

Appendix 3.40.8

Part 6: Cross region rules (Tier 4)

6.0 NETWORK RULES

Purpose

The purpose of the rules for parking, loading and access is to:

- give effect to the objectives and policies 2.32.1 - 2.32.9
- manage the supply of onsite parking and loading provided in conjunction with activities and development
- ensure any loading space, and any onsite required or permitted parking, and the associated access is well designed and located
- control property access and maintain safe sightlines around road / rail level crossings, where these are not controlled by alarm bells and / or barrier arms
- provide for park and ride facilities in appropriate locations
- *[control the location and type of parking buildings and areas, as a primary use on a site]

6.1 Parking, loading and access

6.1.1 Activity status

| |
|---|
| Permitted activities |
| n/a |
| Controlled activities |
| n/a |
| Restricted discretionary activities |
| Any activity or development which does not meet the general performance standards for Number of Parking and Loading Spaces |
| Any activity or development which does not meet the general performance standards for Design of Parking and Loading Areas, or Access |
| Any activity or development having access within part of a site having frontage to an Arterial Road (other than a state highway) |
| Any activity or development having access within part of a site subject to a Vehicle Access Restriction |
| Any activity or development having access within part of a site subject to a Defined Road Boundary |
| Any activity or development having access within part of the site subject to Retail Frontage or Verandah Control |
| Any activity or development having access within part of a site subject to a Motorway |

Interchange Control Area

Any activity or development having access within part of a site having frontage to a **State Highway** and not meeting the general performance standards for access to a State Highway

Any activity or development having access within part of the site within **30m of a Road / Rail Level Crossing**

Any building or structure located within a **Level Crossing Sightline Area** for an Identified Road / Rail Level Crossing

Discretionary activities

Park and Ride

Parking buildings and areas, where this is a primary activity on the site (see table below)

Noncomplying activities

Any activity or development having access within any part of a site in the city centre zone which is subject to a Vehicle Access Restriction

Prohibited activities

n/a

| Discretionary activities | | |
|---|--|---|
| Land use | Scope of activities | Location |
| Parking buildings and areas, where this is a primary activity on the site | [no limitations - type of parking assessed as part of consent process] | Centres (other than city centre zone and city fringe centres) |
| Parking buildings and areas, where this is a primary activity on the site | The parking facility provides parking for use by members of the public on a casual and short stay basis between the hours of 7am and 6pm Monday to Friday inclusive (but excluding public holidays). Any pricing schedule severely penalises parking in excess of 240 minutes (four hours) during those time periods. The parking facility may be used on a longer stay basis in excess of 240 minutes (four hours) outside the hours of 7am to 6pm Monday to Friday inclusive, and on public holidays. | City centre zone City centre fringe area (see parking overlay for location) [supports policy of avoiding long stay parking] |
| Parking buildings and areas, where this is a primary activity on the site | The parking is dedicated solely to the use of any approved activity taking place on another site or sites. It provides parking which | City centre zone City centre fringe area (see parking overlay for location) |

| Discretionary activities | | |
|---|--|---|
| Land use | Scope of activities | Location |
| | would have otherwise been required or permitted on that other site or sites. | Mixed use zones [Any other zone / location outside of centres where it is appropriate to provide for offsite, remote or consolidated parking.] Note: Shared carparking (where one site has a shortfall and shares parking serving another site) is provided for in the cross region rules as a modification to the general standards. |
| Parking buildings and areas, where this is a primary activity on the site | The parking is dedicated solely to the use of any approved residential activity taking place on another site or sites. It provides parking which would have otherwise been required or permitted for the residential activity on that other site or sites. | Intensive residential zones (provides for residential parking garages). Use if the desire is to limit offsite, remote or consolidated parking to residential uses only. |

6.1.2 Development rules

General performance standards

Parking and loading spaces and associated manoeuvring and access are required to be provided for all activities in accordance with the minimum rates specified unless otherwise stated in the Plan. In some locations maximum parking rates apply.

Nothing in these provisions shall limit the power of the Council to require or impose particular conditions or standards on applications for resource consent.

Parking and loading standards

The following provisions shall apply where either:

- a) An activity is established on a site; or
- b) There is a change of activity; or
- c) A building(s) is constructed, substantially reconstructed, altered or added to.

Number of parking and loading spaces

1 Carparking

The number of parking spaces required or permitted accessory to any activity is set out in *[Table 1]. These standards shall apply unless the Plan specifies otherwise.

The number of parking spaces must:

- a) Meet the minimum rates specified in *[Table 1] in the locations where these apply
- b) Not exceed the maximum rates specified in *[Table 1] in the locations where these apply
- c) Comply with both the minimum and maximum rates in *[Table 1], in locations where both apply

Where a site supports more than one activity the parking requirement of each activity shall be separately determined. The parking rates for the parts of any activity shall also be separately determined where separate rates are listed in *[Table 1]. If any activity is not represented in *[Table 1], the activity closest in nature to the new activity should be used.

*[Table 1: Carparking rates]

2 Cycle parking

- a) All activities shall provide the minimum number of cycle parking spaces specified in *[Table 2].

*[Table 2: Required cycle parking rates]

| Land use | | Visitor (short stay) | Secure (long stay) |
|----------------------------------|------------------------------------|---|---|
| Residential | Multi-Unit Residential Development | 1 per 20 units | 1 per unit |
| | Visitor Accommodation | 1 per 20 rooms/beds | 1 per 15 employees |
| Office and Commercial | | 1 per 800 m ² GFA of office | 1 per 10 employees |
| General Retail | | For activities up to 200 m ² GFA - 1 space For activities over 200 m ² GFA - 1 plus 1 space per 200 m ² GFA | 1 per 15 employees |
| Food Service based Retail | | For activities up to 100 m ² GFA - 1 space For activities over 100 m ² GFA - 1 plus 1 space per 100 m ² GFA | 1 per 10 employees |
| Industry | | 1 plus 1 space per 800 m ² GFA of associated office | 1 per 20 employees |
| Educational Facilities | Primary and Intermediate Schools | 1 plus 1 space per 400 students and staff at the school | 1 per 15 employees and students |
| | Secondary Schools | 1 plus 1 space per 400 students and staff at the school | 1 per 10 equivalent full time staff and students |
| | Tertiary Education Facility | 1 per 800 m ² GFA of office, to be located outside the main entrance of each | 1 per 20 students and staff on site at the peak times Spaces should be |

| Land use | | Visitor (short stay) | Secure (long stay) |
|--|------------------------------------|--|-------------------------------|
| | | department | distributed around the campus |
| Medical Facilities | Hospitals | 1 per 50 visitors | 1 per 15 employees |
| | Healthcare Facilities | 1 per 50 visitors | 1 per 15 employees |
| Entertainment Facilities and Places of Assembly | Recreation Facilities | 1 per 10 visitors | 1 per 5 employees |
| | Places of Assembly | 1 per 25 visitors (up to a maximum of 200 spaces) | 1 per 15 employees |
| | Public gatherings outdoor concerts | 1 per 50 people (per day or event) predicted to attend the event (up to a maximum of 200 spaces) | |

- b) For multi-unit developments, where a unit is provided with its own garage, this is considered to meet the requirement for one secure (long stay) space for that unit.
- c) All cycle parking shall:
 - i) Be able to support the cycle without damaging it. This includes no sharp edges which will damage paint or tubing.
 - ii) Provide for the frame and rear wheel to be locked to the same stand, without removing the rear wheel
 - iii) Be secure
 - iv) Be protected from the weather
 - v) Be located so that a parking or manoeuvring cycle does not block pedestrians
 - vi) Be located so that a parked or manoeuvring cycle is not impacted by a parking vehicle (eg opening a car door) or a moving vehicle
 - vii) Include enough manoeuvring space to allow a cycle to be moved without damaging other cycles.
- d) In addition to (c) above, long stay parking shall:
 - i) Be located in a secured area that is not open to the general public preferably behind a locked access gate or similar.
 - ii) Be located close to the employee entrance to the building.
 - lii) Be located where the cycle does not need to be carried up or down stairs
- e) In addition to (c) above, short stay parking shall:
 - i) Be located close to the customer entrance

Further guidance on cycle parking can be found in Auckland Transport's Code of Practice

3 End of trip facilities (for cyclists and other active modes)

All developments shall provide end of trip facilities as specified in *[Table 3].

