as a **Controlled** or **Discretionary** Activity shall be a **Permitted Activity**.

14.2.2.2 Controlled Activities

The following shall be **Controlled Activities** provided they are not listed as a **Discretionary Activity** and comply with all the relevant **Site Standards**. The matter in respect of which the Council has reserved control and listed with each **Controlled Activity**:

- i **Car Parking Areas in the Town Centre, Business, Industrial A, and Industrial B Zones, Ballantyne Road Mixed Use Zone, Corner Shopping Centre Zone and Activity Area 2 of the Kingston Village Special Zone.**

Car parking areas in respect of their access, location, landscaping, separation from pedestrians, compatibility with surrounding activities and method of provision in the Town Centre, Business, Industrial, Corner Shopping Centre Zones and Activity Area 2 of the Kingston Village Special Zone.

14.2.2.3 Discretionary Activities

The following shall be **Discretionary Activities**:

- i **Car parking for Non-Identified Activities**
Car parking for any activity not identified in Table 1, and which is not a permitted or controlled activity within the zone in which it is located.
- ii Any activity which does not comply with the following **Site Standards** shall be a **Discretionary Activity** with the exercise of the Council's discretion being restricted to the matter(s) specified in that standard.

14.2.3 Non-Notification of Applications

An application for a resource consent for the following matters may be considered without the need to obtain a written approval of affected persons and need not be notified in accordance with Section 93 of the Resource Management Act 1991, unless the Council considers special circumstances exist in relation to any such application.

- i All applications for **Controlled** and **Discretionary** Activities.

14.2.4 Site Standards

14.2.4.1 Parking and Loading

- i **Minimum Parking Space Numbers**
Activities shall provide on-site parking space in accordance with Table 1 **except for**:
 - (a) Activities in the Town Centre Zones, excluding the Town Centre Transition sub-zone, which shall be subject to the existing car parking requirements.
 - (b) Car Parking need not be on site within the High Density Residential Sub Zone E (Lake View) provided that it is located within that Sub Zone.

Table 1 - Parking Space Requirements

Note: GFA = Gross Floor Area
PFA = Public Floor Area

ACTIVITY	PARKING SPACES REQUIRED FOR:	
	RESIDENTS/ VISITOR	STAFF/ GUEST
Residential units:		
High Density Residential (HDR) Zone		
i. Subzone A- Queenstown & Wanaka; Subzones B, B1, C, D and E Queenstown only unless listed in ii below	1 per unit	none
ii. Queenstown Subzone B, C: Thompson St-Lomond Cres-Glasgow St; and Queenstown Subzone C: Vancouver Drive-Belfast Tce; Aspen Grove	1.25 per unit	0.25 per unit (1) (2) (3)
All Other Zones & Wanaka HDR Sub-zones B, C	2 per unit	none
Residential Flat	1 per residential flat	
Elderly Persons Housing	1 per residential unit	
Homestays and Registered Homestays	1 per bedroom used for homestay.	
Visitor Accommodation - unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins):		
Wanaka Low Density Residential Zone and Wanaka High Density Residential Subzones B&C	2 per unit	none

ACTIVITY	PARKING SPACES REQUIRED FOR:	
	RESIDENTS/ VISITOR	STAFF/ GUEST
Queenstown Low Density Residential Zone and Queenstown High Density Residential Zone Subzone B, C: Thompson St-Lomond Cres-Glasgow St; and Subzone C: Vancouver Drive-Belfast Tce; Aspen Grove	1.25 per unit	0.25 per unit (1) (2) (3)
All Other Zones; HDR Subzone A; Queenstown HDR Subzones B, B1, C, D and E not listed above	1 per unit up to 15 units; thereafter 1 per 2 units. In addition 1 coach park per 30 units. (4)	1 per 10 units
Visitor Accommodation (guest room type construction, e.g. hotels)	1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. In addition 1 coach park per 50 guest rooms	1 per 20 beds
Visitor Accommodation (Backpacker Hostels)	1 per 5 guest beds. In addition 1 coach park per 50 guest rooms	1 per 20 beds
Commercial Activities	1 per 25m ² GFA	
Comprehensive Residential Development within the Low Density Residential Zone – excluding Wanaka	1.25 per residential unit	0.25 per residential unit (1) (2) (3)
Wanaka	2 per residential unit	none
Industrial Activity		1 per 25m ² area used for manufacturing, fabricating, processing, or packing goods plus 1 per 100m ² storage space
Industrial Activity-Frankton		3 per 100m ² GFA Workshop Area and for unit storage businesses 1 per 10 storage units
Meeting places and entertainment facilities	1 per 10m ² PFA or 10 seats, whichever is greater	

