

Part 13 Transport

Note

Updated 14 November 2005

Note: List of classified roads is contained in Part 8, Appendix 3

1.0 Statement

Updated 14 November 2005

Ease of accessibility for people and goods by all modes of transport to all parts of the city is essential to allow the city to function and develop without unnecessary restraint. Accessibility is dependent not only on the efficiency of the transport network but also the availability of convenient and safe parking and loading facilities.

The provision of adequate off-street parking and loading facilities for each activity is important to ensure that the safety and efficiency of the road is not adversely affected by vehicles manoeuvring on the street. The Plan contains rules requiring a minimum number of parking spaces to be provided depending on the activity. The number of spaces should provide for the normal daily requirements for staff and customers. Cycle parking is also required for each development recognising its importance as a means of transport in and around the city.

To control the proliferation and siting of property access there are rules which limit the number of access points, length and distance from intersections for each site, reflecting the roads planned function in the roading hierarchy. The standards give some protection to the efficiency and safety of the road by controlling where traffic can enter or leave a property. Protection is also given to pedestrians by limiting the maximum length of crossings. High traffic generators require particular controls due to the adverse effects these activities may have on the frontage road. Generally, the more vehicle movements an activity generates, the bigger the potential is for accidents to occur and congestion created. This is particularly true on arterial roads where vehicle numbers and speeds will be higher than on other roads in the hierarchy.

Environmental results anticipated

- (a) Improved accessibility city-wide for all road users through the provision of adequate off-street parking facilities available for use by staff and visitors.
- (b) Enhancement of visual amenity, particularly in local residential streets, and increased road safety and efficiency.
- (c) The establishment of vehicle parking, access and loading facilities that are effective, safe and efficient in meeting the needs of individual activities.

2.0 Rules

Updated 14 November 2005

Guide to using these rules

Step 1: Check whether the activity complies with all the development standards.

If not, application will need to be made for a resource consent, assessed as a discretionary activity, with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

(The activity may also be specified as a controlled activity. A controlled activity cannot be declined, and can only be subject to conditions, with the exercise of the Council's discretion limited to the matter(s) subject to that standard.)

Then: If the activity complies with all the city rules and zone rules it is a permitted activity.

Note: Check whether the activity complies with all of the other city rules and zone rules for the zone in which the activity is proposed. If not, a resource consent will be required in respect to that rule(s) not complied with.

2.1 Categories of activities

Updated 14 November 2005

2.1.1 All activities

Updated 31 July 2012

(a) Any activity which complies with :

- all of the development standards under Clauses 2.2 , 2.3, **and 2.4,**
- **community standard Clause 2.5.1, and**
- **the critical standard under Clause 2.6**

shall be a **permitted activity**.

(b) Any activity which does not comply with any one or more of the development standards under Clauses 2.2 , 2.3 **or 2.4, but complies with the community standard under Clause 2.5.1 and the critical standard under Clause 2.6,** shall be a **discretionary activity** with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

(c) Any activity that does not comply with community standard Clause 2.5.1, but complies with the critical standard under Clause 2.6, shall be a discretionary activity.

(d) Any activity which does not comply with the critical standard under Clause 2.6 shall be a non-complying activity.

(e) Clarification of categories of activities

The standards may also specify that an activity is controlled (development standards) with the exercise of the Council's discretion limited to the matter subject to that standard.

(f) The development standards under Clause 2.2 and 2.3 do not apply to activities in the Central City, except for 2.2.9, 2.2.11, 2.2.12, 2.2.15, 2.3.1, 2.3.2, 2.3.3 and 2.3.4. For the other transport standards for activities in the Central City, refer to Clauses 2.4, 2.5 and 2.6.

2.1.2 Reference to other city rules and zone rules

Updated 14 November 2005

Attention is drawn to the provisions of the other city rules and zone rules which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

Particular attention is drawn to the provisions of the Special Purpose (Road) Zone in Part 8, Clause 4 and to designated roading works in Part 12 (Designated Activities).

Attention is also drawn to the landscaping requirements for parking areas included in the development standards for the appropriate zone.

Note, in respect of the Living TMB Zone the standards contained in Part 13, Transportation, do not apply. Refer to Part 2, development standard 2.2.17 and Appendix 3k of Part 2.

2.2 Development standards - Parking and loading

Updated 14 November 2005

Any application arising from non-compliance with Clauses 2.2.2, 2.2.5, 2.2.6, 2.2.8, 2.2.9, 2.2.10, 2.2.11, 2.2.12, and 2.2.16 will not require the written consent of other persons and shall be non-notified. In addition any application located within a comprehensive housing improvement area as identified on Planning Maps, that complies with the criteria for comprehensive housing improvements outlined in Part 2, Living Zones, that does not comply with 2.2.1 will not require the written consent of other persons and shall be non-notified.

2.2.1 Parking space numbers

Updated 29 January 2015

For any activity the owner, occupier or developer shall make provision for vehicle parking, for use by staff and visitors, in accordance with columns 2 and 3 of **Table 1** below, and in compliance with the dimensions in Appendix 1, except that in those areas listed in Appendix 2 a financial contribution may be made in lieu of part, or all, of the parking requirement.

Clarification of **Table 1**

- The car parking requirements listed in **Table 1** are categorised by activity. When calculating the overall parking requirements for a development the separation of areas 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 will be the sum of the parking requirements for each area.
- Where the parking requirement in **Table 1** results in a fractional space, any fraction under one half shall be disregarded, except for staff car parking where any fraction under one half shall be counted as one space. Any fraction of one half or more shall be counted as one space including provision for visitors parking within the Living 3 and Living 4 Zones.
- Where an activity falls under the definition of more than one activity, then the higher parking requirement shall apply.
- Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
- Refer to Part 9, Clause 2.1 for the application of these tables to existing non-complying activities.
- Where the site only has frontage to required shopping frontages (indicated on Planning Map 39E) and all frontages are less than 40 metres wide then no loading bay is required.
- Full time equivalent student numbers in the Cultural 4 Zones shall be assessed annually as of 1 July, and shall be rounded to the nearest 100 FTE students. Any additional car parks required shall be provided within 12 months of the date of assessment. The overall parking requirement is inclusive of student hostel accommodation and student residential units. Note: Full-time equivalent student means the equivalent number of students based on the number of papers taken to complete a full time course in the normal time, divided by the actual number of students.
- A garageable space is a space that is large enough to enable a single garage to be established on that space at some time in the future. (Refer to rule 13-2.2.9(c) for dimensions.)
- For an education activity the number of classrooms for the set-down parking space requirement shall be calculated on the basis of the actual number of classrooms proposed in excess of the number of classrooms existing as at 24 June 1995, less 10%. A classroom means any room used principally for regular teaching. To avoid any doubt, a classroom shall not include a school hall, gymnasium, library or administration facility. The set-down parking spaces only need to be physically provided on the site when at least 10 spaces are required due to the accumulated development that has occurred since any existing set-down spaces were required or since 24 June 1995, whichever is the later.
- In calculating parking for the Business 8 zone, all other industrial activities that are not warehousing or distribution centres are to be calculated at the standard rate for general industrial activities.

Table 1 . Minimum parking required in all zones outside the Central City

Activity	Car parking spaces	Cycle parking spaces	Loading/unloading
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	Residents/visitors	Staff		
Column 1	Column 2	Column 3	Column 4	Column 5
Education Activities:				
Pre-schools and Primary	2.5 spaces per classroom for set-down	1 space/25 pupils	1 space/ 5 pupils	With 20 pupils or more, but less than 100: 1 99% car bay. With 100 or more pupils: 1 99% car bay/100 pupils + 1 HGV bay
Secondary	0.5 spaces per classroom for set-down 1 space/ per classroom for Year 11 (Form 5) and above	1 space/35 pupils	3 spaces/4 pupils	As per requirement for pre-schools and primary.
Tertiary Education and Research Activities				
Overall	20 spaces/100 FTE students	5.5 spaces/100 FTE students	25 spaces/100 FTE students	1 99% car bay/100 FTE students + 1 HGV bay
Student hostel accommodation	1 space/5 beds	1 space/20 beds	1 space/4 beds	1 99% car bay/100 beds + 1 HGV bay
Student residential units	As for residential activities			
Health facilities	3 spaces/professional staff or 2 spaces/consulting room, whichever is greater	1 space/professional staff + 1 space/2 other staff, or 1 space/consulting room, whichever is greater	1 space/professional staff	Nil
Hospitals	1 space/2 beds	5 spaces/3 beds	1 space/3 beds	1 HGV bay/50 beds
Industrial activities	1 space/800m ² GFA (1 space minimum)	11 spaces/800m ² GFA	1 space/300m ² GFA	1 HGV bay/1000 m ² GFA (1 space minimum)
Business 8 Zone Warehousing and Distribution Centres	1 space/2000m ² GFA (1 space minimum)	4.5 spaces/1000m ² GFA	1 space/300m ² GFA	1 HGV bay/1000 m ² GFA (1 space minimum)
Offices Generally : (except Business 4T Zone)	5% of staff requirement (1 space minimum)	2.5 spaces/100m ² GFA	1 space/200m ² GFA	1 99% car bay/8000m ² GFA or part thereof + 1 HGV bay/8000m ² GFA (up to 16000m ² GFA), 1 HGV bay/20000m ² GFA after 16000m ² GFA
Business 4T Zone	5% of staff requirement (1 space minimum)	4 spaces/100m ² GFA	1 space/200m ² GFA	As per general requirement
except that: For any development resulting in more than 10,000m ² of GFA in the Business 4T (Tait Campus) Zone, Appendix 22, Part 3, Volume 3	5% of staff requirement (1 space minimum)	2.5 spaces/100m ² GFA. Any such reduction from 4 spaces/100m ² is subject to resource consent as a discretionary activity.		
Place of worship	1 space/10m ² PFA; or 1 space/10 seats (whichever is the greater)	10% of visitor requirements	1 space/50m ² PFA	1 99% car bay/200m ² PFA
Places of entertainment				
Generally:	1 space/10m ² PFA; or 1 space/10 seats (whichever is the greater)	10% of visitor requirements	1 space/50m ² PFA	1 99% car bay/2000m ² PFA
Cinemas	2.5 spaces/10 seats	1 space/screen	1 space/50 seats	1 HGV bay/cinema complex
Theatres	3 spaces/10 seats	1 space/60 seats	1 space/60 seats	1 HGV bay
Museums and galleries	1 space/30m ² PFA	1 space/300m ² PFA	1 space/300m ² PFA	As per general requirement
Libraries	1 space/50m ² PFA	1 space/200m ² PFA	1 space/100m ² PFA	As per general requirement
Licensed clubrooms	(See restaurants and taverns)			
Gymnasias (for public, or private club use)	5 spaces/100m ² GFA	1 space/300m ² GFA	2 spaces/100m ² GFA	1 HGV bay/8000m ² GFA
Sports courts (for public, or private club use)	1 space/50m ² court area	1 space/200m ² court area	1 space/150m ² court area	Nil
Sports fields (for public, or private club use)	15 spaces/ha pitch area	1 space	10 spaces/ha pitch area	Nil

Swimming Pools (for public, or private club use)	1 space/10m 2 pool area	1 space/200m 2 pool area	1 space/10m 2 pool area	1 HGV bay/2000m 2 pool area
Reserves, public and private recreation facilities				
Open Space 1 Zone	Nil	Nil	Nil	Nil
Open Space 2 Zone	(See places of entertainment)	(See places of entertainment)	(See places of entertainment)	(See places of entertainment)
Open Space 3, 3A and 3B Zones	Activities are discretionary with respect to this standard except for Jade Stadium where the following requirement applies: 430 parking spaces plus 1 space/10 additional seats where the capacity exceeds 39,000 seats	Activities are discretionary with respect to this standard except for Jade Stadium where the following requirement applies: 1 space/100 additional seats where the capacity exceeds 39,000 seats	Activities are discretionary with respect to this standard except for Jade Stadium where the following requirement applies: 1 space/50 additional seats where the capacity exceeds 39,000 seats	Activities are discretionary with respect to this standard except for Jade Stadium where the following requirement applies: 1 HGV space per 5,000 seats, except that all loading areas do not need to be available when an entertainment or sporting event is taking place at Jade Stadium
Open Space 3C Zone	8,520 spaces in total, 4,260 spaces to be most directly accessible from Curletts Road and 4,260 spaces to be most directly accessible from Wigram Road, as specified in the Development Plan, Part 6, Appendix 1	N/A	Nil	As specified in the Development Plan Part 6, Appendix 1
Residential activities Generally:				
All living zones including residential activities within Open Space 3D (Clearwater) Zone and except Living 3, 4B (Central City), 4C, G and Central City Mixed Use Zones	Residents: 2 spaces (1 garageable)/unit +	N/A	Nil	