*[Table 3: Required end of trip facilities]

| Location | Secure lockers | GFA | No. of showers and changing facilities required for non-residential uses |
|----------|----------------|-----|--|
| | | | |

| Location | Secure lockers | GFA | No. of showers and changing facilities required for non-residential uses |
|---|----------------------|-------------------------------------|--|
| *[City centre zone, city centre fringe area, and high density centres and corridors, and local centres] | 1 per long stay park | ≤1000m ² | - one unisex shower where the shower and associated changing facilities are provided independently of gender separated toilets; or - a minimum of two showers (one separate shower per gender) with associated gender separated changing facilities |
| | | Every additional 1000m ² | One additional shower |
| All other areas | 1 per long stay park | ≤1500m ² | - one unisex shower where the shower and associated changing facilities are provided independently of gender separated toilets; or - a minimum of two showers (one separate shower per gender) with associated gender separated changing facilities |
| | | Every additional 1500m ² | One additional shower |

End of trip facilities shall be located to ensure they are conveniently accessible by all employees and/or students of the activity. For multi-unit residential developments, the lockers shall be located to ensure they are conveniently accessible to residents.

4 Number of loading spaces

Loading spaces shall be provided in accordance with *[Table 4]

*[Table 4: Minimum loading space requirements]

| Location | Activity | GFA | Minimum rate |
|---|---|---------------------------|---|
| Sites in the *[City centre zone] which have their sole access to the roads which are subject to a Vehicle Access Restriction. | n/a | - | Nil permitted |
| All other sites | All goods handling activities (retail, wholesale, manufacturing, industrial, warehouse) | 0-100m ² | Nil required |
| | | 101-5000m ² | 1 |
| | | 5001-10,000m ² | 2 |
| | | >10,000m ² | 3 plus 1 for every additional 7,500m ² |
| | All other activities | 0-5000m ² | Nil required |
| | | 5001-20,000m ² | 1 |
| | | 20,001- | 2 |

| Location | Activity | GFA | Minimum rate |
|----------|----------|-----------------------|--|
| | | 90,000m ² | |
| | | >90,000m ² | 3 plus 1 for every additional 40,000m ² |

5 Assessment of gross floor area

The area of any of the following activities, if provided within a building, shall be excluded from the assessment of gross floor area of that building for the purpose of calculating the total number of parking or loading spaces permitted or required:

- a) Any permitted and/or required parking space or spaces, vehicle accesses and manoeuvring area or aisle;
- b) Any required loading space or spaces.

6 Fractional spaces

Where the calculation of the required or permitted parking for an activity or development results in a fractional space, any fraction that is less than one half shall be disregarded and any fraction of one half or more shall be counted as one space. For example if the calculation of the number of parking spaces for an activity or development was between 12.1 - 12.4 spaces, the actual number of parking spaces that are required or permitted on site shall be rounded down to 12. If the calculation resulted in a number between 12.5 and 12.9 spaces, the number of spaces to be required or permitted shall be rounded up to 13.

7 Parking for people with disabilities

Where parking is provided, the Building Code will require parking spaces to be provided for people with disabilities. Details of the dimensional requirement for these spaces may be found in the Building Code or NZS 4121-2001 "Design for Access and Mobility – Buildings and Associated Facilities" or any subsequent update.

Design of parking and loading areas

8 Size and location of parking spaces

Every parking space shall:

- a) Comply with the dimensions given in *[Table 5] and *[Figure 1]. All dimensions are in metres.
- b) Be located on the same site as the activity to which it relates, kept clear and available at all times, have adequate usable access to that activity or building and must not be used for any other purpose.
- c) Be located outside:
 - i) any required yard on the site;
 - ii) the area between any designation for road widening and the site boundary.

*[Table 5: Parking space and manoeuvring dimensions]

| Parking angle | Width of parking space | Depth of parking space | | Manoeuvring space | Total |
|---------------|------------------------|------------------------|-------------|-------------------|-------|
| | | From wall* | From kerb** | | |
| 90° | 2.5m | 5.0m | 4.0m | 7.7m | 12.7m |
| | 2.6 | | | 7.0 | 12.0 |

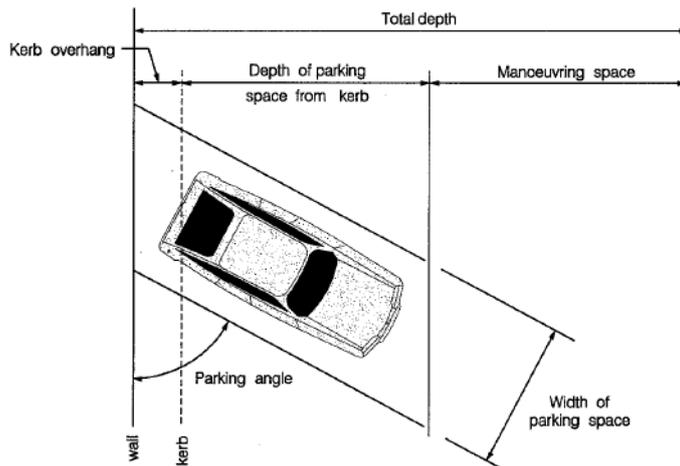
| Parking angle | Width of parking space | Depth of parking space | | Manoeuvring space | Total |
|---------------------|------------------------|------------------------|-------------|-------------------|-------|
| | | From wall* | From kerb** | | |
| | 2.7 | | | 6.7 | 11.7 |
| 75° | 2.5 | 5.2 | 4.2 | 6.3 | 11.5 |
| | 2.6 | | | 5.2 | 10.4 |
| | 2.7 | | | 4.2 | 9.4 |
| 60° | 2.5 | 5.2 | 4.2 | 4.1 | 9.3 |
| | 2.6 | | | 3.5 | 8.7 |
| | 2.7 | | | 3.3 | 8.5 |
| 45° | 2.5 | 5.0 | 4.2 | 3.0 | 8.0 |
| | 2.6 | | | 3.0 | 8.0 |
| | 2.7 | | | 3.0 | 8.0 |
| 30° | 2.5 | 4.0 | 3.4 | 2.8 | 6.8 |
| | 2.6 | | | 2.8 | 6.8 |
| | 2.7 | | | 2.8 | 6.8 |
| 0° (Parallel)*** | 2.1 | 6.0 | - | 3.7 | - |

Notes: * - Where a parking space abuts a wall or high kerb that does not allow vehicles to overhang.

** - Kerb overhang – Applies where a vehicle may overhang the end of a space, provided that the first 1.0 m immediately behind the space is unobstructed and does not form part of another parking or loading space or is not required as part of pedestrian walkway or footpath.

*** - Where a parallel end space has direct access through the end of the space, the depth of space can be reduced to 5.4 m.

*[Figure 1: Parking space and manoeuvring dimensions]
CAR PARKING LAYOUT



9 Size and location of loading spaces

Every loading space shall:

- a) Comply with the dimensions given in *[Table 6]

*[Table 6: Loading space dimensions]

| Activity | Length of loading space | Width of loading space |
|--|-------------------------|------------------------|
| All good handling activities (retail, wholesale, manufacturing, industrial, warehouse) | 11.0 m | 3.5 m |
| All other activities | 8.0 m | 3.5 m |
| All sites and developments designed to accommodate articulated vehicles | 18.0 m | 3.5 m |

- b) Be located on the same site as the activity to which it relates, be available at all times, be located adjacent to an area for goods handling and be convenient to any service area or service lift(s).
- c) Be located outside:
 - i) any required yard on the site;
 - ii) the area between any designation for road widening and the site boundary.