ACTIVITY	PARKING SPACES REQUIRED FOR:	
	RESIDENTS/ VISITOR	STAFF/ GUEST
Motor vehicle repair and servicing	1 per 25m ² of servicing area plus 2 per establishment for heavy commercial vehicle parking	1 per 25m ² workshop area.
Drive-through facility	5 queuing spaces per booth or facility	
Sports fields	20 per hectare of playing area plus 2 coach parks per hectare	
Hospitals	1 per 5 beds	2 per 5 beds
Health Care Services	2 per professional staff	1 per professional staff plus 1 per 2 other full time staff, or 1 per consulting room (whichever is greater)
Offices	1 per 50m ² GFA	
Restaurants	1 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
Taverns or Bars	2 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
Educational	1 per 10 students over 15 years of age.	1 per 2 staff.
Daycare facilities		1 per 10 children.
Rural selling places	3 for the initial 25m ² GFA and outdoor display area; and thereafter 1 per 25m ² GFA and outdoor display area.	
Home Occupation (in addition to residential requirements)	1 per home	
Community Care Activities	1 per 6 residents	1 per 6 residents
Service Stations	1 per 25m ² of GFA used for retail sales, plus 2 per air hose, plus 3 queuing spaces per car wash	3 per station
Service Activities	1 per 100m ²	1 per 100m ²
Warehousing	Nil	1 per 50m ² GFA plus 1 per 100m ² outdoor storage area

Table 1A - Remarkables Park Zone: Parking Spaces Required

ACTIVITY	PARKING SPACES REQUIRED FOR:	
	RESIDENTS/VISITOR	STAFF
Residential Units		
Activity Area 1	2 per residential unit	-
All other Activity Areas	1 per residential unit	-
Commercial and Entertainment Activities		
(a) where "commercial" involves bulk retail stores in excess of 500m ² that sell fast-moving, high volume goods	1 per 25m ² GFA	-
(b) all other retail outlets and other commercial activities for the purpose of this provision	1 per 50m ² GFA	
Healthcare Services	2 per professional	1 per full time equivalent staff member
Restaurants	1 per 50m ² PFA (excl toilets)	1 per 100m ² PFA (2 minimum)

Table 1B - Mount Cardrona Station Special Zone – On-site parking space requirements

ACTIVITY	PARKING SPACES REQUIRED FOR:	
	RESIDENTS / VISITORS	STAFF
Residential unit up to and including 150 m ² gross floor area (excluding garage areas).	1 per residential unit plus 1 visitor per 5 units	-
Residential unit greater than 150 m ² gross floor area (excluding garage areas).	2 per residential unit plus 1 visitor per 5 units	-
Secondary unit	1 per secondary unit	-
Visitor accommodation – unit type construction	1 per unit up to 10 units, thereafter 1 per 2 units.	1 per 10 units
All other activities	Refer table 1	

Table 1C - Three Parks Zone: Minimum Car Parking Space Requirements

Note: Where an activity is not specifically listed below, the requirements in Table 1 shall apply.

ACTIVITY	RESIDENTS/VISITOR CARPARKS	STAFF/GUEST CARPARKS
Residential units: In the LDR subzones	2 per unit; and 1 per residential flat	None,
In all other subzones	2 per unit except that where the site is within 400 m of an existing, regular, public transport stop which is regularly serviced this may be reduced to 1.25 per unit. ; and 1 per residential flat	None, except that where the resident/ visitor parking provision has been reduced to 1.25 per unit a further 0.25 per unit shall also be provided NB: Such parking may be clustered.
Visitor Accommodation- unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins): In the LDR subzone	2 per unit; and On sites containing more than 30 units, the site's access and three of the spaces must be arranged so that a design tour coach can enter and park on or near these spaces. These three spaces may be allocated for coach parking.	None
In the MDR, Tourism and Community Facilities, and the Commercial Core subzones	2 per unit, except that where the site is within 400 m of an existing public transport stop, which is regularly serviced this may be reduced to 1.25 per unit; and On sites containing more than 30 units, the site's access and three of the spaces must be arranged so that a design tour coach can enter and park on or near these spaces. These three spaces may be allocated for coach parking	None, except that where the resident/ visitor parking provision has been reduced to 1.25 per unit a further 0.25 per unit shall also be provided NB: Such parking may be clustered.

ACTIVITY	RESIDENTS/VISITOR CARPARKS	STAFF/GUEST CARPARKS
Visitor Accommodation (Backpacker Hostels) – In all subzones NB – Refer Table 1 for other types of Visitor Accommodation.	1 per 5 guest beds. In addition 1 coach park per 50 guest rooms	1 per 20 beds NB: Such parking may be clustered.
Large format retail, except supermarkets	2.3 per 100 m ² GFA; Except that once retail space in the commercial core subzone exceeds 20,000m ² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan.	1 per 10 full time equivalent staff or 1 per 300m ² GFA, whichever is the greater; Except that once retail space in the commercial core subzone exceeds 20,000m ² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan.
Supermarkets	5 per 100 m ² GFA	1 per 10 full time equivalent staff or 1 per 300m ² GFA, whichever is the greater; Except that once retail space in the commercial core subzone exceeds 20,000m ² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan.

ACTIVITY	RESIDENTS/VISITOR CARPARKS	STAFF/GUEST CARPARKS
Specialty retail and commercial activities not otherwise listed in Table 1 or this table	1 per 25 m ² GFA; except that : (i) Once retail space in the commercial core subzone exceeds 20,000m ² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan (ii) In the MDR (deferred mixed use) subzone, the provision of 90° parking on the street immediately in front of the site shall be included in the calculation of on-site carparking requirements.	1 per 10 full time equivalent staff or 1 per 300m ² GFA, whichever is the greater; Except that once retail space in the commercial core subzone exceeds 20,000m ² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan.
Service Activities	1 per 100m ² of GFA, except that there is no residential/visitor parking requirement for that area used for the maintenance and repairing of goods.	1 per 25m ² of area used for the maintenance and repairing of goods 1 per 100m ² of area used for any other form of service activity.

