

12 PARKING, LOADING AND VEHICLE CROSSINGS

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12 PARKING, LOADING AND VEHICLE CROSSINGS

The objectives, policies and rules in this chapter apply across the District. They are grouped together to prevent repetition throughout the Plan.

The safe and efficient operation of the roading network, can be adversely affected by land use activities. Traffic safety, amenity and the increased variety of transport options need to be considered during the establishment of new activities.

Notes:

1. Any work in the State Highway Road Reserve requires approval pursuant to Section 51 of the Government Rounding Powers Act 1989.
2. The written approval of KiwiRail Holdings Ltd is required for any work on activity that requires access to the Railway Network.

12.1 ISSUES

- 12.1.1** The transport network is the lifeblood of the District. Management of the network is required to preserve the safe and efficient operation of the transport network.
- 12.1.2** Expansive commercial car parking areas have the potential to reduce visual amenity and adversely affect the vitality or cohesiveness of the surrounding area particularly at a pedestrian scale.
- 12.1.3** The desire to cater for varied transport modes including various parking options to encourage sustainable transport.

12.2 OBJECTIVES

- 12.2.1** To protect the efficient operation of the transport network from the adverse effects of land uses and any adverse traffic impacts associated with land use activities on the District's transport corridors.

12.3 POLICIES

- 12.3.1** To encourage the landscaping and screening of sites to enhance the amenity of the commercial activities by:
- i. The tree height and proximity of trees to buildings, and shading effects;
 - ii. The degree of contribution that landscaped areas, including tree planting, makes to breaking up the scale of the car park, creating a pedestrian scale environment, and reducing the visual dominance and stark appearance of large areas of hard surface;

- iii. The degree of contribution that planting makes to the integration of the car park with the building and assists with reducing visual impacts of bulk and scale;
- iv. The provision of trees for shading vehicles and creating a comfortable environment, and for lowering stormwater runoff temperatures;
- v. The appropriateness of species to the local environment, such as suitability and hardiness;
- vi. Provision of other planting;
- vii. Planting methods;
- viii. Plant protection methods;
- ix. Tree root management, including root pit dimensions, soil structure, aeration, irrigation, and proximity to underground services.

12.3.2 Encourage opportunities to facilitate establishment and use of alternative land transport modes in the District.

12.3.3 Limit the size and locations of vehicle crossings in order to achieve a safe and efficient transport network.

12.3.4 To allow joint provision of off-street parking, access via vehicle crossings and loading facilities for multiple on-site activities.

12.3.5 To protect the safe and efficient operation of the transport network from potential adverse effects of activities on adjoining sites and minimise any adverse traffic impacts.

12.3.6 To provide for adequate levels of public parking in the commercial areas of the District.

12.4 RULES

12.4.1 Permitted Activities

The following are permitted activities provided they comply with the performance standards in Section 12.5 as well as any other relevant chapters:

- a. Onsite loading and vehicle parking spaces;
- b. Bicycle parking spaces;
- c. Vehicle crossings for property access; and
- d. Service lanes and on-site vehicle queuing facilities.

12.4.2 Restricted Discretionary Activities

The following are restricted discretionary activities:

- a. Car parking that does not comply with the performance standards in Section 12.5.

Council restricts its discretion to:

- i. Configuration of the site/s and practicality of providing parking onsite;
 - ii. Scale and stage of the development and effects on traffic safety and traffic flows in the vicinity;
 - iii. Design of parking areas and opportunities for joint use of parking areas between multiple sites;
 - iv. Consideration of variations in parking demand for activities in a development proposal;
 - v. The option of using a financial contribution;
 - vi. The need to provide larger parking spaces for campervans or older drivers; and
 - vii. Any implications for parking demand and supply in the wider area.
- b. Provision of vehicle crossings and loading spaces that do not comply with the performance standards in Section 12.5.