10 Access and manoeuvring

Every parking and/or loading space shall:

- a) Be provided with access drives and aisles as needed for entry and exit of vehicles to and from the road, and for the manoeuvring of vehicles within the site. Access and manoeuvring areas shall accommodate the 99 percentile car and truck tracking curves contained in *[Figure X] with the exception of:
 - i) residential developments, where only the 90 percentile car tracking curve shall apply.
 - ii) Sites zoned *[HEAVY INDUSTRIAL] where compliance will be required with a tracking curve for an appropriately sized truck for the type of activities to be carried out on the site.

Note: In applying the tracking curves to assess the suitability of a parking and/or loading area:

- i) The tracking curves are intended for the use in the preparation of internal site designs.
 - ii) The tracking curves provided are only suitable for vehicles manoeuvring in a forward gear and do not represent vehicles reversing.
 - iii) In applying the tracking curves, ensure the vehicle can logically traverse the site as required to meet the tracking movement.
 - iv) Care must also be taken in reproducing or scaling tracking curves, with the horizontal and vertical axes checked to ensure their accuracy following reproduction.
- b) Where residential units provide more than one parking space, one parking space per unit may be stacked. Stacked parking means that access is required through another parking space.

11 Reverse manoeuvring

- a) Sufficient space shall be provided on the site so that no vehicles need to reverse onto or off the road from any:
- i) Rear site
 - ii) Site with four or more parking spaces served by a single access
 - iii) Site where a reverse manoeuvre greater than 30m would be required.
 - iv) Site where the access is or will be to an arterial road (as identified on the planning maps)
 - v) Site where the access is or will be located within a Defined Road Boundary, as defined in *[Figure 2].
 - vi) Site where the access is or will be within the *[city centre zone, an area subject to a Retail Frontage or Verandah Control or other pedestrian amenity provisions.]

Note: Consent for a restricted discretionary activity is required for access in the case of (iv), (v), (vi) (see Rule 23(c)).

*[Figure 2: Extent of a Defined Road Boundary]

*[Previous diagram deleted as it needs updating - DRB applies to properties within 25m of intersections involving two arterial roads]

12 Vertical clearance

- a) To ensure vehicles can pass safely under overhead structures the minimum overhead clearances to access any parking and loading spaces shall be:
- i) 2.3 m where access and/or parking for cars is provided
 - ii) 2.5 m where access and/or parking for people with disabilities is provided
 - iii) 4.5 m where access and/or loading for a heavy vehicle is required
- b) The minimum vertical clearance above parking spaces for residential use shall be 2.1m.

13 Formation and gradient

- a) The whole of the parking and loading space or spaces, manoeuvring areas and aisles shall, before the activity to which those parking and loading spaces relate commences, and thereafter for as long as that activity is continued, be formed, drained, provided with an all weather surface to prevent dust and nuisance, marked out or delineated, and maintained, to the satisfaction of the Council.
- b) The gradient for the surface of any parking space shall not exceed:
- 1 in 25 in any direction for mobility spaces
 - 1 in 20 (5%) in any direction for other spaces.
- c) The gradient for the manoeuvring area shall not exceed 1 in 8.

14 Pedestrian movement

Except for on residentially zoned sites, all other parking areas shall provide a clearly defined pedestrian path or network that minimises the potential conflict between pedestrians and vehicles using the site. At conflict points between major pedestrian routes and vehicle routes through a site, pedestrian movement will have priority and the parking areas shall be designed and managed to ensure vehicle operating speeds shall be below 20 km/h.

Note: Where a resource consent is required for a multi-unit development, the pedestrian path or network can be considered as part of the application.

15 Screening

- a) Where four or more parking spaces and/or any loading space is provided on a site which adjoins or faces land zoned *[residential or open space]; the area comprising such spaces shall be screened from the *[residential or open space] zoned land by a solid wall constructed of concrete, brick, stone, timber or by pool fencing with hedging. The height of the screen wall shall be:
 - Not higher than 1.2m for a solid wall on the front boundary;
 - Not higher than 1.5m for pool fencing on the front boundary; and
 - Not less than 1.8m on the side and rear boundaries.
- b) In the *[City centre zone], no parking or loading areas shall be located so as to be visible at the street boundary. At street level, all parking and loading areas are required to be located a minimum of 15 m back from the site boundary adjoining the road and sleeved behind another activity.

16 Lighting

All parking and manoeuvring areas, together with associated pedestrian routes that are anticipated to be used during the hours of darkness, shall be adequately lit in a manner that complies with the *[cross-region lighting rules].

Access standards

17 Width of vehicle access and queuing requirements

- a) Every on-site parking and loading space shall have vehicle access from a road which meets the following standards for width:
 - i) *[Minimum access width table]

| No. of parking spaces served by the access | No. of loading spaces served by the access | Minimum formed access width ¹ |
|--|--|--|
| Nine or less | Two or less | 2.5 m provided that it is contained within a corridor clear of buildings or parts of building with a minimum width of 3 m. |
| Ten or more | Three or more | 5.5 m |

¹ See also vehicle crossing widths later in this section (Rule 21)

- ii) Passing bays are required for any access way within a site which is greater than 50 m in length and less than 5.5 m in width. Passing bays shall be provided at 50 m intervals and shall be designed to allow two vehicles to safely pass each other. A passing bay shall increase the width of the accessway to 5.5 m in width over a 15 m length.
- b) An access shall be designed so that vehicles using or waiting to use fuel dispensers, ticket vending machines, remote ordering facilities and devices, entrance control mechanisms, or other drive through facilities do not queue into the adjoining road reserve or obstruct entry to or exit from the site.

18 Gradient of vehicle access

- a) The gradient of the access shall not be steeper than specified in *[Table 7]

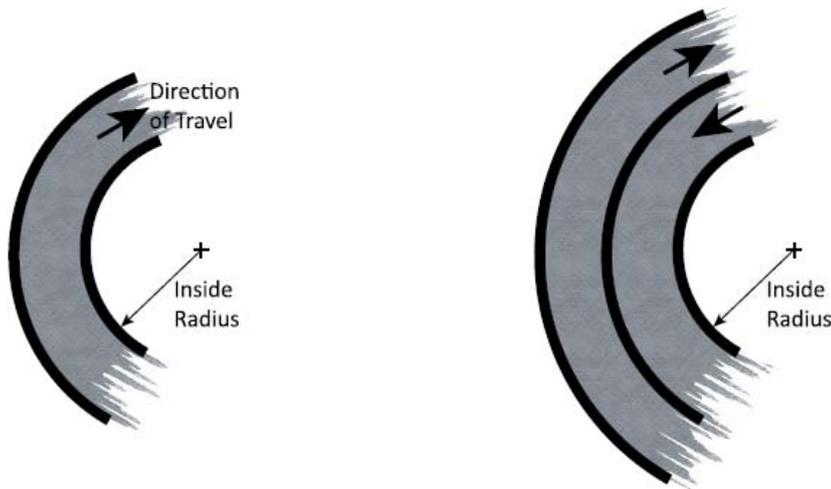
*[Table 7: Gradient of vehicle access]

| Access type | Maximum gradient |
|---|------------------|
| Access which combines vehicle and pedestrian access | 1 in 12 (8.5%) |
| Vehicle access serving residential uses | 1 in 5 (20%) |
| Vehicle access serving non-residential uses | 1 in 8 (12.5%) |