Notes on Tables 1, 1A, 1B and 1C

The Notes apply to all provisions in Tables 1, 1A, 1B and 1C.

Note i: In calculating the total parking requirement, the requirement for residents/visitors and the requirement for guests or staff shall be added together, then rounded up to the next highest whole number. E.g. for 5 units the requirements are:

residents/visitors 5 x 1.25 = 6.25
 staff/guests 5 x 0.25 = 1.25
 total of 7.5, rounded up, gives a total requirement of 8

Note ii: The area of any parking space or spaces provided and of vehicular access drives and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of spaces required or permitted.

Note iii: The parking requirements listed in Table 1 are categorised by activity. When calculating the overall parking requirements for a development, the separation of area into different activities will be required where the gross floor area of an activity (or public floor space or other such measurement that the standards for the relevant activity is based upon) exceeds 10% of the total gross floor space of the development. The total parking requirement for any development shall be the sum of the requirements for each area.

Note iv: The term “Professional Staff” in relation to Health Care Services does not include administrative staff.

Note v “Staff” in the above Tables means full time staff or full time staff equivalent. Provision for a full time staff equivalent is based on recognition of the fact that some businesses are operated in shifts

Except:

- (a) Within the Village Precinct no parking shall be required on site where it can be demonstrated that adequate parking is provided in a communal carpark.
- (b) Within Activity Areas 3 and 4 no parking shall be provided on site where it can be demonstrated that adequate parking is provided in a farm yard car park adjacent to the site.

Footnotes to Table 1

The following footnotes apply only where indicated in Table 1.

Footnote (1): Where the site is used for visitor accommodation these spaces shall be made available for staff. Where the site is

used for residential purposes these spaces are to be accessible to guests, or for use for parking trailers and other vehicles.

Footnote (2): These spaces shall all be held on common land. If the requirement for residents/visitors and/or the requirement for staff/guest involves a fraction, only the whole number of spaces have to be allocated and located for that purpose. E.g. for 5 units, only one space has to be located on common land (see Footnote (3) below) and allocated to staff/guest.

Footnote (3): On sites containing more than 30 units, the site's access and three of the spaces must be arranged so that a design tour coach can enter and park on or near these spaces. These three spaces may be allocated for coach parking.

Footnote (4): In HDR Subzone B1 the coach parking requirement for visitor accommodation-unit type construction is one coach park for each site containing more than 30 units.

ii Location and Availability of Parking Spaces

- (a) Any space required by this Plan for off-street parking or loading shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods or any other use. Any staff parking required by this rule is to be marked on the space and shall be provided on-site.
- (b) All required heavy vehicle parking or loading space shall be located so that its use by those vehicles complies with the relevant noise emission standards for the activity to which the parking relates, and to ensure that no vehicle is required to carry out any reverse manoeuvring onto or from any road other than a service lane.
- (c) No parking space required by this Plan shall be located on any access or outdoor living space required by the Plan. Each

parking space required by the Plan shall have unobstructed vehicular access to a road or service lane.

- (d) Parking areas and loading areas may be served by a common manoeuvre area which shall remain unobstructed.
- (e) Residential and visitor accommodation units may provide some or all of their parking requirement "off-site", on another site, in accordance with the following:
 - (i) If development in any Sub-Zone of the High Density Residential Zone is located within 400m of an established public transit route (as shown in Appendix 4 Interpretive Diagrams 12: Proximity to Established Public Transport Routes – Queenstown), then some or all of the parking requirement may be provided off-site.
 - (ii) All other developments may provide up to one-third of their parking requirement off-site.
 - (iii) Off-site parking in relation to the above must be:
 - a. Dedicated to the units within the development, and
 - b. Located so that all the "off-site" car parking spaces allocated to the development are within a 200m walking distance of the boundary of the development, and
 - c. With guarantees of the continued availability of the parking (or an equal alternative) for the units the off-site parking is intended to serve.
- (f) Rooftop carparking shall be a restricted discretionary activity.

iii Size of Parking Spaces

All required parking spaces other than for residential units, and associated manoeuvring areas are to be designed and laid out in accordance with the requirements in Appendix 7.

iv Parking Area and Access Design

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with the standards contained in NZS4404:2004, and

All shared vehicular access serving residential and/or visitor accommodation units in the High and Low Density Residential Zones shall be in accordance with the standards set out in NZS4404:2004 except for developments identified in the table below:

The Greater of the Actual Number of Units Served or; the Potential Number of Units served by the Access as a Permitted or Controlled Activity	FORMED WIDTH (m)	LEGAL WIDTH (m)
1 to 6	3.5	4
7 to 12	5	6

Where the shared vehicle access adjoins a local distributor or higher road in the hierarchy, including a State Highway, it shall have a 5m formed width and a 6m legal width for a minimum length of 6m as measured from the legal road boundary.