	<p>Visitors: 1 space/5 units</p> <p>Except that where an existing residential unit is converted into two residential units in compliance with Clauses 2.2.1 (e) or 2.4.1 (h), one of the residential units shall provide 1 garageable space/unit, the other shall continue to provide the number of spaces currently existing on the site (garageable or otherwise).</p> <p>Except that where an existing family flat is converted into a separate residential unit in compliance with Clauses 2.2.1 (f) or 2.4.1 (i), the residential unit converted from the existing family flat, shall provide 1 garageable space/unit, and the other residential unit shall continue to provide the number of spaces currently existing on the site (garageable or otherwise).</p> <p>Except that where two residential units are created on a vacant site or the site of one demolished residential unit in compliance with Clauses 2.2.1 (g) or 2.4.1 (j), both residential units shall provide 1 garageable space/unit.</p> <p>Except that where an existing elderly persons housing unit is converted to a separate residential unit that may be occupied by any person(s) in compliance with Clause 2.3.9, the residential unit shall provide 1 garageable space/unit.</p>			
Living 3 Zone	<p>Residents: 1 space (garageable) per unit, where that unit has less than 150m² gross floor area and is located on a site that gains access solely from a Local Road, 2 Spaces (1 garageable) per unit Otherwise + Visitors: No parking requirement for the 10 units, thereafter 1 space per 5 units.</p>	N/A	Nil	
Living 4B and 4C Zones	<p>Residents: 1 garageable space per unit + Visitors: No parking requirement for the 10 units, thereafter 1 space per 5 units.</p>	N/A	Nil	
Living G (Yaldhurst) zone and Living G (East Belfast) and Living G (Prestons)	<p>For a residential site of 400m² or less only 1 car-parking space is required</p>	N/A	Nil	As for living zones above

Living G (Awatea) and (Halswell West) and Living G (Highfield) Zone: For a site of Density A residential area only	For a site of 400m ² or less: 1 car-parking space	N/A	Nil	
Living G (Wigram) Zone	For any site of 400m ² or less only 1 car-parking space is required except in the Density A or ATC sites in the Living G (Wigram) Zone where 1 car-parking space is required per residential unit.	N/A	Nil	As for living zones above
Living G (North West Belfast) Zone	For site of 400m ² or less only 1 car-parking space is required.			
Living G (Highsted) Zone: residential only	For a site of 400m² or less: 1 car-parking space, otherwise 2 spaces/unit	N/A	N/A	
All other zones	Residents: 1 garageable space/unit + Visitors: 1 space/5 units	N/A	Nil	As for living zones above
Food and beverage outlets	4 spaces/100m ² PFA for the first 150m ² PFA, 19 spaces/100m ² PFA thereafter	1 space/100m ² PFA (2 spaces minimum)	1 space/100m ² PFA	1 HGV bay/1000m ² PFA
Retail activities and commercial services				
Generally:	If GLFA less than 750m ² then 4 spaces/100m ² GLFA, otherwise: • 4.6 spaces/100m ² GLFA for the first 20000m ² GLFA, • 3.3 spaces/100m ² GLFA for the next 10000m ² GLFA, • 3.0 spaces/100m ² thereafter • 3 spaces/100m ² of any gross leasable outdoor display area	0.5 spaces/100m ² GLFA	1 space/200m ² GLFA	1 HGV bay/1600m ² GLFA for the first 6400m ² GLFA 1 HGV bay/5000m ² GLFA thereafter
except for factory shops permitted by rule 5.3.1(a)(i), trade suppliers, yard based suppliers and second hand goods outlets in the B3 Zone; and for retailing in the Living 4C Zone (Avon Loop) on Lot 1 DP 72062 and part of Lot 2 DP 67014 with a 10 metre maximum building height limit as permitted by rules 4.2.15 and 4.4.5 in Part 2 of Volume 3	2.5 spaces/100m ² GLFA	0.5 spaces/100m ² GLFA	1 space/400m ² GLFA	1 HGV bay/1600m ² GLFA for the first 6400m ² GLFA, 1 HGV bay/5000m ² GLFA thereafter
Automotive and Marine supplier	1 space/100m ² gross site area + 3 spaces/motor vehicle workbay	1 space/200m ² gross site area	1 space/500m ² gross site area	
Motor servicing outlet	2.5 spaces/workbay	1 space/workbay	1 space/3 workbays	
Travellers' accommodation Generally:	1 space/unit or 1 space/5 beds, whichever is the greater (except that for every coach park provided the number of car parking spaces may be reduced by 3)	1 space/10 units or 1 space/20 beds, whichever is the greater	1 space/20 units or 1 space/20 beds, whichever is the greater	1 99% car bay/50 units or 100 beds, whichever is the greater + 1 HGV bay/100 units or 200 beds(for the first 200 units or 400 beds, nil thereafter)
except for:				
Hotels	1 space/4 bedrooms	1 space/30 bedrooms	1 space/30 bedrooms	1 99% car bay/50 bedrooms + 1 HGV bay/100 bedrooms (for the first 300 bedrooms, nil thereafter)
Special needs housing units				
Retirement housing	1 space/unit	N/A	Nil	Nil
Sheltered housing	1 space/4 units	2 spaces (1 garageable)/ resident staff unit	Nil	Nil
Care homes	1 space/6 clients	1 space/6 clients	1 space/30 clients	Generally: Nil except for day-care homes with more than 20 clients: 1 99% car bay

Notes for clarification of abbreviations

GFA	=	Gross Floor Area	FTE	=	Full-Time Equivalent
GLFA	=	Gross Leasable Floor Area	PFA	=	Public Floor Area
HGV	=	Heavy Goods Vehicle (90 percentile design 2 axle truck, see Appendix 6)			

2.2.2 Availability of parking spaces

Updated 14 November 2005

- (a) Any space required for off-street parking or loading other than for residential activity 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.
- (b) All visitor spaces required for residential activities are to be readily available for use at all times for any resident or visitor to the site and are to be sited on common land.

2.2.3 Parking area location

Updated 14 November 2005

- (a) All off-street parking and loading areas shall be located on the same site and within the same zone as the activity for which the parking is required **except that** where a site is within a Business 1 or 2 Zone off-street parking may be provided on an adjoining site, if that site is within a Business 2 Parking Zone.
- (b) Any parking or loading area for any activity in a Business Zone shall not have its access across land in any Living Zone.

2.2.4 Staff car parking

Updated 14 November 2005

All required staff car parking spaces shall be permanently marked and signed for the exclusive use of staff employed on the site. Staff parking may be relocated within the site.

2.2.5 Parking spaces for people with disabilities - *All Zones outside the Central City*

Updated 31 July 2012

- (a) All required parking areas shall include spaces for people with disabilities provided at the rate of 1 for up to 10 spaces provided, 2 for up to 100 spaces provided plus 1 more for every additional 50 spaces or part thereof.
- (b) The dimensions of all spaces shall comply with the appropriate dimensions in **Appendix 1**.

2.2.6 Cycle parking

Updated 31 July 2012

- (a) For any activity the owner, occupier or developer shall make provision for on-site covered cycle parking in accordance with column 4 of **Table 1**.
- (b) The dimensions of all cycle parking shall comply with **Appendix 3**.

2.2.7 Loading areas - *All Zones outside the Central City*

Updated 31 July 2012

- (a) For any activity the owner, occupier or developer shall make provision for on-site loading areas in accordance with column 5 of **Table 1**.
- (b) All required loading bays shall have the following minimum dimensions:
 - (i) HGV bay - 3.5m x 7.5m, with associated manoeuvre areas to accommodate a 90 percentile design two axle truck, as shown in **Appendix 6**; or
 - (ii) 99% car bay - 3.5 x 6.0m, with associated manoeuvre areas to accommodate a 99% percentile design motor car, as shown in **Appendix 5**.

2.2.8 Manoeuvre areas - *All Zones outside the Central City*

Updated 14 November 2005

All on-site manoeuvre areas shall be designed to accommodate at least a 90 percentile design motor car, as shown in **Appendix 4**, unless otherwise specified.

2.2.9 Parking spaces for residential activities

Updated 29 January 2015

- (a) Garagable parking spaces for residential activities in any zone shall have the following minimum internal dimensions:

	Width	Depth
Single	3.1m	5.5m

Double	5.6m	5.5m
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except where the parking spaces are provided in a multi-bay garage with no physical separation between spaces in which case they may be laid out in accordance with Appendix 1 (for sites outside the Central City) or Appendix 8 (for sites within the Central City).

- (b) The minimum width of the entrance to a single garage shall be 2.4 metres.
- (c) All other parking spaces for residential activities (outside the Central City) shall have the following minimum dimensions:
- Width 2.5m
Depth 5m
- (d) The minimum widths of parking spaces shall be increased by 300mm where there is a permanent obstruction such as a wall on one side of the parking space. Where there is such an obstruction on both sides of a parking space the minimum width shall be increased by 600mm.
- (e) The manoeuvre area to and from the site access to the parking space shall be designed to accommodate at least a 90 percentile design motor car as set out in Appendix 4 .
- (f) Where two parking spaces are required by Clause 2.2.1 for a residential activity (other than visitor spaces), they may be provided in tandem where on site manoeuvring is provided.

2.2.10 Parking area and access design - All Zones outside the Central City

Updated 29 January 2015

All vehicular access to a site, shall be in accordance with the standards set out in Table 2 below.

Activity	Potential number of units	Legal Width (m)	Formed Width (m)	Turning area	Passing area	Sealed and drained	Height (m) (4)
Residential	1 to 3	3.0	2.7	(1)	No	(2)	3.5
Residential	4 to 8	4.0	3.5	Yes	Yes	Yes	4.0
Residential (Living 3, 4B and 4C Zones and Central City Residential Zone)	4 to 8	3.5	3.0	Yes	Yes	Yes	4.0
Residential	9 to 15	6.0	5.0	Yes	Yes	Yes	4.0
Residential (Living 3, 4B and 4C Zones and Central City Residential Zone)	9 to 15	5.0	4.0	Yes	Yes	Yes	4.0
Other	All	6.0(5)	4.5	(1)	No	Yes	4.0
All	Service lanes	6.0	4.0	(3)	No	Yes	4.5
All	Pedestrian access - private	1.5	1.5	N/A	N/A	Yes	2.5
All	Cycle and accessways	4.0	2.0	N/A	N/A	Yes	2.5

Clarification of Table 2:

- (1) See Clause 2.2.13 for when turning area required.
- (2) See Clause 2.2.12(d).
- (3) Turning area required where the service lane has a blind end.
- (4) Height refers to the minimum clear height from the formed access.
- (5) Reducible to a minimum of 3.0 metres for one way access where no more than 30 vehicle movements occur in any hour.

Note : All service lanes, pedestrian accessways and cycle accessways are to be constructed to the standards specified in the Code of Urban Subdivision.

2.2.11 Gradient of parking areas

Updated 14 November 2005

The gradient for off-street parking surfaces for all non-residential activities, shall be no more than:

- (a) At 90° to the angle of parking - 1:16
- (b) Parallel to the angle of parking - 1:20

2.2.12 Maximum gradients for access

Updated 29 January 2015

- (a) **Other than for residential activities in the Central City Residential Zone** the maximum average gradient of any access shall be 1 in 6.
- (b) **Other than for residential activities in the Central City Residential Zone** the maximum gradient shall be 1 in 4 on any straight section and 1 in 6 around curves, the gradient being measured on the inside line of the curve.
- (c) **For residential activities in the Central City Residential Zone, the maximum gradient of any part of an access shall be 1 in 4;**
- (d) The maximum change in gradient without a transition shall be no greater than 8°.
- (e) Where the gradient exceeds 1 in 10 the access is to be sealed with a non-slip surfacing to enable access in wet or icy conditions.
- (f) **Where an access ramp serves only residential activities in the Central City Residential Zone:**
 - (i) **if the ramp is less than 20m in length, the maximum average gradient shall be 1 in 4; and**
 - (ii) **if the ramp is 20m in length or greater, the average maximum gradient shall be 1 in 5.**
- (g) In the Living 3, Living 4, **and Central City Residential** Zones, where the ramp provides access to more than 6 car parking spaces the gradient of the first 4.5m as measured from the road boundary shall be no greater than 1 in 10.