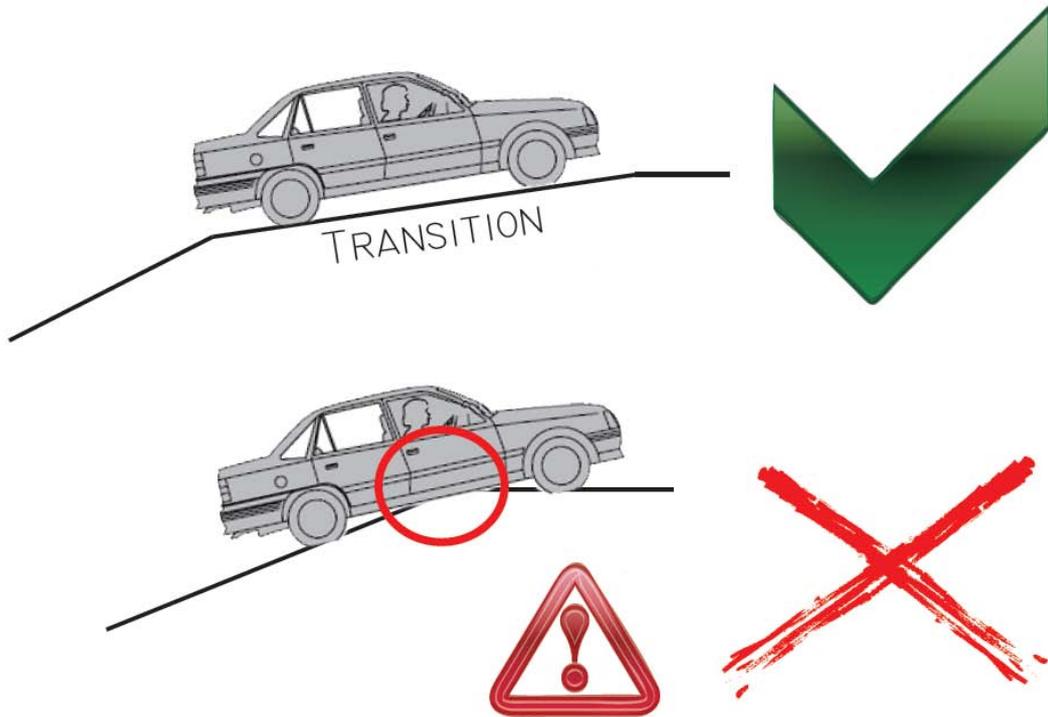
Note: For curved ramps and driveways, the gradient is measured along the inside radius (see *[Figure 3]).

- b) To avoid the underside of the car striking the ground, as illustrated in *[Figure 4], an access having a change in gradient exceeding 1:20 (greater than 5% change), shall include transition sections to achieve adequate ground clearance *(see Figure 5)]. Typically a transition section requires a minimum length of 2.0 m.
- c) All vehicle access shall be designed to ensure that at the point where the access adjoins the road there is sufficient space on site to accommodate a level platform so that vehicles can safely stop and check for pedestrians and other vehicles prior to exiting the site. This is illustrated in *[Figure 6]. The platform shall have a gradient of 1 in 20 (5%) and a minimum length of:
 - i) 4.0m for access serving residential uses and
 - ii) 6.0m for access serving all other uses.

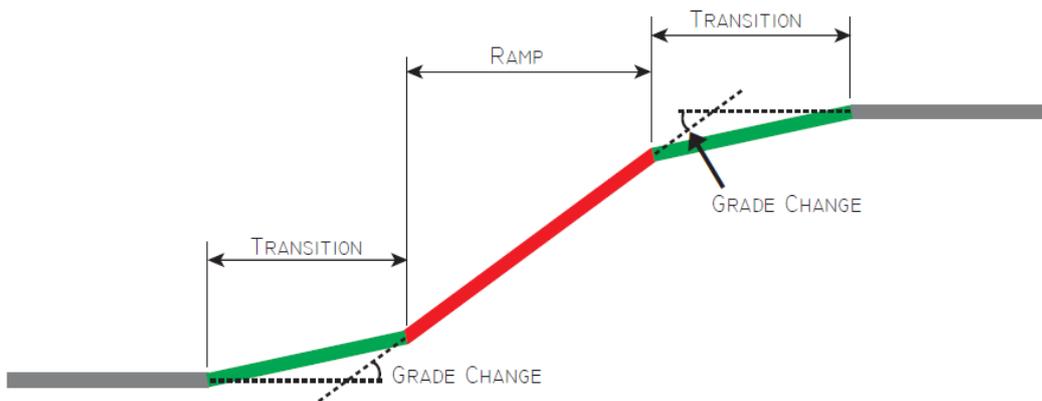
*[Figure 3: Curved ramp diagram]



*[Figure 4: Illustrating the benefit of transitions]

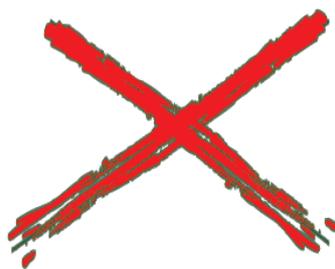
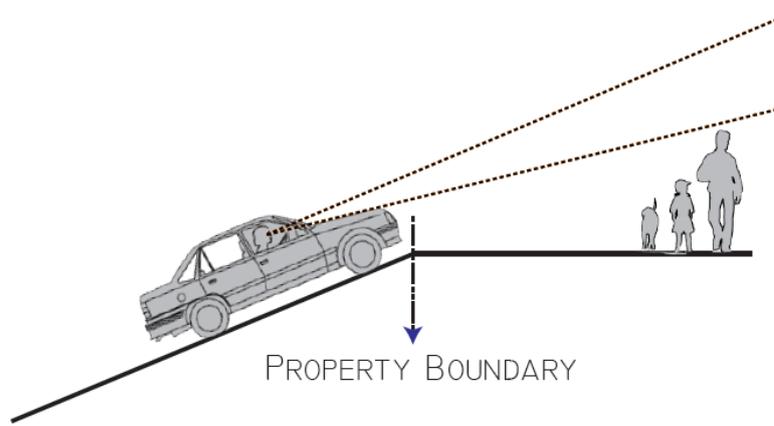
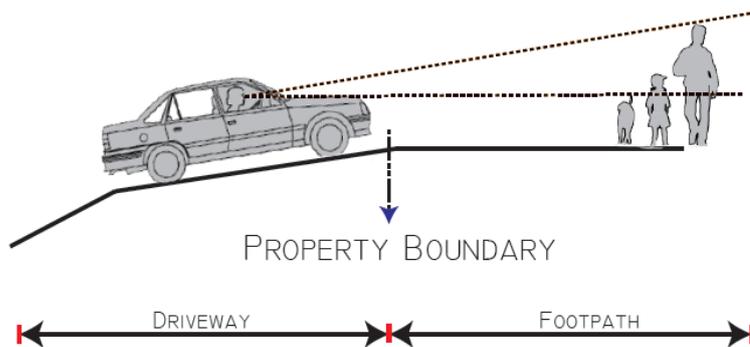


*[Figure 5: Gradient transition diagram]



Note: the gradient change is determined by subtracting one gradient from the adjacent gradient, both expressed as percentages; if this is greater than a 5% change then a gradient transition will be required.

*[Figure 6: Illustrating the benefits of a level platform]



19 Gradient of Pedestrian Access

Where a separate and dedicated pedestrian access is provided to the site, the pedestrian access shall be no steeper than 1 in 12 (8.5%). The pedestrian access shall be designed and located to ensure safe pedestrian movement to and from the site

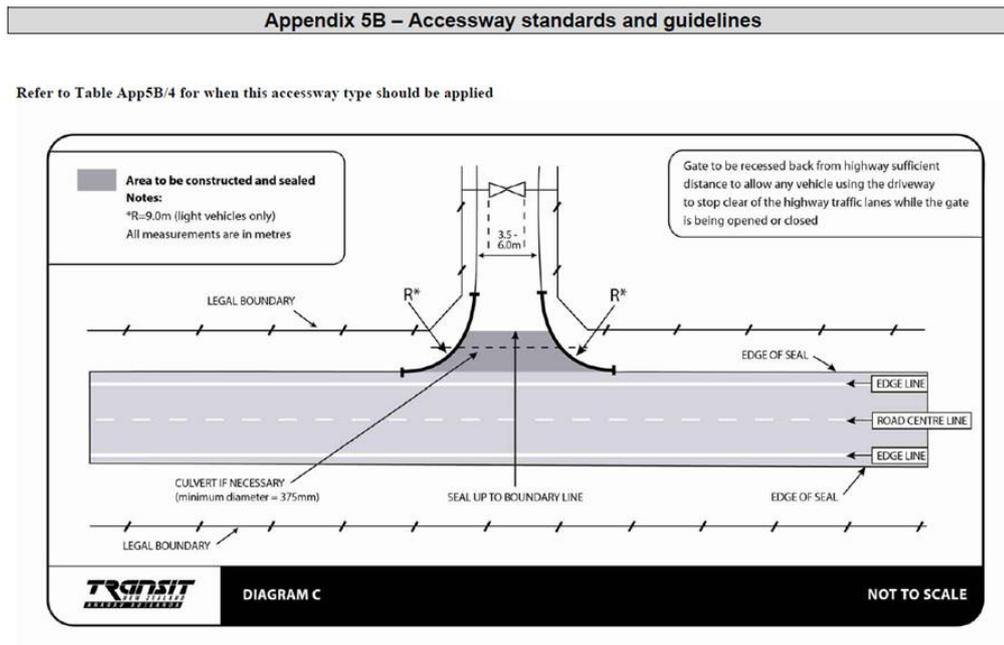
20 Vehicle access to State Highways

Vehicle access is permitted to a state highway where

- a) The access serves residential activities only
- b) The access serves three or less Certificate of Titles and three or less household units (including minor household units)
- c) The vehicle crossing is constructed in accordance with *[Figure 7] (Diagram C from NZTA Planning Policy Manual 2007)
- d) The stopping sight distance is in accordance with *[Table 8]