Council restricts its discretion to:

- i. Design and configuration of parking spaces and other activities on-site;
 - ii. Effects on the safe and efficient operation of the road intersection and wider network;
 - iii. Ability to limit loading and servicing hours of operation;
 - iv. Effects on anticipated traffic volume and loading demand in the vicinity;and
 - v. Options for joint loading provisions with other sites.
- c. Car park landscaping that does not comply with the performance standards in Section 12.5.

Council restricts its discretion to:

- i. The potential effects on underground services;
- ii. The effects on stormwater runoff; and

ii. Amenity of the parking area and surrounding environment.

12.4.3 Non-Complying Activities

The following are non-complying activities:

- a. New vehicle crossings or intensification of use for existing vehicle crossings on roads identified as Heavy Vehicle Routes in the Whanganui Urban Transportation Strategy:
 - Mosston Road between Heads Road and Tayforth Road
 - Montgomery Road

12.5 PERFORMANCE STANDARDS – Parking, Loading and Vehicle Crossings

12.5.1 Parking

- a. Every activity shall provide a minimum number of on-site parking spaces as specified in the following table, unless parking is exempt in the zone rules:

Table 1 - Parking Standards

Activity	Car Parking Spaces Required
Residential activities	
Dwelling units	1 space per dwelling unit.
Dwelling units, including Aircraft Hangar Dwellings	1 space per dwelling unit.
Home Occupation	1 per employee not residing at the site
Residential care facilities	1 space per 5 beds plus 1 space per FTE staff member.
Community activities	
Places of assembly	1 space per 10 seats or 3 per 100 m ² gross floor area where facility not intended for seating.
Pre-school and primary educational facilities	1 space per FTE staff member.
Secondary and tertiary educational facilities	1 space per FTE staff member plus one space per 10 students over minimum driving age.
Recreation facilities	1 space per 10 seats or 5 spaces per 100 m ² gross floor area where facility is not intended for seating.
Health care facilities	3 spaces per consultant room used by doctor/health specialist.
Hospitals	1 space per 5 beds plus 1 space per 2 FTE staff member.
Marae	1 space per 100 m ² gross floor area.
Commercial activities	
All commercial activities other than those specified below	2 spaces per 100 m ² gross floor area.
Supermarkets	5.5 spaces per 100 m ² gross floor area.
Restaurants	1 space per 4 seats plus 2 spaces per 100 m ² gross floor area.
Taverns	1 space per 10 people (based on maximum occupancy stated in the fire design analysis).
Visitor accommodation	1 space per room/unit.
Service stations	5 spaces per service bay (1 space being the bay itself) plus 1 space per 100 m ² of gross floor area used for servicing vehicles plus 2 space per 100 m ² of gross floor area used for retailing.
Offices	3 per 100 m ² gross floor area.

Manufacturing activities	
Funeral Parlours	1 space per 10 seats.
Manufacturing activities	1 space per 100 m ² gross floor area or 1 space per 4 FTE employees, whichever is greater.
Rural activities	
Retail activities in the rural zones	4 spaces per retail site.
Rural industry	1 space per 100 m ² GFA or 1 space per 4 FTE employees, whichever is greater.