2.2.13 On-site manoeuvring - All Zones outside the Central City

Updated 31 July 2012

- (a) On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:
 - (i) Any site has access to a major or minor arterial road (refer Part 8, Appendix 3); or
 - (ii) Any site has access to a collector road and requires three or more parking spaces; or
 - (iii) Any site containing a non-residential activity has access to a major arterial, minor arterial or collector road, **other than within the Central City Business Zone**; or
 - (iv) Any access to a site serves six or more parking spaces; or
 - (v) Any residential activity provides tandem parking.
- (b) Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any required parking spaces.
- (c) Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required parking or loading space.

2.2.14 Queuing spaces - All Zones outside the Central City

Updated 31 July 2012

Queuing space shall be provided on site for all vehicles entering or exiting a parking or loading area. The length of such queuing spaces shall be in accordance with Table 3 below. Where the parking area has more than one access the number of parking spaces may be apportioned between the accesses in accordance with their potential usage. Queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise, except that for residential development within the Living 3 and Living 4 Zones which is served by an access onto a Local Road, queuing space length shall be measured from the kerb face, or edge of the nearest traffic lane where no kerb is provided, to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.

Notwithstanding the above, in Density A and ATC sites in the Living G (Wigram) Zone the required queuing space can extend into a local road or access lot of common property used for access or right of way. No queuing space shall extend beyond the kerb and onto the road carriageway.

Table 3 - Queuing space lengths

Number of parking spaces	Minimum queuing space length (m)	
	Residential Activities in the L3 and L4 Zones with access onto a Local Road ¹	In all other instances
1 - 20	6.7	5.5
21 - 50		10.5
51 - 100	11.7	15.5
101 - 150		20.5
151 or over	16.7	25.5

¹ Includes for vehicle queuing space plus a further 1.2m to allow pedestrians to pass a waiting vehicle

2.2.15 Illumination

Updated 14 November 2005

All parking and loading areas, (excluding those for residential activities), which are used at night shall be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.

(Refer also to Part 11, Clause 2, Glare.)

2.2.16 Surface of parking and loading areas - All Zones outside the Central City

Updated 31 July 2012

The surface of all parking, loading, and associated access areas (except parking areas for residential activities requiring less than three spaces) shall be formed, sealed and drained and parking spaces permanently marked.

2.3 Development standards - Site access

Updated 14 November 2005

2.3.1 Vehicle crossing design

Updated 14 November 2005

Vehicle access to any site from any road or service lane shall be by way of a vehicle crossing constructed, from the roadway to the road or service lane boundary of the site at the owner's or developer's expense. Access on state highways where the speed limit is 80 kph or greater must comply with the diagrams in Appendix 7.

2.3.2 Standards of vehicle crossings

Updated 14 November 2005

Vehicle crossings shall be constructed to the following minimum standards:

- (a) Standard vehicle crossings shall be provided to sites capable of containing no more than ten residential units or which generate no more than 100 vehicle movements per day.
- (b) Heavy duty vehicle crossings shall be provided for all other sites.

2.3.3 Length of vehicle crossings

Updated 29 January 2015

Other than for residential activities within the Central City Residential Zone, the maximum and minimum vehicle crossing lengths shall be as follows:

Activity	Length of crossing	
	Minimum	Maximum
Residential	3.5m	6m
Other	4m	9m

The length of a vehicle crossing shall be measured as the actual length of channel covers or the length of the fully dropped kerb.

Except that:

- Where a 5.7m wide neighbourhood road is provided in the Living G (Wigram) Zone as identified in Figure 3a in Appendix 3U/4 (Part 2, Volume 3, a minimum vehicle crossing length of 4m shall be provided. The length of the vehicle crossing shall be measured at the front boundary of the site and the actual length of channel covers or the length of the fully dropped kerb.

2.3.4 Minimum distance between vehicle crossings

Updated 14 November 2005

- (a) For sites with frontage to a road where the speed limit is 100km/h, the minimum spacing between successive accesses shall be 200 metres.
- (b) For all other sites the minimum distance between accesses on one site shall be:
 - (i) 7.5 metres for residential activities; and
 - (ii) 15 metres for all other activities.

2.3.5 Maximum number of vehicle crossings - All Zones outside the Central City

Updated 31 July 2012

The maximum number of vehicle crossings permitted on each road frontage of any site or comprehensive development shall be in accordance with Table 4 below.

Frontage length (m)	Type of road frontage		
	Local and collector	Minor arterial	Major arterial
0 - 16	1	1	1
> 16 - 60	2	1	1
> 60 - 100	2	2	1

>100	3	2	2
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2.3.6 Distances of vehicle crossings from intersections - All Zones outside the Central City

Updated 31 July 2012

Any part of any vehicle crossing shall not be located closer to the intersection of any roads than the distances specified in Table 5 below.

Table 5 - Minimum distances of vehicle crossings from intersections								
Frontage road	Intersecting road type (Distance in metres)							
	Urban				Rural			
	Major arterial	Minor arterial	Collector	Local and service	Major arterial	Minor arterial	Collector	Local and service
Major arterial	60	45	30	25	265	265	170	170
Minor arterial	45	45	30	25	170	170	80	80
Collector	30	30	30	10	80	80	50	50
Local and service	15	15	15	10	80	80	50	50

- Distances shall be measured along the boundary parallel to the centre line of the roadway of the frontage road from the kerb line, or formed edge, of the intersecting road.
- Where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table 5.
- Rural roads refer to those roads where the speed limit is 100km/hr. Urban roads refer to all other roads

Note: The classification of roads is contained in Part 8, Appendix 3.

2.3.7 Access for rural selling places

Updated 14 November 2005

In addition to complying with the other relevant site access requirements above all rural selling places shall provide acceleration and deceleration lanes, at the landowners or developers expense, in accordance with the following standards:

- On local and collector roads the roadway shoulder shall be widened and sealed up to 5 metres from the road centreline for a distance of 15 metres on either side of the vehicle crossing;
- On minor arterial roads the acceleration and deceleration lanes shall be designed and constructed in accordance with Appendix 7.
(Refer also to the provisions of Part 4, Clause 2.5.6)

2.3.8 High traffic generators - All Zones outside the Central City

Updated 31 July 2012

(a) Any activity on a site which is not in the Central City **Business** Zone which generates more than 250 vehicle trips per day and/or provides more than 25 parking spaces (with the exception of the land within the Living 3 and Business 1 zone bounded by Madras Street, Canon Street, Packe Street and Purchas Street which is subject to the development plan contained in Part 3, Appendix 14) shall be a **discretionary activity** with the Council's discretion limited as follows:

- retail activities in B3, B3B, B4, BRP, Central City **Mixed Use**, and Special Purpose (Wigram) (Area B) zones: matters associated with any traffic effects of the activity.
- other activities and other zones: matters associated with vehicular access.

(b) Special Purpose (Landfill) Zone

Any activity which generates more than 250 vehicle trips per day shall be a non-notified controlled activity, with the exercise of the Council's control limited to vehicular access and any traffic effects:

- on the function and/or safety of the surrounding road network, and properties along the designated access routes illustrated in Appendix 7 of Volume 3 Part 8 Special Purpose (Landfill) Zone;
- on the surrounding activities in terms of noise, vibration and fumes of vehicles using the access; and
- of extra traffic generated by the activity on the amenity and safety of surrounding residential streets.

2.3.9 Special access provision - Edgware

Updated 14 November 2005

No vehicle access in the Business 2 Zone at Edgware (Planning Map 32) shall be permitted onto Sherborne Street.

2.4 Development standards - Parking, loading and access - All Zones within the Central City

Please note: Development Standards 2.2.9, 2.2.11, 2.2.12, 2.2.15, 2.3.1, 2.3.2, 2.3.3 and 2.3.4 also apply to activities within all zones in the Central City.

2.4.1 Car Parking space numbers - All Zones within the Central City (except within the Core)

Updated 29 January 2015

- (a) *Other than disabled parking provided in accordance with Rule 2.4.2, no on-site car parking is required in the Central City.*
- (b) *Other than the Central City Residential Zone, if parking is provided, the Parking Area of a site shall be no greater than 50% of the Gross Leasable Floor Area of the buildings on the site.*
- (c) *All car parking other than for residential activities is to be constructed in compliance with the dimensions in Appendix 8.*
- (d) *All car parking for residential activities is to be constructed in accordance with Volume 3, Part 13, Rule 2.2.9.*

2.4.2 Parking spaces for people with disabilities - All Zones within the Central City

Updated 29 January 2015

- (a) *Other than parking areas for residential activities, if a parking area is provided, provision shall include spaces for people with disabilities at the rate of 1 for up to 20 spaces provided, 2 for up to 50 spaces provided plus 1 more for every additional 50 spaces or part thereof. These parking spaces for people with disabilities shall be provided as close as practicable to the accessible entrance to the activity with which they are associated and the most direct route from the disabled parking spaces to the activity shall be accessible for mobility impaired persons.*
- (b) *Other than residential activities, all buildings with a Gross Floor Area of more than 2500m² are required to provide parking spaces for people with disabilities, even if no other parking spaces are provided. If no other parking spaces are provided, the amount of disabled parking spaces required shall be calculated by determining how many disabled parking spaces would be required if 1 standard parking space per 100m² Gross Floor Area were provided.*

NOTE: For the avoidance of doubt there is no requirement to provide parking spaces for people with disabilities with respect to residential activities in the Central City.

2.4.3 Cycle parking - All Zones within the Central City

Updated 29 January 2015

- (a) *For any activity provision shall be made for cycle parking in accordance with Table 6 except that for any activity where the building has no road frontage setback for the entire length of the site visitor cycle parking is not required.*
- (b) *Where visitor cycle parking is required it shall be located within 30m of at least one pedestrian public entrance to the activity.*
- (c) *Where staff cycle parking is required it shall be located so it is easily accessible for staff of the activity. Staff cycle parking may be provided on a site within 200m of the site on which the activity is undertaken.*
- (d) *Cycle parking for residential activities shall be located at or below ground floor level;*
- (e) *All on-site manoeuvre areas shall be designed to accommodate the turning path of a cycle as shown in Appendix 9.*
- (f) *The design of cycle parking facilities shall meet the following criteria:*
 - (i) *Visitor cycle parking shall consist of stands that:*
 - *Are securely attached to an immovable object;*
 - *Support the bicycle frame;*
 - *Are clearly signposted or visible to cyclists entering the site;*
 - *Comply with the lighting requirements in Clause 2.2.15 (Volume 3 Part 13);*
 - *Are able to be detected by the visually impaired in areas where the public have access.*
 - (ii) *Staff and residential cycle parking shall consist of a stand or enclosed space that:*
 - *Allows the bicycle to be secured;*
 - *Is covered;*
 - *If a stand is provided, it meets the visitor cycle parking requirements.*

Table 6 - Minimum Cycle Parking Standards in all Zones within the Central City

Activity	Visitor Cycle Parking	Staff Cycle Parking	Residents
Retail	1 space / 350m ²	1 space / 200m ² GLFA	n/a
Food and Beverage	1 space/125m ² PFA	1 space/400m ² PFA	n/a
Office	1 space/500m ² GFA	1 space/150m ² GFA	n/a
ACCOMMODATION:			
Travellers' Accommodation (except Hotels)	1 space/20 beds	1 space/80 beds	n/a
Hotels	1 space/30 bedrooms	1 space/80 bedrooms	n/a
EDUCATION:			
Pre-school / Primary	1 space/5 pupils	1 space/100 pupils	n/a
Secondary	3 space/4 pupils	1 space/100 pupils	n/a
Tertiary	1 space/4 FTE students	1 space/100 FTE Students	n/a
RESIDENTIAL:			
Residential Units	Nil	Nil	1 space / unit less car parking for that unit is provided in a single or double garage

For all other activities, the cycle parking rates in Clause 2.2.1 Table 1 apply.

Where the cycle parking requirement results in a fractional space, any fraction under one half shall be disregarded. Any fraction of one half or more shall be counted as one space.

2.4.4 Loading areas - All Zones within the Central City

Updated 31 July 2012

(a) For all activities in all zones within the Central City minimum loading and unloading requirements shall be provided as per Table 1 in Clause 2.2.1 (Volume 3, Part 13) except where:

- (i) no on-site parking (other than disabled spaces) is provided, in which case no loading spaces are required; or
- (ii) a suitable on or off-street loading facility is provided within 50m of any part of the site and the route between the loading facility and the site does not require crossing any road. Use of an off-street loading facility on a separate site by an activity must be protected for the use of that activity (and any future activity on the site) by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to Council for its records.