Note: NZTA authorises crossing places onto state highways in accordance with s91 of the Government Roding Powers Act 1989.

*[Figure 7: Accessway standards and guidelines]



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*[Table 8: Stopping sight distances for cars on sealed roads]

| Design speed (km/h) | Absolute minimum values | Desirable minimum values for most urban and rural road types |
|---------------------|-------------------------|--|
| | $R_T = 2.0 s^{(4)}$ | $R_T = 2.0 s^{(4)}$ |
| 40 | 36 | 40 |
| 50 | 49 | 55 |
| 60 | 64 | 73 |
| 70 | 81 | 92 |
| 80 | 99 | 114 |
| 90 | 119 | 139 |
| 100 | 141 | 165 |
| 110 | 165 | 193 |
| 120 | 190 | 224 |
| 130 | 217 | 257 |

⁽⁴⁾ The general minimum reaction time is 2.0s

*[Table 9: Corrections due to grade]

| Corrections due to grade | -8 | -6 | -4 | -2 | 2 | 4 | 6 | 8 |
|---------------------------------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|
| 40 km/h | 5 | 3 | 2 | 1 | -1 | -2 | -2 | -3 |
| 50 km/h | 8 | 5 | 3 | 2 | -1 | -3 | -4 | -5 |
| 60 km/h | 11 | 8 | 5 | 2 | -2 | -4 | -6 | -7 |
| 70 km/h | 15 | 11 | 7 | 3 | -3 | -5 | -8 | -10 |
| 80 km/h | 20 | 14 | 9 | 4 | -4 | -7 | -10 | -13 |
| 90 km/h | 25 | 18 | 11 | 5 | -5 | -9 | -13 | -16 |
| 100 km/h | 31 | 22 | 14 | 6 | -6 | -11 | -16 | -20 |
| 110 km/h | 38 | 26 | 17 | 8 | -7 | -13 | -19 | -24 |
| 120 km/h | 45 | 31 | 20 | 9 | -8 | -16 | -22 | -29 |
| 130 km/h | 53 | 37 | 23 | 11 | -10 | -18 | -26 | -34 |

21 Vehicle crossings

Vehicle crossings shall comply with the following standards

- a) The maximum number of vehicle crossings permitted for any site and separation distance between crossings is specified in *[Table 10]

*[Table 10: Maximum number of vehicle crossings and separation distance between crossings]

| Location | Maximum number of vehicle crossings per site | Minimum separation between crossings serving adjacent sites | Minimum separation between crossings serving same site |
|--|---|--|---|
| Any part of site located in the city centre zone which is subject to a Vehicle Access Restriction | Nil | n/a | n/a |
| Sites subject to a *[Retail Frontage Control or Verandah Control or other pedestrian amenity provisions] | 1 (requires consent as a restricted discretionary activity under Rule 23(c)) | 2m | 6m |
| All other sites | 2 | 2m | 6m |

- b) Where a site has frontage to an arterial and non-arterial road, the vehicle crossing shall be located on the non-arterial road.
- c) The width of a vehicle crossing(s) must comply with *[Table 11]
- d) A vehicle crossing shall comply with the relevant tracking curves as set out in *[Rule 10(a)] applicable to the anticipated largest vehicle to use the access on a regular basis.
- e) With the exception of vehicle crossings on unsealed roads, all vehicle crossings shall be designed and constructed to maintain the level, colour, and materials of the footpath to clearly identify to vehicles that pedestrians have priority.
- f) Vehicle crossings on unsealed roads shall be formed using similar materials to that of the existing road surface or better. Where the vehicle crossing is served by an access steeper than 1:8, the vehicle crossing shall be sealed for a distance of 6 m between the site boundary and the unsealed road.
- g) Where a vehicle crossing is altered or no longer required, the crossing, or redundant section of crossing, shall be reinstated as berm and/or footpath and the kerbs replaced. The cost of such work shall be borne by the applicant or owner of the site previously accessed by the vehicle crossing.

*[Table 11: Vehicle crossing widths]

| Location of site | Activity serviced by vehicle crossing | Minimum width of crossing at site boundary | Maximum width of crossing at site boundary |
|--|---------------------------------------|--|--|
| Sites subject to a Retail Frontage or Verandah control *[or other pedestrian amenity provisions.] (Require consent for a Restricted Discretionary Activity, see Rule 23(c)). | n/a | 2.5 m | 3.0 m for one way traffic 4.8 m for two way traffic |
| All other sites | 1-5 residential dwellings | 2.5 m | 3.5 m |
| | 6 or more residential dwellings | 2.8 m | 5.5 m |
| | Non-residential activities | 3.0 m | 6.0 m |

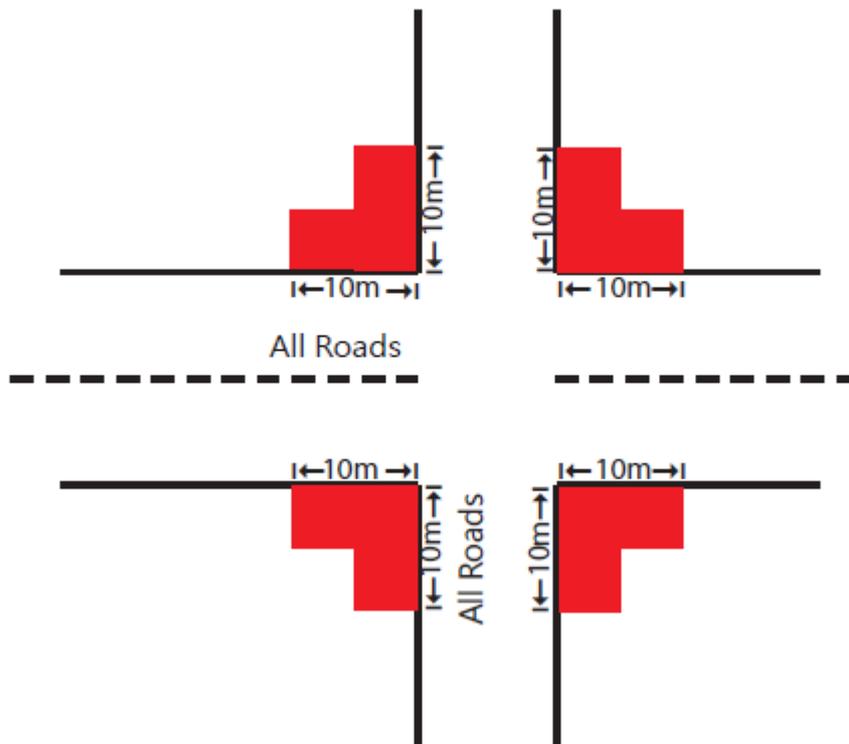
~~*[Figure 8: Vehicle crossing – measurement locations]~~
[diagram deleted as measurement location changed]

Note: Auckland Transport’s Code of Practice sets out engineering standards for the construction of vehicle crossings.