No private way or private vehicle access or shared access shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.

Private shared vehicle access shall have legally enforceable arrangements for maintenance put in place at the time they are created.

Formed access widths for 1 to 6 units shall provide passing bays at intervals no greater than 25 metres (end of one passing bay to the beginning of the next) along the length of the access way. Passing bays shall be at least 8 metres long and at least 2.5 metres wide, plus any tapers desired.

The access width rules provided above do not apply at the time of subdivision to developments authorised and implemented under existing and live resource consents at the time of adoption of these rules.

The access width rules provided above do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.

Note: Calculation of maximum developable capacity shall require, where necessary, creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development.

In the **LDR and MDR subzones of the Three Parks Zone**, all back lanes serving residential units shall be in accordance with the standards set out in NZS4404:2004 except as identified in the table below:

The actual number of units serviced or the potential number of units serviced by the back lane as a permitted or restricted discretionary activity, whichever is the greater.	Minimum legal width	Maximum legal width
Back lanes servicing 1 to 16 residential units	5 metres	6 metres

Provided that:

- Where any back lane adjoins a local distributor or higher road in the hierarchy, including a State Highway, it shall have a 6m legal width for a minimum length of 6m as measured from the legal road boundary.
- No back lane shall serve sites with a potential to accommodate more than 16 residential units on the site and adjoining sites.
- Back lanes shall have legally enforceable arrangements for maintenance put in place at the time they are created.

v

Gradient of Car Parks

Car parking areas shall have a gradient of no more than 1 in 20 in any one direction.

vi Car Spaces for People with Disabilities

- (a) Car parking areas shall include spaces for people with disabilities provided at the rate of

1 to 10 spaces:	no requirement
11 to 50 spaces:	1 disabled person's space
up to 100 spaces:	2 disabled persons' spaces

plus 1 more for every additional 50 spaces.

- (b) Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly signed.

vii Reverse Manoeuvring

Where off-street manoeuvring facilities are required, a 90th-percentile car shall be able to manoeuvre into and out of any required parking spaces with only one reverse manoeuvre.

- (a) Off-street manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off a State Highway or arterial road.
- (b) Off-street manoeuvring shall be provided to a 90th-percentile car to ensure that no car is required to reverse either onto or off any collector road where:
- (i) the frontage road speed limit is 80km/h or greater, or
 - (ii) six or more parking spaces are to be serviced by a single accessway, or
 - (iii) three or more residential units share a single accessway, or
 - (iv) the activity is on a rear site

- (c) Off-street manoeuvring shall be provided for a 90th-percentile car to ensure that no car is required to reverse either onto or off any local road where:
- (i) ten or more parking spaces are to be serviced by a single accessway, or
 - (ii) five or more residential units share a single accessway, or
 - (iii) the activity is on a rear site

Note: refer to 14.2.4.1 ii (b) and 14.2.4.1 xi (b) (iv) for reverse manoeuvring provisions for heavy vehicles and loading spaces. A list of Arterial and Collector roads and a definition of Local roads is contained in Appendix 6.

viii Residential Parking Spaces

- (a) Any residential parking spaces for Class 1 and Class 2 users (see definitions in Appendix A7), required by this Plan shall have the following minimum internal dimensions:

	WIDTH	DEPTH
Single	3.1m	5.5m
Double	5.6m	5.6m

Note: A row of three parking spaces would require a total width of 8.7m and not the minimum 7.5m width indicated by Table 1 in Appendix 7. A row of more than three parking spaces would use Table 1 widths for the intervening spaces between the two end parking spaces of 3.1m each. The last spaces at the end of each row shall be counted as single spaces to provide sufficient width to fully open vehicle doors in the end parking spaces.

- (b) The minimum width of the entrance to a single garage shall be no less than 2.4 m wide. The manoeuvring area from the

property boundary to the garage entrance shall be designed to accommodate a 90 percentile car as set out in Appendix 7.

- (c) Where two parking spaces are provided for on a site containing only a single residential or Visitor Accommodation unit, the two parking spaces may be provided in tandem.

ix Queuing

On-site queuing space shall be provided for all vehicles entering a parking or loading area. The required queuing space length shall be in accordance with the Table 2 below, except that where the parking area has more than one access the required queuing space may be divided between the accesses. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.

Except:

This Rule shall not apply to vehicles entering a parking or loading area gaining access from Local Access Roads within Activity Area 1 of the Mount Cardrona Station Special Zone.