(b) All loading areas shall be sufficient to accommodate the largest vehicle that is expected to use the loading space, provided that all off-street loading spaces shall have the following minimum dimensions:

- (i) HGV bay - 3.5m x 7.5m, with associated manoeuvre areas to accommodate a 90 percentile design two axle truck, as shown in Appendix 6; or
- (ii) A car bay, with associated manoeuvre areas to accommodate a 99 percentile design motor car, as shown in Appendix 11. The space shall be a minimum of 1.0m wider than the standard space for angle spaces and a minimum of 2.0m longer for parallel spaces.

2.4.5 Manoeuvre areas - All Zones within the Central City

All on-site manoeuvre areas shall be designed to accommodate at least a 90 percentile design motor car, as shown in Appendix 4. The main route from the vehicular access to the parking area or areas shall be designed to accommodate at least a 99 percentile design motor car as shown in Appendix 5.

2.4.6 Access type and design - All Zones within the Central City

Updated 29 January 2015

All vehicular access to and within a site, shall be in accordance with the standards set out in Table 7 below.

<i>Table 7 - Requirements for Vehicular Access Ways</i>							
Activity	Number of parking spaces provided	Minimum Legal Width (m)	Minimum Trafficable Width (m) (4)(5)	Turning area	Passing area (4)	Sealed and drained	Height (m) (3)
Residential and offices	1 to 3	3.0	2.7	(1)	No	(2)	3.5
Residential and offices	4 to 8	3.5 (6)	3.0	(1)	Yes	Yes	4.0
Residential	More than 8	5.0	4.0	(1)	Yes	Yes	4.0
Offices	9 to 15	5.0	4.0	(1)	Yes	Yes	4.0
Other	15 or fewer	6.0 (5)	4.5	(1)	Yes	Yes	4.0
Offices and Other	More than 15	6.5 (6)	5.5	(1)	No	Yes	4.0

Clarification of Table 7:

- (1) See Clause 2.4.8 for when turning area required.
- (2) See Clause 2.2.12(d).
- (3) Height refers to the minimum clear height from the surface of the formed access.
- (4) For vehicular access ways that are less than 5.5m trafficable width, passing opportunities of at least 5.5m wide and 6.0m long must be provided at least every 50m along the access way.
- (5) For non-residential development, where the access is also designed to accommodate pedestrian movements, this width shall be increased by 1.5m.

2.4.7 On-site manoeuvring - All Zones within the Central City

Updated 31 October 2013

- (a) On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:
 - (i) The vehicular access is onto an Arterial Route or onto a Local Street within the Core or onto a Local Distributor Street within the Core (refer Part 8, Appendix 4b); or
 - (ii) The vehicular access is onto a Main Distributor Street (refer Part 8, Appendix 4b) and the access serves three or more parking spaces; or
 - (iii) The vehicular access is onto a Local Street outside the Core or a Local Distributor Street outside the Core (refer to Part 8, Appendix 4b) and the access serves six or more parking spaces).
- (b) With the exception of parallel parking spaces (either parallel to a road or an internal circulation route), all parking spaces shall be located so as to ensure that no vehicle is required to carry out more than one reverse manoeuvre when moving from any vehicle access to any parking space. This requirement does not apply to loading spaces.
- (c) All parking spaces shall be located so as to ensure that no vehicle is required to undertake more than one reverse manoeuvre when manoeuvring out of any parking or loading space.

2.4.8 Queuing spaces - All Zones within the Central City

Updated 29 January 2015

Queuing space shall be provided on site for all vehicles entering a parking or loading area. The length of such queuing spaces shall be in accordance with Table 8 below. Where the parking area has more than one access the number of parking spaces may be apportioned between the accesses in accordance with their potential usage. Queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise, except that for residential development within the Central City Residential Zone not served by an Arterial Route or for sites served from a Local Distributor Street within the Core or Inner Zone, or a Local Street within the Core or Inner Zone, queuing space length shall be measured from the kerb face, or edge of the nearest traffic lane where no kerb is provided, to the nearest vehicle control point or point where conflict with vehicles or pedestrian pathways already on the site may arise.

Table 8 - Queuing space lengths

Number of parking spaces provided	Minimum queuing space length (m) for Residential Activities within the Central City Residential Zone not served by an Arterial Route and for sites accessed from Local Distributor Streets within the Core and Inner Zone, and Local Streets within the Core and Inner Core.	Minimum queuing space length (m) in all other cases.
1 - 20	6.7	5.5
21 - 50	6.7	10.5
51 - 100	11.7	15.5
101 - 150	11.7	15.5
151 or over	16.7	25.5

2.4.9 Surface of parking and loading areas - All Zones within the Central City

Updated 31 July 2012

The surface of all parking, loading, and associated access areas (except parking areas for residential activities providing less than three spaces) shall be formed, sealed and drained and parking spaces permanently marked.

2.4.10 Maximum number of vehicle crossings - All Zones within the Central City

Updated 31 July 2012

The maximum number of vehicle crossings permitted to any site or comprehensive residential development shall be in accordance with Table 9 below.

Table 9 - Maximum number of vehicle crossings

Frontage length (m)	Type of road frontage		
	Inner Core Streets	Distributor Streets and Outer Core Streets	Avenue

0 - 16	1	1	1
> 16 - 60	1	2	1
> 60 - 100	1	2	1
> 100	2	2	2

2.4.11 Distances of vehicle crossings from intersections - All Zones within the Central City

Updated 31 October 2013

Any part of any vehicle crossing shall not be located closer to the intersection of any roads than the distances specified in Table 10 below.

Table 10 - Minimum distances of vehicle crossings from intersections

Frontage - Road Classification	Intersecting Road Class (Distance in Metres)			
	Arterial Route	Main Distributor Street	Local Distributor Street	Local Street
Arterial Route	45	30	30	25
Main Distributor Street	30	30	30	10
Local Distributor Street	30	30 outside the Core 15 within the Core	30 outside the Core 15 within the Core	10 outside the Core 6 within the Core
Local Street	15	15 outside the Core 10 within the Core	15 outside the Core 10 within the Core	10 outside the Core 6 within the Core

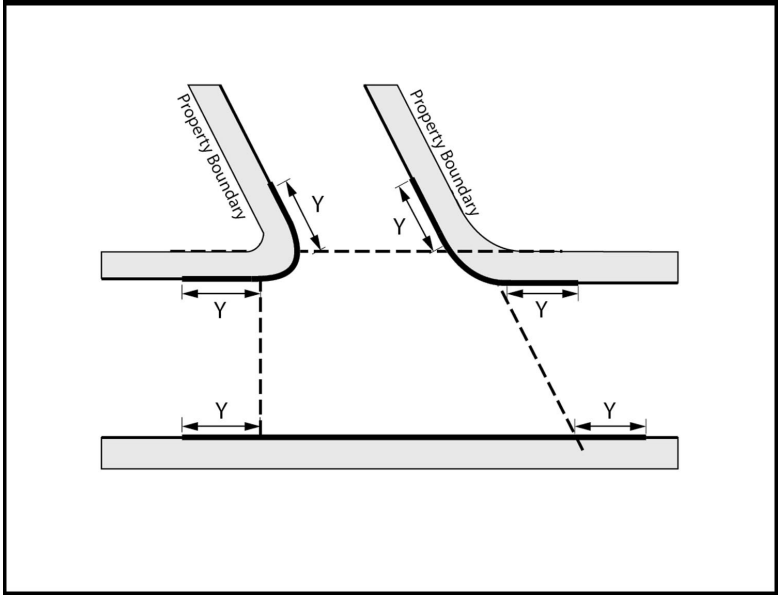
Notes to Table:

Use Figure 1 to measure the distances between the vehicle crossings from intersections. The 'y' dimension is the distance stated in Table 10 and is measured from the intersection of the frontage road centreline and the extensions of the intersecting road property boundaries shown as dashed lines.

Where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table 10.

Note: The different road classifications are illustrated on Appendix 4b in Volume 3 Part 8.

Figure 1 - Distances of vehicle crossings from intersection



2.4.12 High traffic generators - All Zones within the Central City

Updated 31 October 2013

Permitted activities within the Central City are exempt from assessment as High Traffic Generators ⁵.

⁵ For the purposes of the Central City, additional Assessment Matters have been inserted into Assessment Matters 3.2.16 and 3.2.22 to address the effects of high traffic generation where rules on maximum car parking and access priority are breached. Additionally, activities that are not anticipated as permitted in the Central City Business and Mixed Use Zones require assessment as either restricted, full discretionary or non-complying activities. The relevant policies for these zones specifically refer to protecting the efficiency and safety of the adjacent transport networks (such as Policies 12.2.3 and 12.6.2) and therefore an assessment of these traffic-related effects is required for those activities. Where appropriate Council may request an Integrated Transport Assessment to be provided. Where a consent application is not publicly or limited notified consultation with the New Zealand Transport Agency will be appropriate where significant transport effects are identified.

2.4.13 Vehicle Access to sites fronting more than one street - All Zones within the Central City

Updated 29 January 2015

If a site fronts more than one street then vehicular access shall be gained from the most preferred street that the site has frontage to, as shown in Table 11. Except that, where the higher preference street is a one-way street, or is divided by a raised median, a second access point may be gained from the next most preferred street.

Table 11 - Location of access (priority ranking)

Rank	Street class
Most Preferred	Local Distributor Street outside the Core
2nd choice	Local Street outside the Core
3rd choice	Main Distributor Street outside the Core
4th choice	Arterial Route

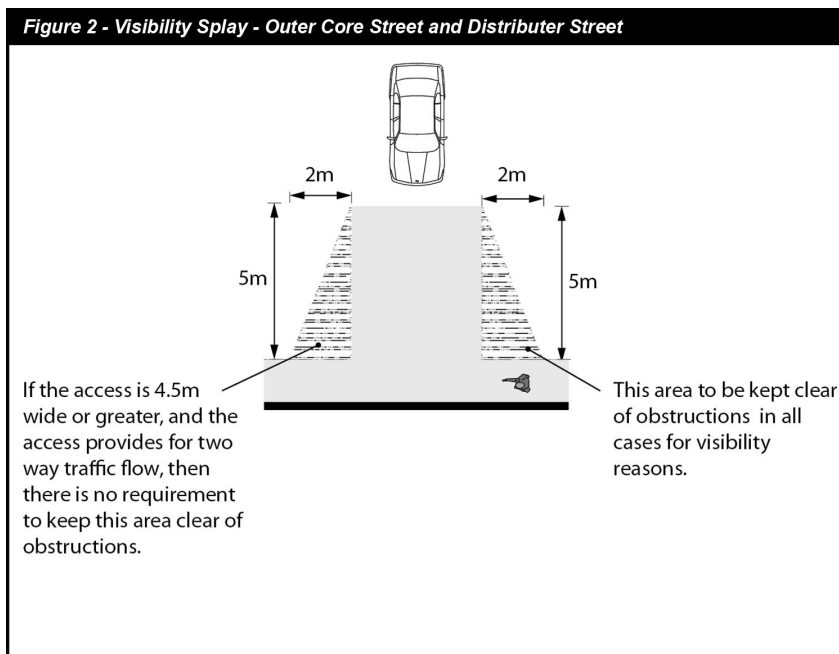
5th choice	Local Distributor Street within the Core
6th choice	Local Street within the Core
Least preferred	Distributor within the Core

2.4.14 Pedestrian Safety

Updated 29 January 2015

Where a vehicle access serves more than 15 car parking spaces or more than 10 heavy vehicle movements per day will be generated through a vehicle access then:

- (a) If the site provides for an access onto any street within the Core then an audio and visual method warning pedestrians of the presence of vehicles about to exit the access point shall be provided.
- (b) If the site provides access onto any street within the Inner Zone or Outer Zone, then either an audio and visual method of warning pedestrians of the presence of vehicles can be provided as above or a visibility splay shall be provided to the pedestrian footpath as shown in Figure 2. If any part of the access lies within 20m of a Central City Residential Zone, any audio method should not operate between 8pm to 8am.



2.4.15 Temporary Car Parks during the Earthquake Recovery period - All Zones within the Central City

Updated 31 October 2013

Any site temporarily supplying car parking where car parking is the primary activity on that site shall be a restricted discretionary activity with the exercise of the Council's discretion limited to the Assessment Matters for this standard.