22 Vehicle crossing and access restrictions

- a) No vehicle access shall be located within 10 m of any intersection, as illustrated in *[Figure 6]

*[Figure 9: Vehicle crossing restrictions]



- b) No vehicle access shall be located within any part of a site in the city centre zone which is subject to a Vehicle Access Restriction. Any proposal to amend this standard is a noncomplying activity.
- c) Except where consent has been granted by means of a restricted discretionary activity, no vehicle access shall be located within any part of a site which:
 - i) is subject to a Defined Road Boundary (see *[Figure 2])
 - ii) is subject to a Vehicle Access Restriction (other than sites located in the city centre zone and subject to (b) above)
 - iii) is subject to a Retail Frontage or Verandah Control *[or other pedestrian amenity provisions]
 - iv) has frontage to a state highway and where the access does not meet the general performance standards for access to a state highway
 - v) has frontage to an arterial road as identified on the planning maps (other than a state highway which is covered in (iv))
 - vi) is subject to a Motorway Interchange Control
 - vii) is within 30m of a Road / Rail Crossing.

23 Sightlines for road / rail level crossings

The following rules apply to sites adjacent to the rail level crossings identified on the planning maps. These level crossings are controlled by Stop or Give Way Signs, rather than by alarms and / or barrier arms. If alarms and / or barrier arms are subsequently installed at these locations, the rules below cease to apply.

- a) Approach Sight Triangles (see Figure 10)
 - i) On sites adjacent to the identified rail level crossings controlled by Stop or Give Way Signs, no building or structure shall be located within the sight triangles calculated by reference to *[Table 12] below:

*[Figure 10: Approach site triangles for rail level crossings with “stop” or “give way” signs (illustrative only)]

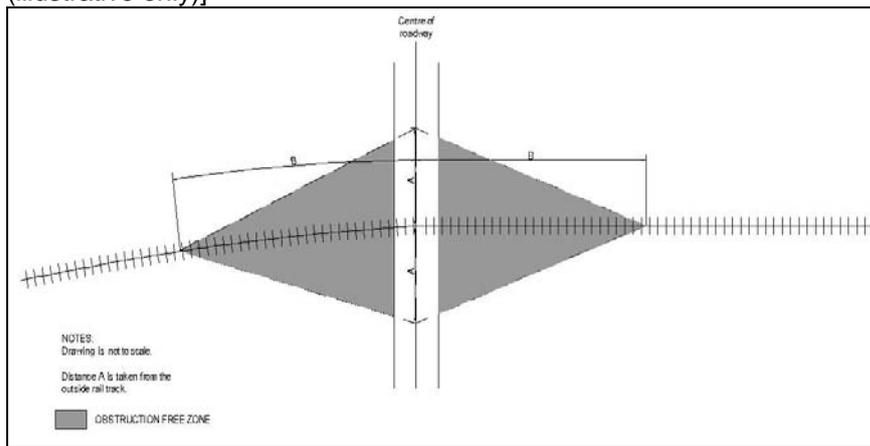


Table 12: Required approach sight distances

| Vehicle approach speed (kph) | Approach distance 'A' (m) | Required approach visibility along tracks 'B' (m) |
|------------------------------|---------------------------|---|
| | | Signs only |
| 20 | 31 | 318 |
| 30 | 50 | 282 |
| 40 | 73 | 274 |
| 50 | 100 | 278 |
| 60 | 130 | 287 |
| 70 | 164 | 300 |
| 80 | 208 | 314 |
| 90 | 251 | 330 |
| 100 | 298 | 357 |

- ii) The above requirements apply to a single set of rail tracks only. For each additional set of tracks add 25m to distance 'B'.

Advice Note:

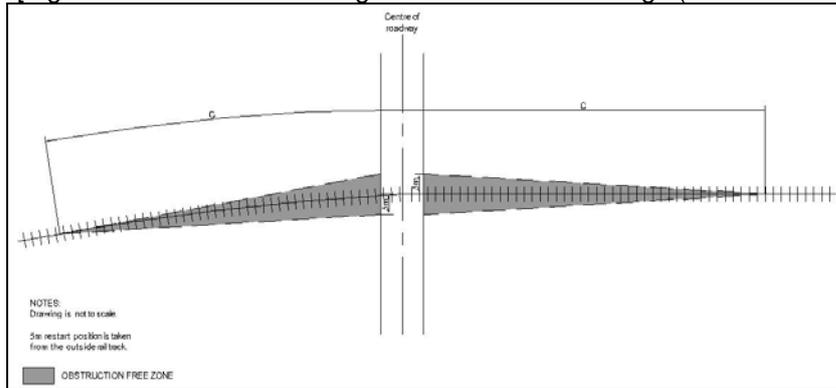
The sight triangles required by *[Table 12] ensure that clear visibility is achieved around rail level crossings so that a road vehicle driver approaching a rail level crossing with Stop or Give Way signs can either:

- See a train and stop before the crossing; or
- Continue at the approach speed and cross the level crossing safely.

- b) Restart Sight Triangles (see Figure 11)

- i) On sites adjacent to the identified rail level crossings controlled by Stop or Give Way Signs, no building or structure shall be located within the sight triangles calculated by reference to *[Table 13] below:

*[Figure 11: Restart site triangles for rail level crossings (illustrative only)]



*[Table 13: Required restart sight distances]

| Required approach visibility along tracks 'C' (m) |
|---|
| Signs only |
| 677 m |

- ii) The above requirements apply to a single set of rail tracks only. For each additional set of tracks add 50m to distance 'C'.

Notes

- The 85th percentile free-flow vehicle speed of the road shall be adopted for all calculations under this rule. Where this is not known, the signposted road speed + 10% shall be used.
- *[Table 13] is based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings and in the Australian Level Crossing Assessment Model (ALCAM). Distances are conservative and are derived from:
 - A train speed of 110 kph and a single set of rail tracks
 - A fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing
 - 25 m design truck
 - 90° angle between road and rail
 - Other parameters as specified in NZTA's Traffic Control Devices Manual 2008, Part 9 Level Crossings – Appendix B
 - Speed restrictions are not used in New Zealand around level crossings.

Advice Note:

The sight triangles required by *[Table 13] ensure that a road vehicle driver stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train.

Permitted activity - standards

n/a - general performance standards apply to all activities

Controlled activity - standards

n/a - general performance standards apply to all activities

Restricted discretionary activity – standards

n/a - general performance standards apply to all activities

Discretionary activity – standards

Refer to 'scope of activities' listed in the activity table in Rule 6.1.1 for Parking Buildings and Areas.

6.1.3 Matters for control and assessment criteria

Controlled activity - matters for control

n/a

Controlled activity – assessment criteria

n/a

6.1.4 Matters for discretion and assessment criteria

Restricted discretionary activity – matters for discretion

When considering an application for a restricted discretionary consent for a proposal listed below, the council will restrict its discretion to the matters identified:

| Proposal | Matters for discretion |
|---|---|
| Any activity or development which does not meet the general performance standards for maximum permitted parking spaces | <ul style="list-style-type: none">• amount of parking, including adequacy for the site and the proposal• adverse effects from additional vehicle movements on the safe and efficient operation of the adjacent transport network• alternative parking available in the area• access to the frequent public transport network• travel demand management measures• any Comprehensive Parking Management Plan, or other parking plan prepared or adopted by Auckland Transport. |
| Any activity or development which does not meet the general performance standards for minimum required parking spaces | <ul style="list-style-type: none">• amount of parking, including adequacy for the site and the proposal• adverse effects of parking overspill• alternative parking available in area |
| Any activity or development which does not meet the general performance standards for bicycle parking and end of trip facilities | <ul style="list-style-type: none">• provision of bicycle parking and end of trip facilities, including adequacy for the site and the proposal and future uses.• other bicycle parking available in the area. |
| Any activity or development which does not meet the general performance standards for minimum required loading spaces | <ul style="list-style-type: none">• the number of loading spaces, including adequacy for the site and the proposal• effects of the modification on safe and efficient operation of adjacent transport network• alternative loading arrangements |