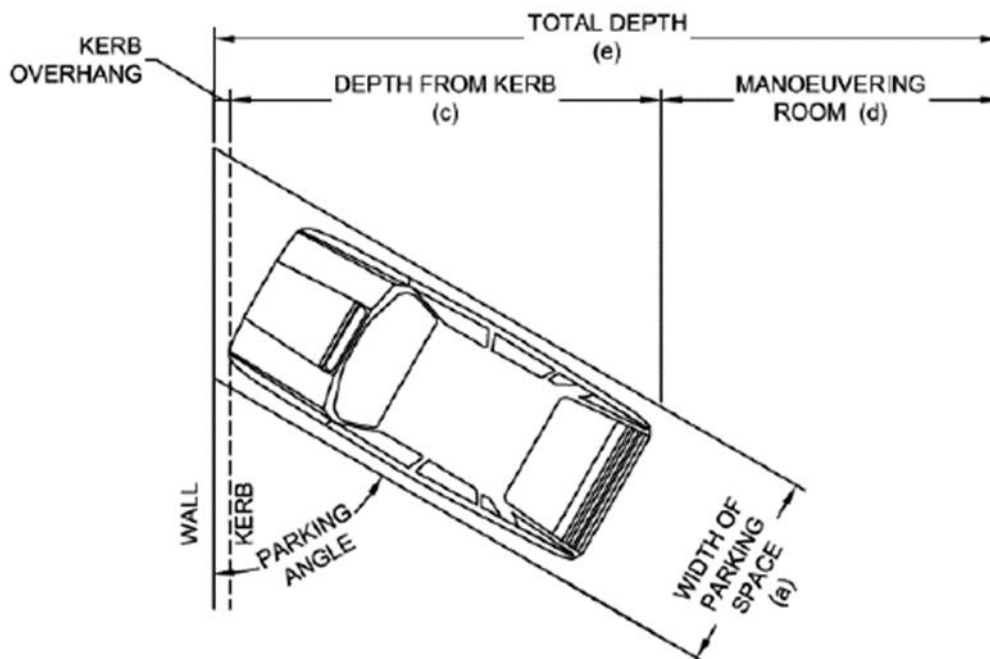
- b. Interpretation of parking standards
 - i. Where an activity is not listed, the number of car parking spaces to be provided shall be the standard for the activity which most closely resembles the proposed activity in terms of car parking demand.
 - ii. In determining parking requirements, any fraction more than one-half shall be regarded as one space.
- c. Parking areas shall be designed and located so as to promote use of the on-site parking area rather than the road side for parking.
- d. Any landscaping or screening of parking areas shall be designed and maintained so as to ensure visibility and safe access and egress between the parking area and the road.
- e. Parking areas shall comply with the New Zealand Standard AS/NZS 1158 in relation to lighting of parking spaces.
- f. All car parks provided shall be formed, marked-out and maintained to a permanent all-weather sealed surface.
- g. All parking areas that contain more than 50 car parks must provide a pedestrian path a minimum of 1.8 metres wide through the parking area.

h. The minimum dimensions of the car parks shall be in accordance with the table below:

Degree of angle of parking	Parking type	Stall width (a)	Stall depth		Aisle width (d)	Total depth (e)	
			From wall (b)	From kerb (c)		1 row	2 rows
0°	Parallel	2.4m	See note 1	See note 1	3.5m	5.9m	8.3m
30°	Nose in	Min 2.4m	4.2m	4.0m	3.5m	7.7m	11.9m
45°	Nose in	Min 2.4m	4.9m	4.5m	3.5m	8.4m	13.3m
60°	Nose in	2.4m	5.4m	4.9m	4.5m	9.9m	15.3m
		2.5m			4.1m	9.5m	14.9m
		2.6m			3.5m	8.9m	14.3m
		2.7m			3.5m	8.9m	14.3m
75°	Nose in	2.4m	5.4m	4.9m	6.6m	12.0m	17.4m
		2.5m			6.3m	11.7m	17.1m
		2.6m			5.2m	10.6m	16.0m
		2.7m			4.6m	10.0m	15.4m
90°	Nose in	2.4m	5.1m	4.6m	8.7m	13.8m	18.9m
		2.7m			7.7m	12.8m	17.9m
					7.0m	12.1m	17.2m
					6.8m	11.9m	17.0m

Note:

1. Parallel parking spaces (parking angle 0°) must be 6 metres long, except where one end of the space is not obstructed, in which case the length may be reduced to 5metres.
2. Minimum aisle and access way widths must be 3 metres for one-way flow, and 5.5 metres for two-way flow. Recommended aisle and access way widths are 3.5 metres for one-way flow, and 6 metres for two-way flow.
3. Maximum kerb height = 150mm.
4. Stall depth computed to 90th percentile vehicle dimensions. A 200mm separation from walls has been added.
5. Dimensions adapted from New Zealand Standard AS/NZS 2890 Part 1: Off Street Car Parking.



i. Disabled Car Parks

i. Where on-site parking is required, except dwellings, onsite parking spaces for the disabled shall be provided in accordance with the table below.