Any Resource Consents granted under this Rule will need to set the duration of the consent. The duration of the consent should not exceed a period that is reasonably necessary to support the recovery of the surrounding area. It is intended that the duration of consents under this Rule will be no longer than 18 April 2016. At the time that the duration of consent ends the parking activity may continue whilst a new application for Resource Consent is processed.

2.4.16 Central City Lane Formation - All Zones within the Central City

Updated 31 July 2012

Any new Central City Lane will be created with a legal width of between 6m and 12m and a minimum height clearance of 4.5m.

2.5 Community Standards - Parking, Loading and Access - All Zones within the Central City

2.5.1 Commercial Car Parking Buildings and Lots - All Zones within the Central City

Updated 31 July 2012

Any permanent car parking buildings or lots upon which car parking is the primary activity on that site shall be a discretionary activity.

2.6 Critical Standards - Parking, Loading and Access - All Zones within the Central City

2.6.1 Car parking space numbers - Central City Business Zone (Core)

Updated 31 July 2012

- (a) *Other than disabled parking provided in accordance with Rule 2.4.2, no on-site car parking is required in the Central City. If parking is provided, the Parking Area of a site shall be no greater than 50% of the Gross Leasable Floor Area of the buildings on the site.*
- (b) *All car parking is to be constructed in compliance with the dimensions in Appendix 8.*

Note: Where the parking standard results in a fractional space, any fraction under one half shall be disregarded. Any fraction of one half or more shall be counted as one space.

ASSESSMENT MATTERS ⁶

⁶ *Note that Part 13, Volume 3 provides further Assessment Matters that relate to within and outside the Central City.*

3.0 Assessment matters for resource consents

3.1 General

Updated 14 November 2005

- (a) The matters contained in Part II and Section 104 and 105 of the Act apply to the consideration of all resource consents for land use activities.
- (b) In addition to the matters covered in (a) above, the Council shall also apply the relevant assessment matters, set out in Clause 3.2 below, to discretionary activities.

3.2 Assessment matters

Updated 31 July 2012

Note that Part 13, Volume 3 provides further Assessment Matters that relate to within and outside the Central City.

3.2.1 Parking space numbers; Availability of parking spaces; Parking area location; Staff car parking; Parking spaces for people with disabilities - All Zones outside the Central City

Updated 21 October 2013

- (a) Whether the equivalent number of parking spaces can be provided on a separate site which:
 - (i) is sited within easy walking distance of the development; and/or
 - (ii) does not require people to cross arterial roads to gain access to the development, thereby compromising the safety of pedestrians and the function of the road;
and/or
 - (iii) is clearly associated with the development through signage or other means; and/or
 - (iv) has a legal agreement bonding the parking to the development; and/or
 - (v) is surrounded by appropriate land use activities with which the carparking is compatible.
- (b) Whether the parking can be provided and maintained in a jointly used car parking area where the total number of parking spaces provided is equivalent to the sum of requirements for each use.
- (c) The extent to which the parking demand occurs at a different time from an existing land use, with which a parking area could be shared without adverse effects for on street parking and a legal agreement is entered into between the developers securing mutual usage of the parking areas.
- (d) Where the required number of off-street car parking spaces are not to be provided:
 - (i) the extent to which the nature of the particular activity is such that it will generate more or less parking and/or staff parking demand than is required by this Plan;
 - (ii) whether the required parking can physically be accommodated on the site;
 - (iii) the extent to which the traffic function and/or safety of the surrounding road network may be adversely affected by extra parked and manoeuvring vehicles on these roads;
 - (iv) the effect of vehicles parked on the street, on the amenity of adjoining land uses;

- (v) whether the site is well served by public transport;
 - (vi) where the development is located in a Living, Conservation, or Cultural Zone, the effect of the full provision of carparking spaces on the purposes of these zones and on their anticipated environmental outcomes;
 - (vii) the cumulative effect of the lack of on-site parking spaces for the proposal in conjunction with other developments in the vicinity which are not providing the required number of parking spaces;
 - (viii) the extent to which the reduction in parking will affect the ability of future activities on the site to meet the parking requirements;
 - (ix) the extent to which the safety of pedestrians, particularly children, will be affected by being set down on-street.
 - (x) whether any reduction in car parking is warranted because provision has been made for public recycling facilities within the car parking area.
 - (xi) the extent to which alternative transport modes are provided for as part of a traffic management plan in association with the Jade Stadium site and the effectiveness of this provision.
 - (xii) In the Living 3 and Living 4 Zones, whether a reduction in, or waiver or, the required on-site car parking will enable a significant improvement in the urban design, appearance, and amenity of the site and a more efficient site layout.
 - (xiii) In the Living 3 and Living 4 Zones, whether the development is to be operated by a social housing agency, or similar organisation, that can demonstrate a lower than typical parking demand by occupants in similar complexes elsewhere in the City.
 - (xiv) In the Business 4T (Tait Campus) Zone, shown in Appendix 22, Part 3, Volume 3, whether the provision of a monitored Transport Management Plan ⁽¹⁾ for the site, prepared in association with the Christchurch City Council and Environment Canterbury has demonstrated a reduced demand for on-site car parking spaces; and
 - has not resulted in an increased demand for on-street parking in the vicinity; and
 - whether an ongoing comprehensive monitoring programme supports such the reduced on-site car parking provision over time.
- ⁽¹⁾ Transport Management Plan may include an incentives programme to encourage an increased use of other transport modes alternative to the private car.

3.2.2 Cycle parking - All Zones outside the Central City

Updated 31 July 2012

- (a) The extent to which alternative, secure, covered parking is available which is within easy walking distance of the development.
- (b) Whether the parking can be provided and maintained in a jointly used cycle parking area.

3.2.3 Loading areas - All Zones outside the Central City

3.2.3 Loading areas - All Zones outside the Central City

Updated 31 July 2012

- (a) The extent to which the nature of the particular activity will require loading facilities of a particular size, number and frequency of use.
- (b) Whether an off-street loading area can be safely and efficiently provided in conjunction with an adjacent development.
- (c) The extent to which the traffic function and/or safety of the surrounding road network may be adversely affected by extra parked and manoeuvring vehicles on these roads.

3.2.4 Manoeuvre areas - All Zones outside the Central City

Updated 31 July 2012

- (a) Whether there would be any adverse effects on the safety and/or function of the frontage road.
- (b) Whether a lesser provision would potentially reduce the number of available parking spaces.
- (c) The extent to which the safety of pedestrians and other users of the site would be affected.

3.2.5 Parking spaces for residential activities

Updated 14 November 2005

(Refer to Clause 3.2.1 for assessment matters regarding a shortfall of parking.)

3.2.6 Gradient of parking area

Updated 14 November 2005

- (a) Whether any parking spaces for people with disabilities are affected.
- (b) The total number of spaces affected by the non compliance.
- (c) The extent of non compliance.
- (d) Whether the drainage facilities are adequately designed.

3.2.7 Parking area and access design; Maximum gradients for driveways - All Zones outside the Central City

Updated 31 July 2012

- (a) Whether the driveway serves more than one site and the extent to which other users may be adversely affected.
- (b) The extent of any adverse effects on the safety and/or function of the frontage road.
- (c) The effect on the safety and security of people using the facility.
- (d) The extent to which the safety of pedestrians, (both on and off site) may be adversely affected.
- (e) The effect on the amenity and safety of neighbouring properties.

3.2.8 On-site manoeuvring

Updated 14 November 2005

- (a) Whether there would be any adverse effects on the safety and/or function of the frontage road.
- (b) The extent to which reversing vehicles will affect the safety of pedestrians, both on and off the site.
- (c) Whether the peak hours of traffic generation coincide with the peak flows and vehicle queues on the frontage road(s).
- (d) The number and type of vehicles using the parking or manoeuvre area.
- (e) Whether the required manoeuvre area can physically be accommodated on the site.

3.2.9 Queuing spaces - All Zones outside the Central City

Updated 131 July 2012

- (a) Whether there would be any adverse effects on the safety and/or function of the frontage road.
- (b) The effect of queuing vehicles on the safety of pedestrians.
- (c) The extent to which the safe circulation of vehicles on the site will be affected.

3.2.10 Illumination

Updated 14 November 2005

- (a) The extent to which the facility is used during the hours of darkness.
- (b) Whether other light sources in the area give adequate light to provide security for users of the area.
- (c) Whether glare from the light source will adversely affect the safety of surrounding roads.

3.2.11 Surface of parking and loading areas

Updated 14 November 2005

- (a) The effect on the activities on other sites in the area in terms of noise and dust nuisance.
- (b) Whether mud, stone, gravel or other deleterious material will be carried onto public roads or footpaths.

3.2.12 Vehicle crossing design; Standards of vehicle crossings; Length of vehicle crossings; Minimum distance between vehicle crossings; Maximum number of vehicle crossings; Distances of vehicle crossings from intersections - All Zones outside the Central City

Updated 31 July 2012

Length of vehicle crossings

- (a) The number of pedestrian movements and the number and type of vehicles using or crossing the vehicle crossing.
- (b) Whether the safety of pedestrians, particularly the aged and disabled will be compromised by the length of time needed to cross a wider driveway.
- (c) The ability for vehicles to use the access without adversely affecting the safety and/or efficiency of the frontage road.
- (d) The speed at which vehicles will be able to enter/exit the site and the effect on this on the safety of pedestrians and other road users.
- (e) Within a neighbourhood road within the Living G (Wigram) Zone, the impact of the road width and design on the maneuverability of vehicles to and from the site.

Minimum Distance Between Vehicle Crossings

- (f) Whether there is adequate alternative parking in the area.
- (g) The extent to which the safety of the road will be adversely affected by conflict between manoeuvring vehicles at the crossings.

Maximum Number of Crossings

- (h) The extent to which the extra crossing(s) will adversely affect the safety and efficiency of the road.
- (i) Any cumulative effects of the introduction of extra access points in conjunction with access for other activities in the vicinity.
- (j) Whether the physical form of the road will minimise the adverse effects of the extra access, for example the presence of a solid median to stop right hand turns.

Distances of vehicle crossings from intersections

- (k) The extent to which any extra conflict may be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; and the need for drivers to assimilate information thereby adversely concentration and affecting the safety of the road.
- (l) The extent to which the traffic generated by the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
- (m) Whether the speed and volume of vehicles on the road will exacerbate the adverse effects of the access on the safety of road users.
- (n) Whether the geometry of the road will mitigate the adverse effects of the access.
- (o) The number and type of vehicles using the crossing.
- (p) The present, or planned, traffic controls at the intersection.
- (q) The proposed traffic mitigation measures such as medians, no right turn or left turn signs, or traffic calming measures.

3.2.13 Access for rural selling places

3.2.13 Access for rural selling places

Updated 14 November 2005

- (a) Whether there would be any adverse effects on the safety and/or function of the frontage road.
- (b) Whether the speed of vehicles travelling on the frontage road is likely to exacerbate the adverse effects of the access on the safety of road users.
- (c) Whether the existing road width of the road is adequate to allow vehicles to pass slowing or turning vehicles safely.

3.2.14 High traffic generators - All Zones outside the Central City

Updated 31 July 2012

- (a) The actual or potential level of vehicle, cycle, and pedestrian traffic likely to be generated from, and moving past, the proposed access point(s).
- (b) The extent to which the traffic using the access, either alone or in association with other nearby activities, will adversely affect the traffic function and/or the safety of the surrounding road network.
- (c) Whether the present and projected vehicle, cycle and pedestrian flows along the frontage road will exacerbate any adverse effects created by extra on-street parking and manoeuvring associated with the site.
- (d) The ability to gain access to an alternative road which has a lesser traffic function and the environmental impacts on that alternative road in respect of residential amenities where relevant.
- (e) The extent to which the noise, vibration and fumes of vehicles using the access would affect surrounding activities, particularly residences.
- (f) The adverse effects of extra traffic, particularly heavy vehicles, generated by the development on the amenity and safety of surrounding residential streets.
- (g) The extent to which the physical form of the frontage road may mitigate the adverse effects of the extra vehicle movements generated for example, the presence of a solid median to stop right hand turns.
- (h) Any cumulative effects of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity.
- (i) Whether the speed of vehicles travelling on the frontage road is likely to exacerbate the adverse effects of the access on the safety of road users.
- (j) The proximity of the access to other high traffic generating landuse access points and intersections.
- (k) The extent to which any extra conflict may be created by vehicles queuing on the frontage road past the vehicle crossing.
- (l) The extent to which the traffic generated by the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
- (m) Whether the adverse effects of the traffic could be minimised/mitigated by on-street traffic management measures including the installation of signals or pedestrian refuges or deceleration and acceleration lanes.
- (n) The actual or potential effects on the safety and efficiency of the state highway.
- (o) Whether the sight distances at the access are adequate to provide safe access/egress with reference to "Road and Traffic Standards Guidelines for Visibility at Driveways".
- (p) For retail activity in the B3, B3B, B4 and BRP zones, the relationship of parking, access and manoeuvring areas, including freight deliveries, in respect to the safety of pedestrians.