| Proposal | Matters for discretion |
|---|---|
| Any activity or development which does not meet the general performance standards for Design of Parking and Loading Areas or Access | <ul style="list-style-type: none"> • design of parking and loading, including adequacy for the site and the proposal • effects of the modification on pedestrian and vehicle safety, pedestrian amenity and the amenity of the streetscape |
| Any activity or development having access within part of a site having frontage to an Arterial Road (other than a state highway); or subject to a Vehicle Access Restriction, Defined Road Boundary, Retail Frontage or Verandah Control, Motorway Interchange Control ; or having frontage to a state highway (and not meeting the general performance standards) | <ul style="list-style-type: none"> • design and location of access, including adequacy for the site and the proposal • effects on pedestrian and vehicle safety, pedestrian amenity and amenity of the streetscape • necessity of access and availability of alternative access arrangements • for the motorway interchange control - the effects of the traffic proposed to use the access on the safe and efficient operation of the motorway interchange |
| Any activity or development having access within part of the site within 30m of a Road / Rail Level Crossing | <ul style="list-style-type: none"> • design and location of access, including adequacy for the site and the proposal • effects on pedestrian and vehicle safety with particular regard to safe and efficient operation of the road / rail crossing |
| Any building or structure located within a Level Crossing Sightline Area for an Identified Road / Rail Level Crossing | <ul style="list-style-type: none"> • effects on safety of the level crossing for vehicles and pedestrians |

Restricted discretionary activity – assessment criteria

When considering an application for a restricted discretionary consent for a proposal listed below, the council will consider the whether the proposal meets the criteria listed.

- 1 **Assessment criteria for exceeding the maximum permitted parking spaces:**
 - a) The unique nature and/or operation of the proposed activities on the site requires additional parking spaces
 - b) The additional vehicle movements will not have an adverse effect on the safe and efficient operation of the adjacent transport network, including the operation of public transport and the movements of pedestrians, cyclists and general traffic. This includes considering the effect of additional parking on trip generation from the site during peak commuter times
 - c) There is an undersupply of alternative parking in the surrounding area, including on street and public parking, to provide for the proposal
 - d) There is a lack of access to the frequent public transport network, because:
 - i) Planned improvements to the frequent public transport network have not yet occurred and there is therefore a temporary justification for additional onsite parking; and / or
 - ii) The proposal is for an office development and the site is not within walking distance of a stop or station on the frequent public transport network
 - e) It is not practicable to provide the additional parking sought by entering into a shared parking arrangement with another site or sites in the immediate vicinity

- f) The measures and commitments outlined in a detailed travel plan for the activity or activities onsite will minimise the need for vehicle use and make efficient use of any parking provided
- g) The proposal is consistent with any Comprehensive Parking Management Plan or any other parking plan prepared or adopted by Auckland Transport for the centre or area.

2 Assessment criteria for providing less than the required (minimum) parking spaces

- a) The amount of parking proposed is sufficient for the proposal due to:
 - i) The nature of the operation or the availability and accessibility of public transport and / or
 - ii) The measures and commitments outlined in a detailed travel plan for the activity or activities onsite will reduce the need for vehicle use to a level where parking demands can be satisfactorily addressed through efficient use of the proposed parking.
- b) The reduction in parking will not result in adverse effects from parking overspill on adjacent activities and the safe and efficient operation of the adjoining transport network.
- c) There is an adequate alternative supply of public parking (either onstreet or offstreet) in the immediate vicinity which is available at the times required to serve the proposal and the council can have a reasonable expectation that this parking will continue to be available to provide for the proposal.
- d) Whether the parking requirements of the proposal will be met by entering into a shared parking arrangement with another site in the immediate vicinity that has available parking spaces which are not required at the same time as the proposed activity. For example, the proposed activity operates outside of normal business hours and the activity on the other site only operates during normal business hours. The application includes an agreement between the applicant and owner of the site confirming such an arrangement.

3 Assessment criteria for modifying the general performance standards for bicycle parking and end of trip facilities

- a) The provision made for cyclists and active modes is sufficient for the proposal, and can accommodate changes in demand for such facilities if the nature of the operation or use changes over time, having regard to:
 - i) The nature of the operation and the likely demand for long and short term bicycle parking and end of trip facilities and / or
 - ii) The availability of adequate public bicycle parking for short stay use in the vicinity, where the council can have a reasonable expectation that this parking will continue to be available to provide for the proposal
- b) The provision made for cyclists and active modes is practicable and adequate having regard to site limitations, site layout and arrangement of buildings and activities, users and operational requirements.

4 Assessment criteria for providing less than the required number of loading spaces

- a) The loading arrangements proposed for the site will not adversely affect the safe and efficient operation of adjacent transport network, including the operation of public transport and the movements of pedestrians, cyclists and general traffic.
- b) The nature, operation and/or scale of the proposed activities on site are such that the standard number of loading spaces will not be needed by the proposal, e.g. due to specific business practice, operating method, type of customer.
- c) An accessible and adequate on-street loading space is available in close proximity, or there is an ability to create such a facility having regard to other demands for kerbside use of the road. The council must be able to

reasonably expect that the loading space will continue to be available to provide for the proposal.

- d) Loading can be provided for on another site in the immediate vicinity that has available loading spaces which are not required at the same time as the proposed activity. In such a situation the Council will require a legal agreement between the applicant and the owner and occupiers of the other site confirming such an arrangement.

5 Assessment criteria for modifying the general performance standards for design of parking and loading areas or access

- a) The modification will not have an adverse effect on pedestrian or vehicle safety having regard to:
 - i) Visibility and safe sight distances particularly the extent to which vehicles entering or exiting the site are able to see, and be seen by, pedestrians, cyclists and other vehicles on the footpath and road carriageway
 - ii) Existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring in all weathers
 - iii) Existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the Plan.
- b) The modification will not have an adverse effect on pedestrian amenity or the amenity of the streetscape. This includes having regard to:
 - i) The effect of additional or over-width crossings
 - ii) Giving priority to pedestrian amenity and the continuity of activities and pedestrian movement at street level within *[High Density Centres and Corridors, and local centres]
- c) The modification results in parking, loading and access arrangements which are practicable and adequate having regard to site limitations, site layout and configuration of buildings and activities, users and operational requirements. This can include reduced manoeuvring and parking space dimensions where the parking will be used by regular users familiar with the layout, rather than by casual users.
- d) Any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary.
- e) Any stacked parking (ie when access to a parking space is achieved through another parking space) which does not comply with the general performance standards, is:
 - i) For vehicles being serviced at a vehicle repair premises; or
 - ii) Within residential development where stacked parking spaces are held in common ownership, under a single title, and cannot be offered or allocated as individual parking spaces; or
 - iii) For regular users such as staff, and is clearly marked, defined and separated from other parking; and
 - iv) Located in manner that does not compromise the operation of the remainder of the parking area.

6 Assessment criteria for access limitations

Applies to activities or development having access within part of a site having frontage to an Arterial Road (other than a state highway); or subject to a Vehicle Access Restriction, Defined Road Boundary, Retail Frontage or Verandah Control, Motorway Interchange Control; or having frontage to a state highway (and not meeting the general performance standards)

- a) The access will not have an adverse effect on pedestrian or vehicle safety having regard to:
 - i) The effect of the access on the safe and efficient operation of the adjoining road or state highway.

- ii) Visibility and safe sight distances particularly the extent to which vehicles entering or exiting the site are able to see, and be seen by, pedestrians, cyclists and other vehicles on the footpath and road carriageway
 - iii) Existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring in all weathers
 - iv) Existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the Plan.
- b) The access will not have an adverse effect on pedestrian amenity or the amenity of the streetscape
 - c) The access arrangements are practicable and adequate having regard to site limitations, site layout and arrangement of buildings and activities, users and operational requirements.
 - d) The access is necessary and the site cannot be reasonably served by different access arrangements including:
 - i) Access from another road
 - ii) Shared or amalgamated access with another site or sites
 - iii) Via a frontage road (ie a slip lane or service road).
 - e. For any proposed access within the Motorway Interchange Control, the intensity, scale and traffic generating nature of the proposal is such that it avoids, remedies or mitigates any adverse effect on the safe and efficient operation of the motorway interchange.