Table 2 - Queuing Space Lengths

NUMBER OF PARKING SPACES	MINIMUM QUEUING LENGTH
3 – 20	6m
21 – 50	12m
51 – 100	18m
101 – 150	24m
151 – or over	30m

x Set Down Areas

All educational and health facilities or activities must provide an on-site manoeuvre area to allow vehicles to set down and pick up children or patients. Such areas shall be provided to ensure that no vehicle is required to reverse either onto or off the site.

xi Loading Areas

- (a) The following provisions shall be made for off-street loading on every site in the Business, Industrial A, Industrial B, Town Centre, Frankton Corner Shopping Centre Zones and Activity Area 2 of the Kingston Village Special Zone except on sites where access is only obtained from the following roads:
- Queenstown Mall
 - Beach Street
 - Shotover Street
 - Helwick Street
 - Buckingham Street
 - Camp Street
 - Rees Street
 - Marine Parade
 - Church Street

- (b) Every loading space shall be of the following dimensions:

ACTIVITY	MINIMUM SIZE
Transport depots or similar	9m length 3.5m wide 3.8m high
Retail premises, offices, warehouse, bulk stores, industries, service industries and similar	8m length 3.5m wide 3.8m high
Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high

Notwithstanding the above:

- (i) where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided.
- (ii) Each loading space required by the Plan shall have unobstructed vehicular access to a road or service lane.

- (iii) Parking areas and loading areas may be served in whole or in part by a common manoeuvre area which shall remain unobstructed.
- (iv) No vehicle is allowed to reverse manoeuvre into or out of a loading space from a State Highway, arterial road or collector road.

xii Surface of Parking and Loading Areas

- (a) The surface of all parking, loading and associated access areas shall be formed, sealed or otherwise maintained so as not to create a dust or noise nuisance, to avoid water ponding on the surface and to avoid run-off onto adjoining roads.
- (b) The first 6m of such areas (as measured from the road boundary) shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.

xiii Landscaping

- (a) **Other than** for residential activities and activities within the Town Centre, Business, Industrial and Corner Shopping Zones, every outdoor car park area shall include landscaping at a minimum rate of 6% of the total area of the car park or 1.5m² per parking space, whichever is the lesser.
- (b) Landscaping may be provided in strips or blocks provided the minimum internal dimension of any strip or block shall be not less than 1.5m.
- (c) Where an area contains five or more outdoor car parking spaces as part of a Comprehensive Residential Development in the Low Density Residential Zone, landscaping shall be provided at a rate of 1.5 m² per parking space. Where the parking area is located along a site boundary, the landscaping shall be provided in a strip along the boundary.

xiv Illumination

All parking and loading areas, excluding those for residential use which are designed to accommodate 5 or more vehicles and which are used at night, shall be illuminated to a minimum maintained level of 3 lux, with high uniformity, during hours of operation.

14.2.4.2 Access

i Length of Vehicle Crossings

- (a) The following crossing lengths shall apply as measured at the property boundary:

LAND USE	LENGTH OF CROSSING (m)	
	Minimum	Maximum
Residential	3.0	6.0
Other	4.0	9.0

- (b) The length of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped curb.

ii Design of Vehicle Crossings

Vehicle crossings providing access to a road in a Rural Zone shall comply with the standards in Appendix 7 (Diagram 2, 3 or 4 depending on the activity served by the access).

For all other accesses the design of the vehicle crossing shall be such that:

- (a) the access crosses the property boundary at an angle of 90 degrees plus or minus 15 degrees;
- (b) the vehicle crossing intersects with the carriageway at an angle of between 45 degrees and 90 degrees;
- (c) roading drainage shall be continuous across the length of the crossing;

- (d) all vehicular accessways adjacent to State Highways shall be sealed from the State Highway boundary to the edge of carriageway in accordance with Transit New Zealand's standards.

iii Maximum Gradient for Vehicle Access

- (a) The maximum gradient for any private way used for vehicle access shall be 1 in 6.
- (b) In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:
- The average gradient over the full length of the private way does not exceed 1 in 6; and
 - The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and
 - The private way is sealed with a non-slip surfacing.
- (c) Vehicle break-over angles shown in Appendix 7 shall not be exceeded.

For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.

iv Minimum Sight Distances from Vehicle Access

- (a) The minimum sight distance from any access, as set out in the Table 3 below must be complied with.
- (b) The sight distances in Table 3 shall be measured from the points shown on Diagram 1 in Appendix 7 and shall apply to all roads.

Table 3 - Minimum Sight Distances from Access

SPEED LIMIT (km/hr)	SIGHT DISTANCE (m)	
	Residential Activity	Other Activities

50	45	80
60	65	105
70	85	140
80	115	175
90	140	210
100	170	250
110	210	290
120	250	330

v Maximum Number of Vehicle Crossings

Subject to Site Standard 14.2.4.2(viii) in respect of State Highways, the maximum number of crossings shall be as provided for in Table 4 below.

Table 4 - Maximum Number of Vehicle Crossings

FRONTAGE LENGTH (m)	TYPE OF ROAD FRONTAGE		
	Local	Collector	Arterial
0 - 18	1	1	1
19 - 60	2	1	1
61 - 100	3	2	1
Greater than 100	3	3	2

vi Distances of Vehicle Crossings from Intersections

No part of any vehicle crossing shall be located closer to the intersection of any roads than the distances permitted in Table 5 below.

Table 5 - Minimum Distance of Vehicle Crossings from Intersections

Roads with a speed limit of less than 100 km/hr

FRONTAGE ROAD	INTERSECTING ROAD		
	Arterial	Collector	Local
Arterial	40	40	40
Collector	35	30	30
Local	25	25	25

Roads with a speed limit equal to or greater than 100 km

FRONTAGE ROAD	INTERSECTING ROAD		
	Arterial	Collector	Local
Arterial	100	100	100
Collector	75	60	60
Local	50	50	50

Note: Distances shall be measured parallel to the centre line of the carriageway of the frontage road from the centre line of the intersecting road. Where the roadway is median divided the edge of the dividing strip nearest to the vehicle crossing shall for the purposes of this control be deemed the centre line.

Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances a single vehicle crossing may be constructed provided it is located adjoining an internal boundary of the site in the position which most nearly complies with the provisions of Table 5.

vii Service Stations

In addition to compliance with the above rules, all service station development shall comply with the following rules:

- (a) The canopy shall be setback 2m from the road boundary.
- (b) Accessways into Service Stations shall comply with the following minimum separation distances from other driveways.
 - Between driveways for residential activities - 7.5m
 - Between driveways for other activities - 15m
- (c) The width of any driveway into a Service Station shall comply with the following:
 - One way - 4.5m min and 6.0m max.
 - Two way: - 6.0m min and 9.0m max.

Any one way entrance or exit shall be signposted as such.

- (d) The road boundary of the site shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points.
- (e) Pumps shall be located a minimum of 4.5m from the road boundary and 12m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling.
- (f) A minimum path width of 4.5m shall be provided for vehicles through the service station forecourt.
- (g) Tanker access to bulk tank filling positions shall ensure tankers drive in and out in a forward direction, without the need for manoeuvring either on the site or adjacent roadways. Where this cannot be achieved tankers shall be able to be manoeuvred so they can drive out in a forward direction.

Tankers discharging shall not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service.

The minimum path and loading bay widths for tankers shall be 4.5m with a minimum inside turning radii of 7.5m.

viii Minimum distance between Vehicle Crossing onto State Highways

The minimum distance between any two vehicle crossings (regardless of the side of the road on which they are located), either single or combined, onto any State Highway situated in those areas zoned Rural General, Rural Lifestyle, Rural Residential, Gibbston Character, Ski-Area Sub-zone and Resort on the planning maps attached to this plan, shall be 200 metres.

14.2.4.3 Three Parks Zone - Bicycle Parking Standards

i Table 1D - Minimum bicycle parking space requirements.

ACTIVITY	Type 1	Type 2	Type 4
Commercial Activities, other than those which are more specifically defined elsewhere in this table.	2 bike spaces (i.e. 1 stand) for the first 125m ² of GFA used for retail and 1 space for every 125m ² of GFA used for retail, thereafter	Nil	1 bike space per 10 on-site workers
Offices	2 bike spaces (i.e. 1 stand) for the first 500 m ² GFA and 1 space for every 500m ² GFA, thereafter	Nil	1 bike space per 10 on-site workers
Industrial and service activities	Nil	Nil	1 bike space per 10 on-site workers
Restaurants, Cafes, Taverns and Bars	2 bike spaces (i.e. 1 stand) for the 125 m ² PFA and 1 space for every 125m ² GFA, thereafter	Nil	1 bike space per 10 on-site workers
Hospitals	1 bike space per 25 beds	Nil	1 bike space per 10 on-site workers
Daycare facilities	2 bike spaces per centre	Nil	1 bike space per 10 on-site workers
Places of assembly, community activities, and places of entertainment.	2 bike spaces per 500 m ² located directly outside the main entrance or ticket office.	1 per 50m ² PFA or 50 seats, whichever is greater	1 bike space per 10 on-site workers
Educational facilities	2 bike spaces per office	Nil	1 bike space per 8 students and on-site workers
Sports fields	2 bike spaces per hectare of playing area	Nil	

Clarification of the Table

1. Refer below for the design standards and definitions for the various types of cycle parking
2. PFA = Public Floor Area. This shall be taken to mean the GFA of all public areas. Refer to Section D for the definition of 'public area'.
3. Refer to Section D for a definition of 'on site workers'.
4. Where an assessment of the required parking standards results in a fractional space, any fraction shall be counted as one space.
5. Definitions of the various types of bicycle parking are as follows:

Customer/Visitor Short-Term Bicycle Parking (Type One)	Means bicycle parking provided outside destinations where visitors are only expected to stay for five to 30 minutes.
Customer/Visitor Short to Medium-Term Bicycle Parking (Type Two)	Means bicycle parking provided outside destinations where customers/ visitors are expected to stay for 30 minutes to three hours.
Private Long-Term Bicycle Parking (Type Four)	Means bicycle parking that is high security and limited access parking provided by private companies or organisations for use by employees or students who work/study on the site.

ii Design standards for Type One cycle parking – Customer/Visitor Short-Term Bicycle Parking.

Type 1 bicycle parking shall be located within 10 metres of the main pedestrian entrance(s) to the building(s), except:

- (a) In relation to the Commercial Core, Type One bicycle parking shall consist of at least one bicycle stand (2 bicycle parks) located every 50 metres within the road reserve and public space and this shall be identified at the ODP approval stage.