3.2.15 Special access provision - Edgeware

Updated 14 November 2005

The extent of any adverse effects on the safety and functioning of Sherborne Street as a State Highway.

3.2.16 Car parking space numbers; Parking area location; Parking spaces for people with disabilities

Updated 31 July 2012

- (a) Whether the equivalent number of parking spaces, including disabled parking spaces, can be provided on a separate site which is within a suitable distance from the development; and is clearly associated with the development through signage or other means;*
- (b) Whether the parking can be provided and maintained in a jointly used car parking area;*
- (c) Whether the required parking can physically be accommodated on the site;*
- (d) The extent to which the safety of people, including mobility impaired people, will be affected by being set down on-street.*

For all zones within the Central City, where the Parking Area of a site is greater than 50% of the Gross Leasable Floor Area of the buildings on the site, or car parking is not constructed in compliance with the dimensions in Appendix 8, or parking is located greater than 200m from the site on which the activity is undertaken, the following Assessment Matters apply:

- (a) The extent to which the safety and amenity of people within and passing the site, including vehicular traffic, pedestrians and cyclists, will be affected by the design or location of parking spaces and access ways;*
- (b) Whether the design or location of the parking spaces will disrupt active frontages or detract from streetscape amenity in the area;*
- (c) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces;*
- (d) The extent to which the nature of the particular activity is such that it will generate significantly more parking demand than permitted;*
- (e) The potential activities that may use the additional parking spaces and the degree to which the car park will be utilised.*

3.2.17 Cycle parking - All Zones within the Central City

Updated 31 October 2013

- (a) The extent to which alternative adequate cycle parking is available which is within easy walking distance of the development entrance;*
- (b) Whether the parking can be provided and maintained in a jointly used cycle parking area;*
- (c) The extent to which cycle parking facilities are designed and located to match the needs of the intended users.*
- (d) Whether the provision for cyclists is sufficient considering the nature of the activity on the site and the anticipated demand for cycling to the site and adjacent activities;*
- (e) Whether the provision for cyclists is practicable and adequate considering the layout of site, and the operational requirements for the activity on the site.*

3.2.18 Loading areas - All Zones within the Central City

Updated 31 July 2012

- (a) *The extent to which the nature of the particular activity will require loading facilities of a particular size, number and frequency of use;*
- (b) *Whether an off-street loading area can be safely and efficiently provided in conjunction with an adjacent development.*

3.2.19 Manoeuvre areas - All Zones within the Central City

Updated 31 July 2012

- (a) *Whether there would be any adverse effects on the safety and amenity of all types of road user within and passing the site, and/or function of the frontage road.*

3.2.20 Access type and design - All Zones within the Central City

Updated 31 July 2012

- (a) *Whether the access way serves more than one site and the extent to which other users of the access way may be adversely affected;*
- (b) *The extent of any adverse effects on the safety, amenity and/or function of the frontage road and those travelling past the site;*
- (c) *The effect on the safety of people using the access way;*
- (d) *The extent to which the access disrupts active frontages.*

3.2.21 Queuing spaces - All Zones within the Central City

Updated 31 July 2012

- (a) *Whether there would be any adverse effects on the safety, amenity and/or function of the frontage road;*
- (b) *The effect of queuing vehicles on the safety of pedestrians and cyclists.*

3.2.22 Length of vehicle crossings; Minimum distance between vehicle crossings; Maximum Number of Vehicle Crossings, Vehicle Access to sites fronting more than one street; Distances of Vehicle Crossings From Intersections - All Zones within the Central Ci

Updated 31 July 2012

Length of vehicle crossings

- (a) *The number of pedestrian movements and the number and type of vehicles using or crossing the vehicle crossing;*
- (b) *Whether the safety of pedestrians, particularly the aged and disabled will be compromised by the length of time needed to cross a wider driveway;*
- (c) *The ability for vehicles to use the access without adversely affecting the safety and/or efficiency of the frontage road;*
- (d) *The speed at which vehicles will be able to enter/exit the site and the effect on this on the safety of pedestrians and other road users.*

Minimum Distance between Vehicle Crossings

- (e) *The extent to which the safety of the road will be adversely affected by conflict between manoeuvring vehicles at the crossings.*

Maximum Number of Crossings

- (f) *The extent to which the extra crossing(s) will adversely affect the safety and amenity of the frontage road and types of road user;*
- (g) *Any cumulative effects of the introduction of extra access points in conjunction with access for other activities in the vicinity;*
- (h) *Whether the physical form of the road will minimise the adverse effects of the extra access, for example the presence of a solid median to stop right hand turns.*

Vehicle Access to sites fronting more than one street,

- (i) *Whether there would be any adverse effects on the safety and amenity of all types of road user passing the site, and/or the function of the frontage road, particularly at times of peak traffic flows on the road and the access;*
- (j) *The extent to which the access disrupts active frontages.*

Distances of Vehicle Crossings From Intersections

- (k) The extent to which any extra conflict may be created by confusion between vehicles turning at the crossing or the intersection; and the need for drivers to assimilate information thereby adversely affecting concentration and consequently the safety of the road;*
- (l) The extent to which the number and type of vehicles generated by the site will adversely affect the frontage road and intersections, particularly at times of peak traffic flows on the road;*
- (m) Whether the speed and volume of vehicles on the frontage road and intersections will exacerbate the adverse effects of the access on the safety of road users;*
- (n) Whether the geometry of the frontage road and intersections will mitigate the adverse effects of the access.*

3.2.23 Pedestrian Safety - All Zones within the Central City

3.2.23 Pedestrian Safety - All Zones within the Central City

Updated 31 July 2012

- (a) The extent to which vehicles exiting the access way, and cyclists and pedestrians on the footpath or frontage road will be aware of each other in time to avoid conflicts;*
- (b) Whether the speed and volume of vehicles exiting the access way will exacerbate the adverse effects of the access on the safety of road users.*

3.2.24 Temporary Car Parks during the Earthquake Recovery period - All Zones within the Central City

Updated 31 July 2012

- (a) The extent to which the safety and convenience of people within and passing the site, including vehicles, pedestrians and cyclists, will be affected by the design or location of the car park and access ways;*
- (b) Whether the design or location of the car park will disrupt active frontages or detract from streetscape amenity in the area;*
- (c) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces;*
- (d) The length of time that the car park is proposed to be operating for;*
- (e) The potential activities that may use the additional parking spaces and the degree to which the car park will be utilised.*

3.2.25 Central City Lane Formation - All Zones within the Central City

Updated 31 July 2012

- (a) The extent to which the width and height of the lane will adversely affect the amenity of the lane and the safety and efficiency of the lane for all users.*

3.2.26 Commercial Car Parking Buildings and Lots - All Zones within the Central City

Updated 31 October 2013

- (a) The potential activities that may use the car park and the degree to which the car park will be utilised;*
- (b) The need for the car park considering the amount of car parking spaces already provided in the surrounding area;*
- (c) Whether the car parking spaces are needed to meet existing unsatisfied parking demand or are being provided due to anticipated future need;*
- (d) The integration of the car park area with existing car park areas to operate in a coordinated manner;*
- (e) The legibility of the car park and the way in which the location of car park is communicated to motorists;*
- (f) The extent to which the safety and convenience of people within and passing the site, including vehicles, pedestrians and cyclists, will be affected by the design or location of the car park;*
- (g) Whether the design or location of the car park will disrupt active frontages or detract from streetscape amenity in the area;*
- (h) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces.*
- (i) The extent to which the car parking facility may adversely affect the demand for public transport to, from or within the Central City.*

4.0 Reasons for rules

4.1 Parking space numbers; Availability of parking spaces; Parking area location; Staff car parking; Parking spaces for people with disabilities

Updated 21 October 2013

Where an activity establishes on a site, or buildings are altered they are generally required to supply off street parking and loading areas for vehicles normally generated by the staff and visitors. This includes not only a requirement to provide parking spaces for cars, but also cycle parking and parking for people with disabilities. The provision of off street parking for each activity minimises the adverse effects on the safety and efficiency of the adjoining road network from parking and manoeuvring vehicles, and as a related matter, inconvenience and loss of amenity to surrounding residents from on street parking.

An exception has been made for Special Amenity Area (SAM) 24 where there is no requirement to provide offstreet carparking associated with residential activities. This is in recognition of the special streetscape of the area. Sites on local roads within the Living 3 Zones have also been identified as requiring a lower minimum parking standard per residential unit based on census data showing that one space per unit is adequate for accommodating the majority of parking needs in these zones. Living 3 sites with frontage to arterial and collector roads are, however, required to provide a minimum of two spaces per unit in recognition of the need to protect the safety and efficiency of the strategic road network.

The parking provision for disabled persons reflects the need to cater for a specific minority of the population dependent on vehicles and lacking mobility.

For most zones the parking requirements have been categorised under broad activity headings each of which generate different parking requirements. Surveys of the activity's parking generation provides a basis for the standard for calculating the number of parking spaces required for a development based on the activities involved. The parking standards for most activities have been set at a level which provides for the off street parking requirements for all but the busiest times of the year.

Although the parking standards involve listing categories of activities, the listing is based on a direct relationship with a particular effect - that of vehicle operation and carparking.

In the Living G (East Belfast) zone, sites with an area of 400m² or less are required to provide only one car parking space in recognition of their proximity to public transport routes and to encourage the use of alternative modes of transport and less reliance on cars.

The Council is conscious of the need to provide for the continued vitality of the central city, its role as the focus of public transport, and the provision of public carparking buildings through financial contributions. Accordingly, it is not always appropriate to require the full provision of off street parking needed to satisfy demand. In addition cultural, conservation and educational facilities often provide large areas of open space and high amenity values which would be lost if large areas were turned into formed carparking.

In some business zones in the city the Council will accept financial contributions of cash in lieu of the provision of parking from developers. The money received by the Council is used to acquire land and provide off street parking in the area. This provides for greater flexibility in developing small and restricted sites in existing commercial areas where there is a large number of individual titles and fully developed sections. Many areas of the city are not appropriate for cash contributions in lieu of parking as there is no appropriately zoned land which could be used to supply parking.

The range in contributions reflects the difference in values in the area and the Council's policy to support and encourage new development and redevelopment in the central city.

On site parking needs to be available for both staff, residents, and visitors to minimise the need for cars to park on the street adversely affecting their safety and efficiency.

The location of the parking areas should be such that their impact on any adjacent residential areas is minimal. This also includes access to the parking areas as the movement of vehicles in close proximity to living areas can be disruptive and adversely affect the amenity of the area.

Jade Stadium is a significant regional and national sporting and events facility that has traditionally generated high levels of parking demand for events, occasionally attracting up to 39,000 people. The Council acknowledges this and recognises that it is not always appropriate to require the full provision of off street parking needed to satisfy demand, particularly when little or no additional on-site parking capacity is available and the intermittent use of the site for large scale events. Any expansion to Jade Stadium that increases its capacity over 39,000 seats will therefore need to demonstrate measures that will mitigate any additional potential adverse parking related effects on surrounding residential and commercial activities.

Within the Business 4T (Tait Campus) Zone, shown in Appendix 22, Part 3, Volume 3, provision is made by way of resource consent for a reduction in on-site car parking for any development resulting in more than 10,000m² of GFA in the zone. The Tait campus management is committed to implementing a Transport Management Plan which will encourage a greater use of alternative modes of transport and provide incentives for the use of public transport, walking and cycling. Any reduction in the on-site car parking provision is required to be supported by a comprehensive monitoring programme which demonstrates a sufficiently reduced demand for car parking that can be sustained over time.

4.2 Cycle parking

Updated 14 November 2005

Due to the many benefits which can accrue from the use of cycles, the Council actively encourages their use in and around the city. The provision of safe covered stands is just one means of encouraging people to use cycles as an alternative to the private motor vehicle

4.3 Loading areas; Manoeuvre areas; Parking spaces for residential activities; Gradient of parking areas

Updated 14 November 2005

The design of the parking and loading areas are based on 90-percentile design vehicles. The dimensions of these vehicles and their associated turning circle requirements are such that 90 percent of the vehicles in New Zealand comply with their requirements. Critical manoeuvre areas are designed to allow 99 percent of vehicles to use them. These areas are bounded by immovable objects such as walls and columns and it is therefore important to provide the space to allow vehicles to manoeuvre easily.