Total Number of Parking Spaces required	Number to be Disability Spaces
Less than 10	1
10-100	2
Greater than 100	3 (1 for every 50 parking spaces required)

ii. All disabled parking spaces shall be sited:

- o As close as is practicable to the entrance to any building on-site; and
- o To allow reasonably practicable access for disabled persons from each parking space to the relevant building entrance.

12.5.2 Landscaping of Car Parking Areas

For at least every 5 on-site car spaces created, one specimen tree shall be planted that complies with the following:

- i. Each tree shall be no less than 1.8 metres at the time of planting, and ideally they should have a single leader and clear stemmed up to an appropriate height.
- ii. The trees shall be distributed throughout the car park.

- iii. Trees that are damaged, diseased or die are to be replaced in a timely manner by the property owner.
- iv. There is space around the base of the tree for adequate root growth in proportion to the expected size of the tree.

12.5.3 Bicycle Parking

- a. Bicycle parking may be offered as an alternative to car parks in accordance with the following:

Activity	Bicycle Parking Exchange
Residential Zone (Community activities only)	
Community activities other than those specified below	Up to 20% of car parks can be exchanged
Educational Facilities	Up to 20% of non-staff car parks can be exchanged
Hospitals	Up to 10% of car parks can be exchanged
Commercial Zone	
All other commercial zones other than specified below	Up to 20% of car parks can be exchanged
Outer Commercial Zone	Up to 10% of car parks can be exchanged
Manufacturing Zone	
Manufacturing activities	Up to 10% of car parks can be exchanged

Additional bicycle parks beyond the number in this table are not considered a substitute for car parks.

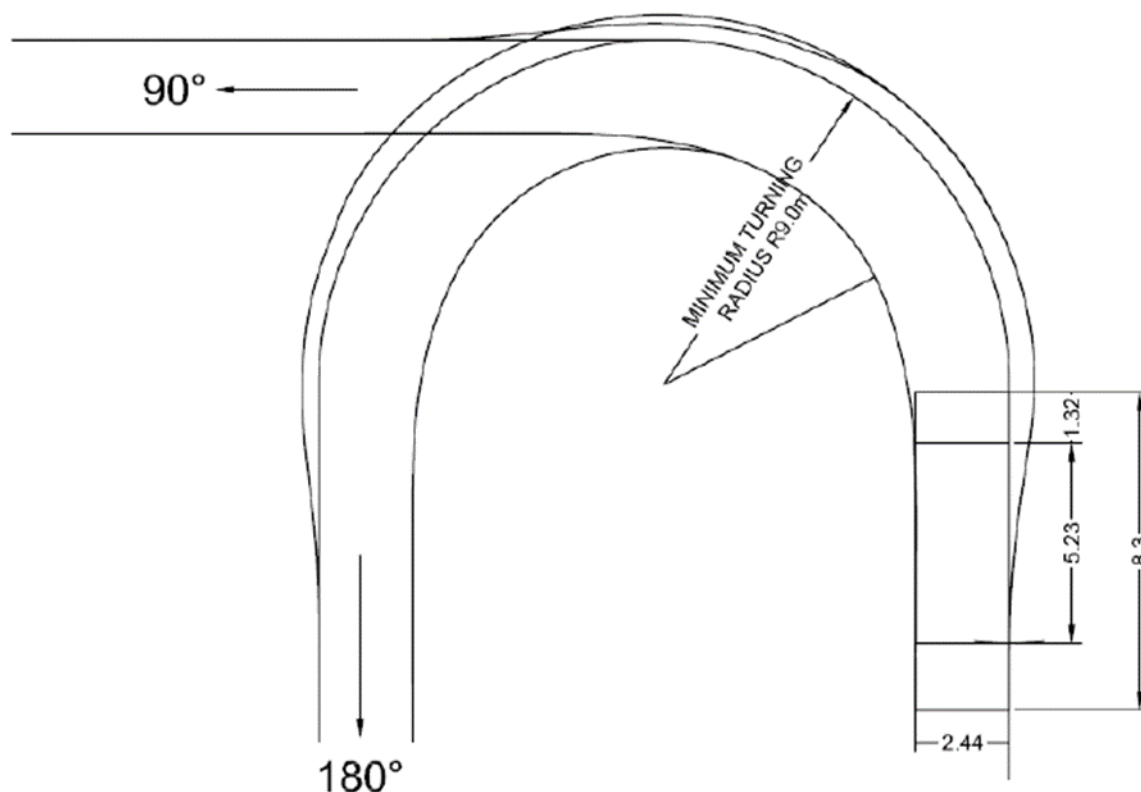
- b. Each bicycle park created as an exchange for a car park must contain the following:
 - i. Space for at least 3 bicycles, with each space a minimum dimension of 1.7 metres in length, 1 metre in height and 1 metre between bike holding structures;
 - ii. Passive surveillance; and
 - iii. Protection from the weather for the bikes.