Note: This rule does not apply where the development does not include a building (as in the case of some sportsfields or some community facilities, for example),

iii **Design standards for Type 2 Customer/Visitor Short to Medium Term Bicycle Parking**

Type 2 bicycle parking shall be located within 25m of the destination, or so that it is closer than the nearest carpark (excluding disabled carparks), whichever is the lesser, except:

- (a) Within any pedestrian-only mall within the Commercial Core, Type Two bicycle parking shall be provided in clusters near the different entrances to the pedestrian mall.

iv **Design standards for Type Four – Private Long-Term Bicycle Parking**

Type 4 bicycle parking shall be provided at all employment centres and schools within the zone, in the following manner:

- (a) Large developments with more than 30 on-site workers shall provide their own separate facilities on site. Note: Refer to the interpretation of “on site worker
- (b) Smaller businesses with less than 30 on-site workers may utilise a centralised facility, provided it is located within 50 metres of the business.

Note: Type 4 parking will normally take the form of a bike locker, limited access enclosure, or bike station.

14.3 **Resource Consents - Assessment Matters: Transport**

14.3.1 **General**

- (i) The following Assessment Matters are other methods or matters included in the District Plan, in order to enable the Council to implement the Plan's policies and fulfil its functions and duties under the Act.
- (ii) In considering resource consents for land use activities, in addition to the applicable provisions of the Act, the Council shall apply the relevant *Assessment Matters* set out in Clause 14.3.2 below.
- (iii) In the case of *Controlled and Discretionary Activities*, where the exercise of the Council's discretion is restricted to the matter(s) specified in a particular standard(s) only, the assessment matters taken into account shall only be those relevant to that/these standard(s).
- (iv) In the case of *Controlled Activities*, the assessment matters shall only apply in respect to *conditions* that may be imposed on a consent.
- (v) Where an activity is a *Discretionary Activity* because it does not comply with one or more relevant Site Standards, but is also specified as a *Controlled Activity* in respect of other matter(s), the Council shall also apply the relevant assessment matters for the Controlled Activity when considering the imposition of conditions on any consent to the discretionary activity.

14.3.2 **Assessment Matters**

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

i **Controlled Activity - Parking Areas, Location and Method of Provision**

Conditions may be imposed to ensure that the car parking is:

- (a) sited within easy walking distance of the development.

- (b) clearly associated with the development through signage or other means.
- (c) legally bonded to the development.
- (d) surrounded by appropriate land use activities with which the car parking is compatible.
- (e) designed so access is suitable to provide for the safety and efficiency of traffic and pedestrians.

ii Controlled Activity and Site Standard - Landscaping

- (a) The ability of car parking to comply with provisions of Site Standard 14.2.4.1(xvi).
- (b) The effect of any reduced landscaping, especially the provision of trees, in terms of the scale and appearance of car parking.
- (c) The extent to which the site is visible from adjoining sites, particularly those in the Residential Low Density and Residential High Density Zones.
- (d) The nature of the activity which requires car parking.
- (e) The relative importance of landscaping on the particular site concerned, taking into account the visual quality of the surrounding environment, particularly where a low standard of visual amenity exists and improvement is necessary.
- (f) The extent landscaping would impede visibility of motorists leaving a site to the frontage road or impede an adjacent footpath.

iii Parking and Loading Provision

- (a) Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing

location of buildings, access to the road, topography and utility location.

- (b) Whether there is an adequate alternative supply of parking or loading spaces in the vicinity. In general on-street parking is not considered an alternative.
- (c) Whether there is another site in the immediate vicinity that has available parking or loading spaces which are not required at the same time as the proposed activity. In such a situation the Council will require the associated parking or loading spaces to be secured in some manner.
- (d) Whether a demonstrably less than normal incidence of parking or loading will be generated by the proposal, such as due to specific business practice, type of customer, bus transportation.
- (e) Whether the Council is anticipating providing public car parking that would serve the vicinity of the activity.
- (f) Whether a significant adverse effect on the character and amenity of the surrounding area, particularly pedestrian amenity and safety, will occur as a result of not providing the required parking or loading space.
- (g) The extent to which the safety and efficiency of the surrounding roading network would be adversely affected by parked and manoeuvring vehicles on the roads.
- (h) Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.
- (i) Whether there is efficient public transport within the vicinity of the proposed activity.
- (j) The proximity of residential areas, visitor accommodation, commercial offices or other mixed use developments to the proposed activity, and the ability for people to walk to and from the site.

- (k) Where there is any consideration to any requirement for coach parking recognition be given to the availability of designated coach parking provided off site.
- (l) Where a reverse manoeuvre is undertaken from a rear site whether the effects are mitigated by the width of access and visibility at the road boundary.
- (m) The extent to which the visual amenity of surrounding public spaces may be adversely affected by rooftop parking, and the potential for mitigation of rooftop parking.
- (n) The extent to which visitor accommodation can demonstrate a lesser parking demand and/or can demonstrate that potential for conversion to permanent residential accommodation is precluded.

iv Parking and Loading Area and Entranceway Design

- (a) Any adverse effects on the safety and security of people and vehicles using the facility.
- (b) The extent to which the safety of pedestrians, both on and off the site will be affected.
- (c) Any adverse effects on the amenity and character of surrounding properties and public areas.
- (d) The extent to which there could be any adverse effect on the safety and efficiency of the frontage road.
- (e) The extent to which any reduction in the design characteristics could result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient or unsafe be used by vehicles or pedestrians.
- (f) Any cumulative effect of the reduction in the design characteristics in conjunction with the effects generated by other activities on the frontage road.