As with all activities the residential requirement for on-site parking helps to protect the safety and efficiency of the frontage roads by keeping parked and manoeuvring vehicles on the site. The minimum requirements for parking spaces and manoeuvre areas provides for 90% of motor cars and ensures a space which is accessible.

For the ease and safety of people using parking spaces, a maximum gradient is required. Once gradients begin to exceed those stated, access to and from cars becomes difficult and even parking on these grades feels less than comfortable.

4.4 Parking area and access design; Maximum gradients for access

Updated 14 November 2005

The requirement for access design is based on the number of units which can potentially be built on the sites serviced by the driveway. Within the urban area of Christchurch each household unit generates about ten vehicle trips per day. Therefore as the number of units increase the potential for vehicles meeting on the access increases and the number of pedestrians and cyclists increase. The length of the access also affects the design requirements with longer drives increasing the probability of vehicles meeting and passing or requiring to reverse out. The increased probability of meeting another vehicle, pedestrian or cyclist is reflected in the increased requirements for turning areas, passing bays and footpaths.

Where the gradients of accesses are too steep it becomes practically impossible for cars to use the facility. This is particularly true where wet or icy conditions may prevail, increasing the likelihood of cars not being able to gain access. A maximum change in gradient prevents the majority of cars from grounding and causing damage to the vehicle.

4.5 On-site manoeuvring

Updated 14 November 2005

On-site manoeuvring is required for all trade vehicles, all sites on arterial roads, rear sites and where a large number of vehicle movements onto and off a site are expected. This helps to protect the efficiency and safety of the roads by minimising the number of vehicles required to reverse onto or off a site, which is a cause of accidents at driveways. Major and minor arterial roads have the most protection applied to them as their function is to carry the largest volumes of traffic at the highest level of service.

4.6 Queuing spaces

4.6 Queuing spaces

Updated 14 November 2005

Queuing space lengths are required at the entrance to car parking areas to provide an area off the road for cars to queue while waiting for manoeuvring vehicles, or for a parking space. This protects the safety and efficiency of the frontage road from the effects of vehicles requiring to queue on the street, blocking traffic lanes. The safety of pedestrians is also paramount as cars queuing across the footpath can force pedestrians out onto the roadway. The length of the queuing space varies according to the number of parking spaces catered for in the parking area. This is because as the number of cars in the parking area increases the potential number of arrivals and departures rises, increasing the probability of vehicles having to queue.

4.7 Illumination

Updated 14 November 2005

Where car parking areas are used at night it is important to provide some lighting for the security of people using the area and the security of their vehicles. A lighting level of 2 lux is the minimum illumination recommended to provide this security, also recognising the need to ensure illumination is directed efficiently so as not to create adverse glare for any adjoining living zone properties or road users.

4.8 Surface of parking and loading areas

Updated 14 November 2005

The appropriate surfacing of parking and loading areas ensures that the neighbours are not adversely affected by dust and/or noise created by manoeuvring vehicles. These areas also require drainage to ensure that runoff does not cause inundation or scouring on the property or adjoining properties.

4.9 Vehicle crossing design; Standards of vehicle crossings

Updated 14 November 2005

Vehicle crossings for each site are required to ensure that the parking or loading area is used by people rather than parking or unloading on the street. A minimum standard of construction ensures that the crossing is built to the appropriate standard to withstand the loadings expected.

4.10 Length of vehicle crossings; Minimum distance between vehicle crossings

Updated 14 November 2005

The minimum and maximum lengths of vehicle crossings are controlled to protect pedestrian safety and allow the road to operate efficiently. A minimum width ensures that the vehicles using the crossing can do so without the need to cross the centreline when turning onto the crossing. Maximum widths are necessary to ensure that vehicles cannot cross the footpath at excessive speeds endangering pedestrians. A maximum also assists pedestrians by defining the area over which vehicles cross.

A minimum distance between vehicle accesses provides areas for vehicles to park on street and reduces the number of vehicle movements in one area. This provides for greater road safety due to the minimisation of conflicts in close vicinity to each other.

4.11 Maximum number of vehicle crossings

Updated 14 November 2005

The control of the number of access points differs according to the planned function of the road to which it applies. The major function of arterial roads is to provide for the safe and efficient movement of traffic, whereas local roads provide property access. It is therefore appropriate to impose stricter access controls on higher classified roads (which carry greater traffic volumes) to minimise the number of potential conflict points while still providing for access to developments.

4.12 Distance of vehicle crossings from intersections

Updated 14 November 2005

In order to simplify the driving task by reducing potential conflict points and areas of distraction there is a requirement to locate entrances at varying distances from intersections depending on the function of the road. Arterial roads typically carry the highest traffic volumes at higher operating speeds. Distances therefore need to be greater on these roads to allow for driver reaction times and also for longer queuing distances at intersections. It also reduces confusion for drivers who may not otherwise be able to tell whether an indicating vehicle is intending to turn at the driveway or the intersection.

4.13 Access for rural selling places

Updated 14 November 2005

Rural selling places normally seek to establish along busy rural roads which can impact directly on the safety and efficiency of these roads. To minimise the impact restrictions have been

imposed as to where the stalls can set up and on the design of their accesses. Acceleration and deceleration lanes are required to allow vehicles to overtake cars which are entering or leaving the selling place.

4.14 High traffic generators

Updated 31 July 2012

This is a particularly important rule, which is fundamental to the planned effectiveness of roads within the road hierarchy. High traffic generators (more than 250 vehicle movements per day or requiring the provision of 25 or more parking spaces) can have a major impact on arterial and inner city roads with the development of large retail and vehicle oriented land uses. The vehicle generation and potential associated adverse effects on the road network and surrounding land uses can be major if the siting is inappropriate or the access is not well located or designed. Therefore the roads in the city with the most important traffic functions (arterial roads) need to have the highest degree of protection. By requiring high traffic generators on these roads to be discretionary activities (or controlled within the Central City **Business** zone), each development can be considered in terms of its particular character, location, and levels of traffic effects and ways to mitigate these effects where possible, through the use of appropriate traffic management and design conditions. Most zones restrict the limit of discretion to matters associated with access. However, retail activities in the BRP, B3, B3B and B4 zones have retained a broader level of discretion, regarding any traffic effects. This acknowledges the dispersed location of these zones and the ability to undertake retail activity, which can generate potentially significant effects on the road network and surrounding landuses.

An exception from this rule has been provided for the land within the Living 3 and Business 1 zone bounded by Madras Street, Canon Street, Packe Street and Puchas Street which is subject to the development plan contained in Part 3, Appendix 14, as consideration of vehicular, cycle and pedestrian access matters is specifically provided for within the zone rules relating to development of this area.

Significant damage to Christchurch City occurred as a result of the earthquake of 4 September 2010 and its subsequent aftershocks. A large number of buildings and infrastructure need to be demolished and/or repaired. This has generated a need to dispose of a substantial quantity of earthquake waste, including building and construction material, silt and infrastructure waste. Since the landfill's closure in 2005, the number of trucks travelling to the landfill site have increased from zero up to an estimated 1,500 vehicles each day. As a non-notified controlled activity, any activity can be considered in terms of its levels of traffic effects on the surrounding road network in terms of function and/or safety, on residential streets in terms of amenity and safety, on surrounding activities in terms of noise, vibration and fumes along designated access routes illustrated in Appendix 7 of Volume 3 Part 8 Special Purpose (Landfill) Zone, and ways to mitigate these effects where possible, through the use of appropriate traffic management and design conditions.

4.15 Special access provision - Edgeware

Updated 14 November 2005

This rule is intended to avoid the adverse effects of vehicle movements onto and off a relatively large extension to Business 2 Zone at Edgeware. Sherborne Street forms part of the state highway network and significant business development of the site could adversely affect its safety and function if access for such development was permitted. The site has alternative access to Colombo Street.

Appendix 1 - Parking space dimensions - All Zones outside the Central City

Updated 31 July 2012

Appendix 1 - Parking space dimensions - All Zones outside the Central City

All required car parking spaces shall be laid out in accordance with Table 6 and attached diagram.

Manoeuvre areas shall be designed to accommodate the 90 percentile design motor car as set out in Appendix 4.

Critical manoeuvre areas such as aisles in or between major structures, or changes in grade shall be designed to accommodate the 99 percentile design motor car as set out in Appendix 5.

Table 6 - Car park dimensions

Type of user	Parking angle	Stall width (m) (5)	Aisle (7)	Stall depth (m) (6)
Long term (1)	90° (Perpendicular)	2.4	6.2	5.4
	60°	2.4	4.9	5.4
	45°	2.4	3.9	5.4
	30°	2.1	3.1	5.4
Medium term (2)	90°	2.5	5.8	5.4
	60°	2.5	4.6	5.4
	45°	2.5	3.7	5.4
	30°	2.3	3.0	5.4
Short term (3)	90°	2.6	5.4	5.4
	60°	2.6	4.3	5.4
	45°	2.6	3.5	5.4
	30°	2.5	2.9	5.4
Disabled parking (4)	All	3.6	8.0	5.4
All users	Parallel	2.5	3.7 (one way)	5.4
			5.5 (two way)	5.4

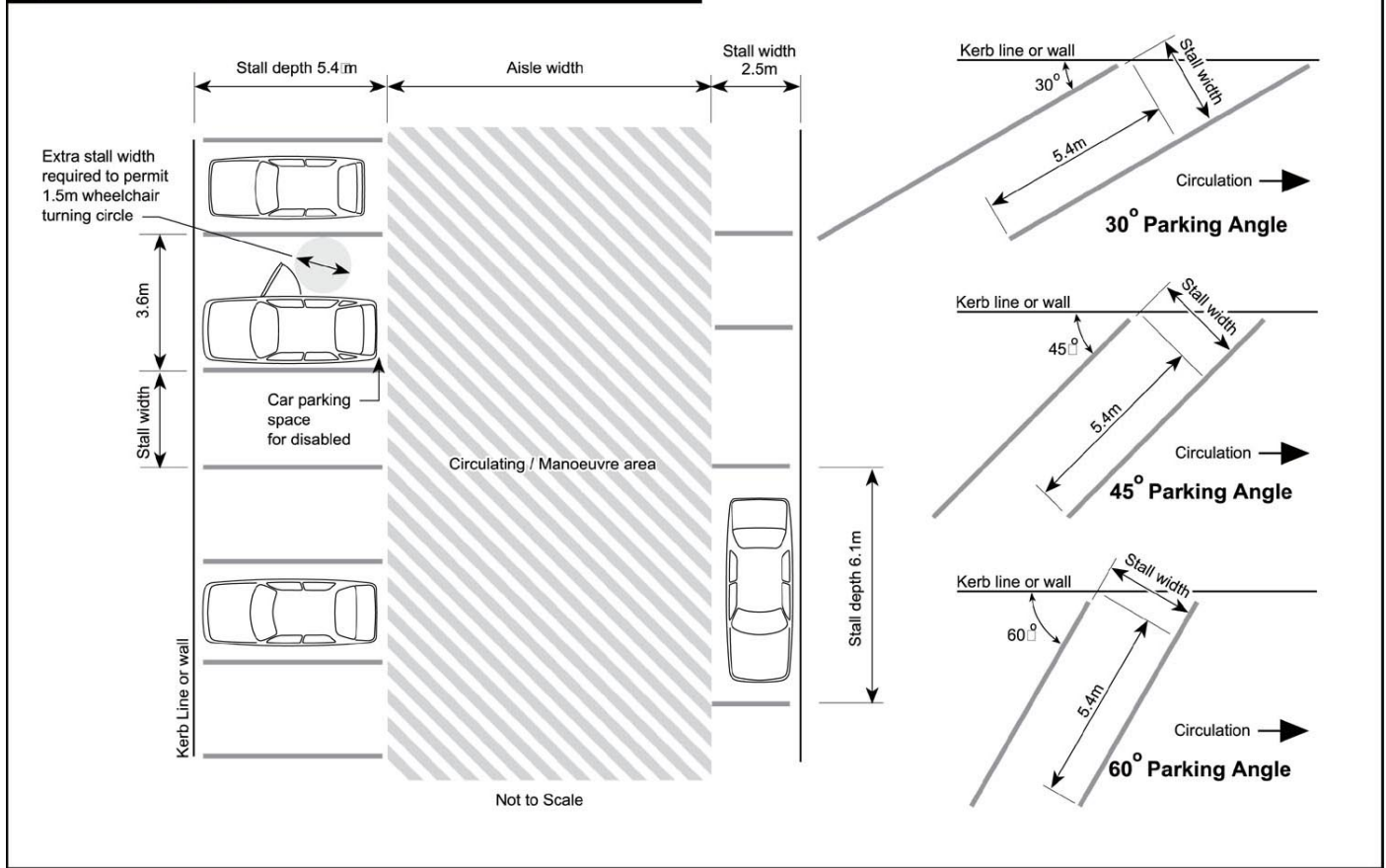
See the following diagram for car parking space layout

Notes:

- (1) Tenant, employee and commuter parking, universities (generally all day parking).
- (2) Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium term parking).
- (3) Short-term city and town centre parking, shopping centres, department stores, supermarkets, hospitals and medical centres (generally short term parking and where children and goods can be expected to be loaded into vehicles).
- (4) Car parking spaces for people with disabilities shall be as close as practicable to the building entrance. The spaces shall be on a level surface and be clearly signed.
- (5) Stall widths shall be increased by 300mm where they abut obstructions such as a wall, column or other permanent obstruction.
- (6) 5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas.
- (7) Aisle widths are given for one way operation with forward entry to spaces. Two way aisles shall be 5.5m minimum. For two way operation only 90° parking will be permitted.