12.5.4 Loading

All commercial and industrial uses shall demonstrate adequate access to an area for the loading and unloading of goods and shall meet the following requirements:

- a. Loading bays shall be designed and located so as to provide a safe position for loading and unloading of goods and providing access and egress without affecting any road or service lane.
- b. Loading bays shall be designed and located so as to:
 - i. Promote use of the loading bay rather than the road side for loading and unloading of goods,
 - ii. Minimise conflicts between traffic entering and leaving the site.

- c. The area of the loading bay(s) shall be sufficient in size to cater for the largest expected vehicle, plus manoeuvring space to accommodate a 90th percentile two-axle truck as shown below:



12.5.5 Vehicle Crossings

- a. Each new allotment and additional dwelling shall be serviced by at least one formed vehicle crossing onto a formed legal road.
- b. Shared accessways and rights of way to new dwellings shall be required to be constructed to the width specified in 13.5.9.

Note: All new or upgraded crossings are required to use the Whanganui District Council Corridor Access Request system, except along the State Highway Network where the Transport Agency is the Road Controlling Authority. Please contact the Transport Agency for approval and for a copy of standards.

Note: The removal of street trees for the purpose of creating a vehicle crossing is not managed by the District Plan. The Parks and Property Department of the Whanganui District Council should be contacted whenever alteration or removal of a street tree is proposed or required.

- c. All vehicle crossings shall comply with the following table:

VEHICLE CROSSING STANDARDS		
Land Use	Width of Crossing at Boundary	NZS4004 Supplement Document diagram
Residential 1 dwelling	3m-6m	RD-WDC-001
		RD-WDC-002
Residential 2-3 dwellings	3.5m-6m	RD-WDC-003
		RD-WDC-004
Residential 4-6 dwellings	5.5m-6m	RD-WDC-005
		RD-WDC-006
Residential Activity in a rural zone	3.6m-7.2m	RD-WDC-012
Residential Activity in a rural zone 2-6 dwellings	5.2m	RD-WDC-013
Rural Activity	3.6m-7.2m	RD-WDC-011
Commercial or Manufacturing	3m-9m	RD-WDC-007
		RD-WDC-008
		RD-WDC-009

Separation Distances (Minimum)						
Road Hierarchy	Separation between crossings and intersections – Meters (m)			Sightline distance - Meters (m)		
	0-50 km/hr zone	51-70 km/hr zone	71-100 km/hr zone	See note below		
Local/ Collector	10	30	30	97	151	248
District Arterial	15	100	100	113	151	248
National Route	30	100	200	113	170	282

Note: When the road is shorter than the minimum sightline distance, the sightline distance required will be limited to the end of the road reserve.