v Access

- (a) Whether adequate sightlines are available from alternative access points.
- (b) The extent to which the safety and efficiency of the adjoining road would be compromised by an access point located closer to an intersection or with lesser unobstructed site distances, than is permitted by the Plan.
- (c) The extent to which conflicts between vehicles could be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.
- (d) Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road.
- (e) Whether the speed and volume of vehicles on the road could increase the adverse effects of the access on the safety of road users.
- (f) Whether the geometry of the road could mitigate the adverse effects of the access.
- (i) Whether there is efficient public transport within the vicinity of the proposed activity.
- (j) The proximity of residential areas, visitor accommodation, commercial offices or other mixed use developments to the proposed activity, and the ability for people to walk to and from the site.
- (k) Where there is any consideration to any requirement for coach parking recognition be given to the availability of designated coach parking provided off site.

- (l) Where a reverse manoeuvre is undertaken from a rear site whether the effects are mitigated by the width of access and visibility at the road boundary.
- (m) The extent to which the limited width of an access is mitigated by sufficient on-site manoeuvring.
- (n) The likelihood of future development which could result in increased traffic generation.
- (o) The extent to which the reduced width of an access is mitigated by the provision of passing areas and/or turning heads.
- (p) The extent to which the proposed development:
 - (i) Is in accordance with an approved structure plan or overall development plan for the area,
 - (ii) Can prove that the site will contain fewer units, to be controlled by subdivision covenants, vesting of land as reserve, or other appropriate measures, and
 - (iii) Can prove that any adjoining land may be more reasonably and economically accessed by an alternative route or that the development of adjoining land is so unlikely as to make provision for future access unreasonable.
- (q) Whether the reduced access width avoids turns requiring such methods as mirrors or signalling devices, where the removal, vandalism or malfunctioning of such methods may lessen public safety and convenience.
- (r) Where the anticipated use of accessways is to a multi-unit residential or visitor accommodation development, where reduced access widths may be considered because the development includes ready access to parking and building entry points.
- (s) Whether there is the possibility of redesign of the development to avoid or mitigate reasons advanced for creation of narrower accessways than required, even though such redesign may result in fewer units.

- (t) The extent to which the reduced access widths form part of a structure plan development adopting the “new urbanism” design style, where it is appropriate to provide for lesser access widths in order to enhance urban amenity values.

vi Maximum Gradient for vehicle access

- (a) The design of access including the length, width and curvature and the steepness of the access adjacent to the road.
- (b) Whether the vehicle access will have a non-slip surface such as bituminous chipseal, asphalt, concrete or interlocking paving blocks.
- (c) The likelihood of ice and snow accumulation, taking into account elevation and orientation and whether the vehicle access is heated or covered to prevent accumulation of ice and snow.
- (d) Effects on pedestrian and traffic safety including whether vehicles are likely to have reduced control or impaired sightlines.
- (e) The degree of difficulty for vehicles entering/exiting the site and the potential for increased on-street parking with resulting impacts on traffic safety and residential amenity.
- (f) The transitions between gradients taking into account vehicle break-over angles and potential damage to road and non-slip surfaces.

vii Vehicle Orientated Commercial Activities including Service Stations and Rural Selling Places

- (a) The design and layout of accesses, manoeuvring aisles, car parking and loading areas and the potential effect of these on the safety and efficiency of the frontage road.

- (b) Provision for the safe movement of pedestrians about the site and on the adjacent frontage road.
 - (c) The safety and efficiency of the access taking into account the 85th percentile speed on the frontage road, available visibility, road geometry, vehicle volumes on the frontage road.
 - (d) The relative proximity of other accesses or road intersections and the potential for cumulative adverse effects on the safety and efficiency of the frontage road.
 - (e) Any proposed on-site, design or on road works to mitigate any potential adverse effect of the access on the safe and efficient functioning of the frontage road.
 - (f) The degree to which the location of the site in combination with the position of any proposed and existing access points will affect the safe and efficient movement of traffic onto and off the site and along the adjoining roadway taking into account the following matters:
 - the types of manoeuvres anticipated to be undertaken at the intersection
 - the forms of control at adjacent intersections
 - the functions of the frontage road and any intersecting roads
 - the speed and volumes of through traffic
 - the physical features of the roadway, ie number of lanes, visibility
 - whether the driveway will be on an upstream or downstream side of the intersection.
 - (g) The ability for vehicles to queue and be serviced on-site without affecting the safe movement of vehicles or pedestrians along the adjoining road or footpath or the movement of vehicles and pedestrians using the facilities on the site.
 - (h) The external appearance of any building and its visual impact from the road and its proximity to residential areas.
 - (i) The degree to which tankers may enter and exit the site without excessive manoeuvring or disruption to vehicles being serviced on the site or serving the activity or the safe movement of vehicles along the adjoining road.
- viii In the **Three Parks zone**, whether proposed initiatives which discourage private car use and encourage alternative modes of transport justify a reduction in the minimum parking requirements.