7 Assessment criteria for access within 30m of road / rail level crossing

- a) The access will not have an adverse effect on pedestrian or vehicle safety with particular regard to the safe and efficient operation of the road/rail crossing
- b) The access arrangements are practicable and adequate having regard to site limitations, site layout and arrangement of buildings and activities, users and operational requirements.

8 Assessment criteria for buildings or structures within Level Crossing Sightline Area

- a) The proposal will not have an adverse effect on the safety of the level crossing for vehicles and pedestrians
- b) The proposal will not adversely affect visibility and safe sight distances particularly the extent to which vehicles entering or exiting the level crossing are able to see trains.

Discretionary activity - assessment criteria

When considering an application for a discretionary consent for a proposal listed below, the council will consider whether the proposal meets the criteria listed below:

Assessment criteria for Park and Ride facilities, and Parking Buildings and Areas

Note: Proposals for Parking Buildings and Areas must meet the specific limitations identified in the activity table or set out in the activity standards for parking buildings and areas in the zone or precinct.

1 Consistent with policies on commuter parking

The proposal is in accordance with policies 2.32.2(6) and (7) *[re development of commuter parking facilities]

2 Scale, design, management and operation

The scale, design, management and operation of the parking facility (and its access points) will not have an adverse effect on the safe and efficient operation of the transport network, including:

- a) The safety of pedestrians and cyclists
- b) Amenity for pedestrians
- c) Avoiding queuing onto the road and conflict at access points to the facility
- d) Avoiding generating high volumes of traffic onto local roads or areas with high pedestrian amenity

3 Location, design and external appearance

The location, design and external appearance of the parking facility:

- a) Is in accordance with any design criteria applying to the development of buildings and parking areas within the zone or precinct.
- b) Is accessible, safe and secure for users with safe and attractive pedestrian connections within the parking building and area and to adjacent public footpaths. Parking buildings and areas are within walking distance of the destinations the facility is intended to serve.
- c) Ensures that any buildings or structures or at-grade parking areas are designed and / or located so that any interface with the street is engaging. This includes maintaining an active frontage through the use of sleeving so that the facility contributes positively to the pedestrian amenity, and the retail, commercial and / or residential nature of uses along the road to which the facility has frontage
- d) Ensures that any buildings or structures are of similar or complementary scale to other buildings or structures existing or provided for in the surrounding area.
- e) Ensures that any buildings can be adapted for other uses if no longer required for parking purposes. In particular, the floor to ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone

4 Compatibility with surrounding activities

The parking facility is compatible with surrounding activities with particular regard to residential uses. This includes ensuring that the design and operation of the facility is in accordance with any cross-region rules for managing light spill and/or noise.

Additional assessment criteria for Parking Buildings and Areas (where this is a primary activity on a site)

1 Consistent with plan objectives and policies

The proposal is consistent with the regional, sub-regional, local, zone, and the transport objectives and policies of the Plan. In particular the type of parking provided (ie visitor, commuter, short stay or long stay, private or public) will reinforce any growth and intensification desired for the site or locality

2 Consistent with Comprehensive Parking Management Plan

The proposal is consistent with any Comprehensive Parking Management Plan or other parking plans or studies undertaken by Auckland Transport for the location or area.

3 Undersupply of alternative parking

There is an undersupply or projected undersupply of alternative parking to service the area having regard to:

- a) The availability of alternative transport modes, in particular access to the existing and planned frequent public transport network
- b) The type of parking proposed
- c) Existing parking survey information

- d) The recommendations of any Comprehensive Parking Management Plans or other parking plans or studies

4 Provides offsite parking

Whether the proposal provides offsite parking which is related exclusively to the parking requirements associated with other activities located on other donor site(s) in the area, and:

- a) The parking is generally within close walking distance of those donor site(s) unless it can be shown that a greater separation distance is reasonable and practicable in the circumstances
- b) The offsite parking arrangements will be formalised on the land titles of all sites involved. This will include extinguishing the ability to provide accessory parking on the donor site(s).
- c) The parking building or area will provide more efficient use of land eg by consolidating parking in a central location, and / or by providing parking on one site rather than providing vehicle access and parking on a number of sites.
- d) The parking has been transferred from donor site(s), and the donor site(s) are required or permitted by the parking standards of the Plan to provide the number of parking spaces proposed.

5 Provides for more sustainable transport options

Whether the parking facility provides for alternatives to the private car and single occupant cars, or promotes use of smaller or more energy efficient cars. This may include:

- a) Parking spaces allocated to car share or car pool vehicles
- b) Parking spaces allocated to small cars or hybrid vehicles
- c) Spaces allocated to scooter or motorcycle parking
- d) Free, secure and covered parking for bicycles
- e) Charging point for electric vehicles.

Additional assessment criteria for Park and Ride facilities

1 Supports public transport system

The proposal will support the public transport system by:

- a) Growing public transport patronage, especially in congested corridors.
- b) Making public transport easier and more convenient to use (thereby attracting new users)
- c) Improving the operational efficiency of the public transport system, particularly the frequent public transport network
- d) Extending the catchment for public transport into areas of low demand, where it is not cost-effective to provide traditional services or feeders
- e) Reinforcing investments that have been made and will be made on the frequent public transport network
- f) Generally avoiding locations within centres unless a proposal demonstrates that an in-centre location is warranted as a temporary or transitional arrangement.
- g) Giving effect to any Park and Ride Strategy adopted by Auckland Transport.

6.1.5 Special notification requirements

1 Council will give limited notification to NZTA of an application for resource consent for:

- any activity or development which does not meet the general performance standards for parking, loading and access with respect to vehicle access to a state highway
- any activity or development having access within a Motorway Interchange Control Area.

2 Council will give limited notification to KiwiRail of an application for resource consent for:

- any activity or development having access within part of a site within 30m of a road / rail crossing
 - any building or structure located within a Level Crossing Sightline Area for an identified road / rail level crossing.
- 3 Council will not give limited notification or public notification of the following applications for resource consent:
- other applications for any restricted discretionary activities
- 4 Council may decide to give limited notification or public notification of the following applications for resource consent
- applications for Park and Ride
 - applications for Parking Buildings and Areas, where this is a primary activity on the site

6.1.6 Special information requirements

- 1 Parking plans submitted to council must show:
- the locations and dimensions of any pillars and/or other structures that may restrict parking space, or inhibit access and manoeuvring and show clearances from parking spaces and vehicle tracking curves to those pillars and/or other structures
 - the proposed gradients of parking, manoeuvring and access areas.

List of road / rail level crossings where sightline controls apply

These will be identified on the planning maps, but are listed here in the interim:

| Crossing name | Suburb | Control |
|----------------------|---------------|----------------|
| Ahuroa Valley Road 1 | Tahekeroa | No Control |
| Clifford Road | Kaipara Flats | No Control |
| Tahekeroa Road | Makarau | Crossbuck |
| Schlaepfer Road | Pukekohe | Stop |
| Hart Road | Pukekohe | Stop |
| Boord Crescent | Huapai | Stop |
| Matua Road | Huapai | Stop |
| Joyce Adams Place | Waimauku | Stop |
| Kiwitahi Road | Waimauku | Stop |
| Wharepapa Road | Wharepapa | Stop |
| Rogan Avenue | Helensville | Stop |
| West Street | Hellensville | Stop |
| Saleyard Street | Hellensville | Stop |
| Kanohi Road Sth | Helensville | Stop |
| Rauners Road | Tahekeroa | Stop |
| Ahuroa Valley Road 2 | Tahekeroa | Stop |
| West Coast Road | Kaipara Flats | Stop |
| Davie Martin Road | Kaipara Flats | Stop |
| Guy Road | Kaipara Flats | Stop |
| Thomson Road | Kaipara Flats | Stop |
| Hudson Lane | Kaipara Flats | Stop |
| Hoteo Station Road. | Kaipara Flats | Stop |
| Wayby Station Road | Wellsford | Stop |
| Rodgers Road | Papakura | Stop |