- d. Where an existing vehicle crossing to a property becomes redundant for any reason, then that vehicle crossing shall be removed and the berm, footpath, kerb and channel reinstated to a design and standard consistent with any adjacent berm, footpath, kerb and channel.
- e. All vehicle crossings shall be designed constructed and maintained so that:
 - o Vehicle crossings can enter and leave the site without adversely affecting the safe and efficient operation of the road.

- This includes between the carriageway and the property boundary (including any services and drainage systems).
- In respect of national routes, primary arterials and secondary arterials (as shown on the Planning Maps), vehicle access and egress shall be in a forward direction, with sufficient on-site manoeuvring space as required to achieve this.
 - They are formed and sealed (except for metalled roads in any of the rural zones) and to ensure that stormwater and detritus (including gravel and silt) do not migrate onto the carriageway pavement.
 - Design and construction shall be in accordance with the requirements of NZS 4404 2010 and the Whanganui District Council Engineering Document 2016, except where a crossing design is specified in this chapter of the Plan in which case that design will apply.
- f. Properties with a street frontage of up to 21 metres are permitted a maximum of 2 vehicle crossings per site.
- g. Properties with a street frontage over 21 metres are permitted a maximum of 3 vehicle crossings per site.

12.5.6 Restriction on Vehicle Crossings

No new vehicle crossings shall be created from the following roads:

- a. Display Frontage Streets:
- Victoria Avenue between Taupo Quay and Ingestre Street.
 - Guyton Street between Wicksteed Street and St Hill Street.
 - Ridgway Street between Drews Avenue and St Hill Street.
 - Maria Place between Watt Street and St Hill Street.
- b. Roads identified as Limited Access Roads by the New Zealand Transport Agency.

12.5.7 Separation from Railway Level Crossings

- a. New vehicle crossings shall be located a minimum of 30 metres from a railway level crossing.

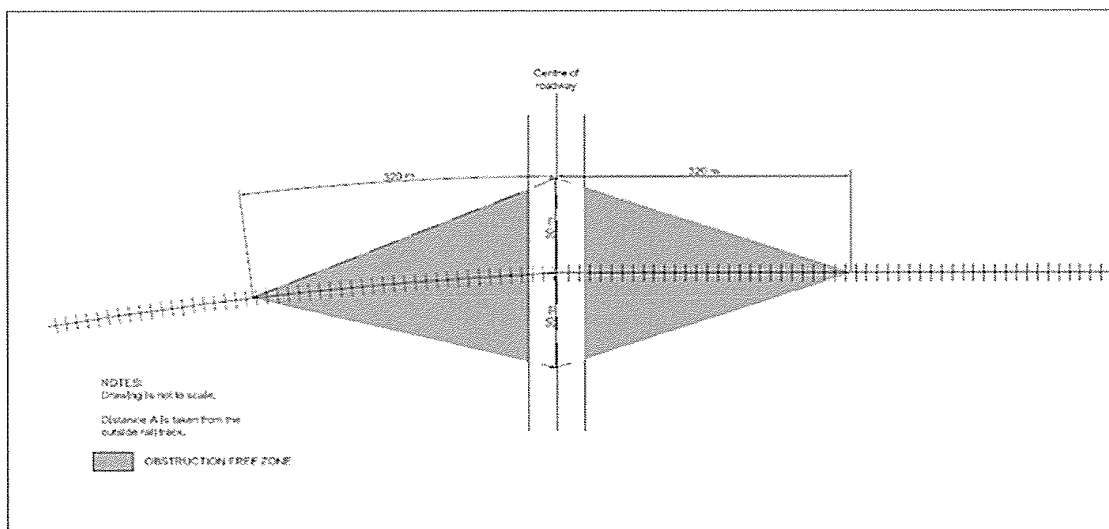
12.5.8 Development Near Existing Level Railway Crossings

All the conditions set out in this standard apply during both the construction and operation stages of development.

- a. Approach sight triangles and level crossings with Stop or Give Way signs.
- i. On sites adjacent to rail level crossings controlled by Stop or Give Way signs, no building, structure or planting shall be

located in the shaded areas of figure 1. These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.

Figure 1: Approach sight triangles for level crossings with “Stop” or “Give Way” signs



- ii. No approach sight triangles apply for level crossings fitted with alarms and/or barrier arms.
- b. Restart sight triangles at level crossings.
 - i. On sites adjacent to all rail level crossings, no buildings, structure or planting shall be located in the shaded areas shown in Figure 2. These are defined by a sight triangle taken 5 metres from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 1).

Figure 2: Restart sight triangles for all level crossings

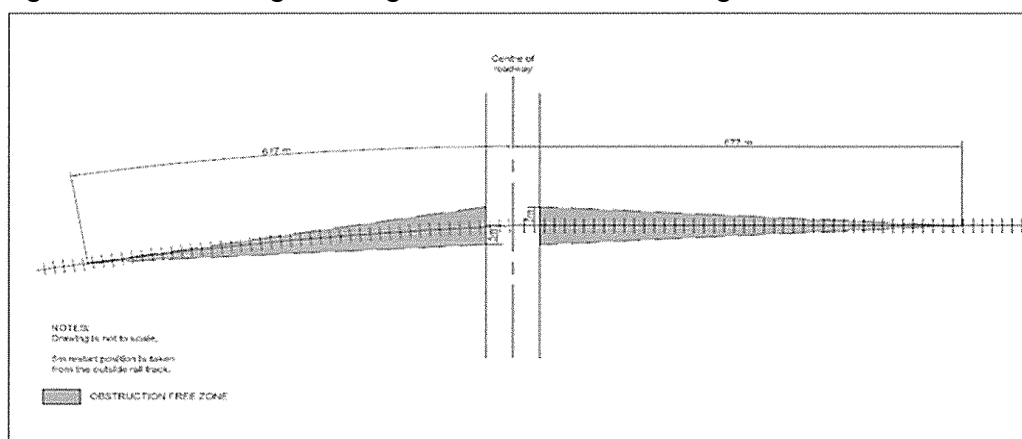


Table 3: Required Restart Sight Distances for Figure 2

Required approach visibility along tracks A (m)		
Signs only	Alarms only	Alarms and barriers
677 m	677 m	60 m

Advice Notes:

1. Figures 1 and 2 show a single set of rail tracks only. For each additional set of tracks add 25 m to the along-track distance in Figure 1, and 50 m to the along-track distance in Figure 2.
2. All figures are based on the sighting distance formula used in NZTA Traffic Control Devices manual 2008, Part 9 Level Crossings.

12.5.9 Service Lanes

- a. Service lanes shall be designed and located so as to provide safe access and egress without adversely affecting any road.
- b. The width of service lanes intended for one-way operation shall be not less than 3.5 metres nor more than 6.0 metres.
- c. The width of service lanes intended for two-way operation shall be not less than 6.0 metres nor more than 10.0 metres.

12.5.10 Vehicle Queuing (Stacking) and Servicing

- a. In relation to all:
 - i. Fuel dispensers
 - ii. Ticket vending machines
 - i. Entrance control mechanisms

There shall be sufficient vehicle queuing or stacking space to ensure that cars waiting at normal peak times do not obstruct the road carriageway or footpath.

- b. For remote ordering facilities and devices, including fast food drive through facilities, a minimum of 5 queuing or stacking car spaces is required.