In addition design guidance for parking areas in buildings may be obtained from the New Zealand Building Code D1/AS1: Access Routes or Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004.

Appendix 1. Parking space dimensions



Appendix 2 - Cash in lieu of parking

Updated 31 July 2012

Appendix 2 - Cash in lieu of parking

A financial contribution by way of a cash payment may be made in lieu of part, or all, of the parking requirement in the following areas of the City:

Area	Zone	Percentage of value required
New Brighton	Business 2	100%
Papanui	Business 1	100%
Church Corner	Business 2	100%
Sydenham	Business 2	100%

The basis of the cash payment in lieu of parking is to be :

(a) The area of land per required parking space is to be 25m²;

and

(b) The rate at which cash in lieu is charged will be calculated at the current market value of the land. The market value of the land will be the average market value of the entire site on which the land is located;

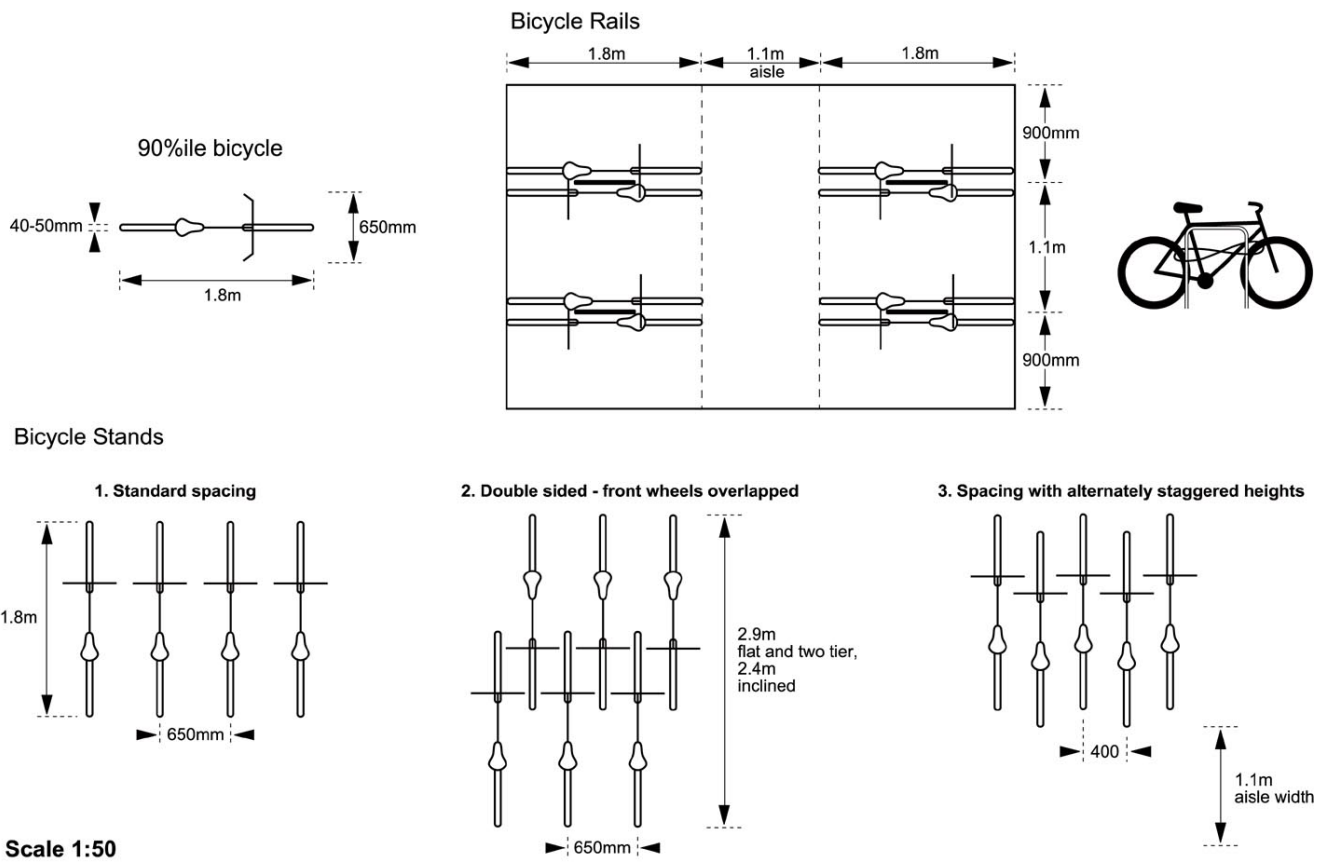
and

(c) The funds obtained from the cash in lieu of parking shall be used solely and exclusively for providing parking in the area from where the funds are gathered.

Appendix 3 - Cycle parking dimensions

Updated 14 November 2005

Appendix 3 - Cycle parking dimensions



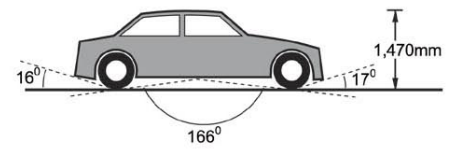
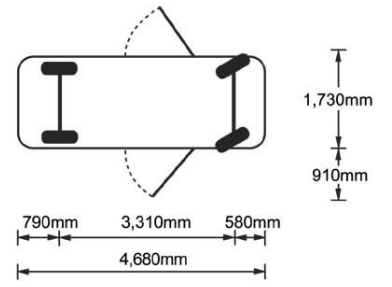
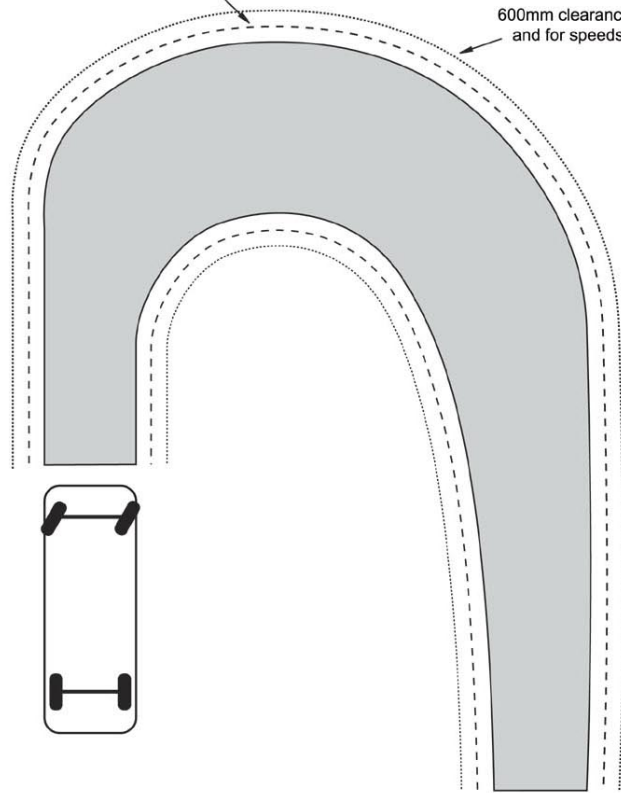
Appendix 4 - 90 percentile design motor car

Updated 14 November 2005

Appendix 4. 90 percentile Design Motor car

300mm minimum clearance (-10kph)

600mm clearance to buildings and for speeds > 10kph

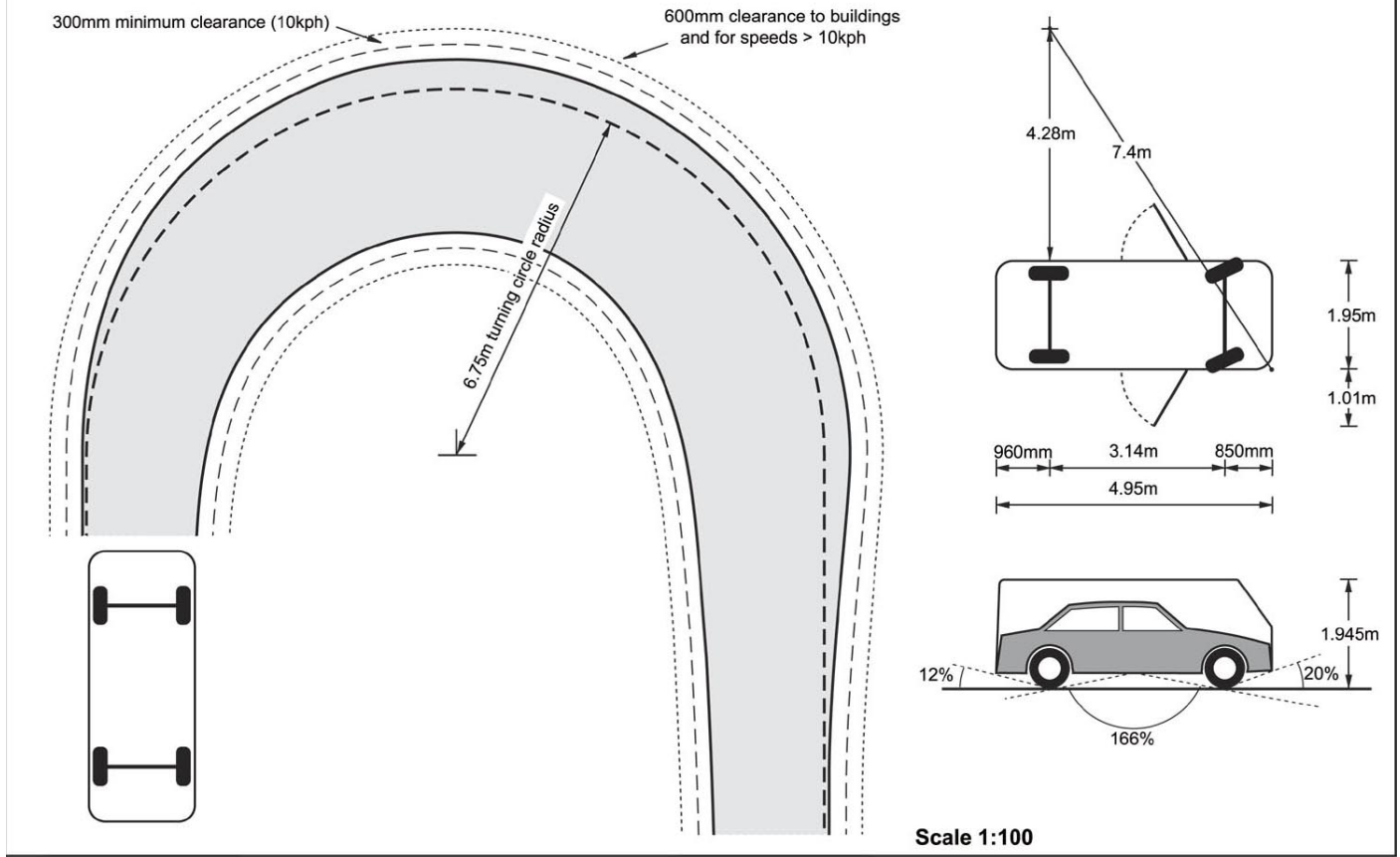


Scale 1:100

Appendix 5 - 99 percentile design motor car

Updated 14 November 2005

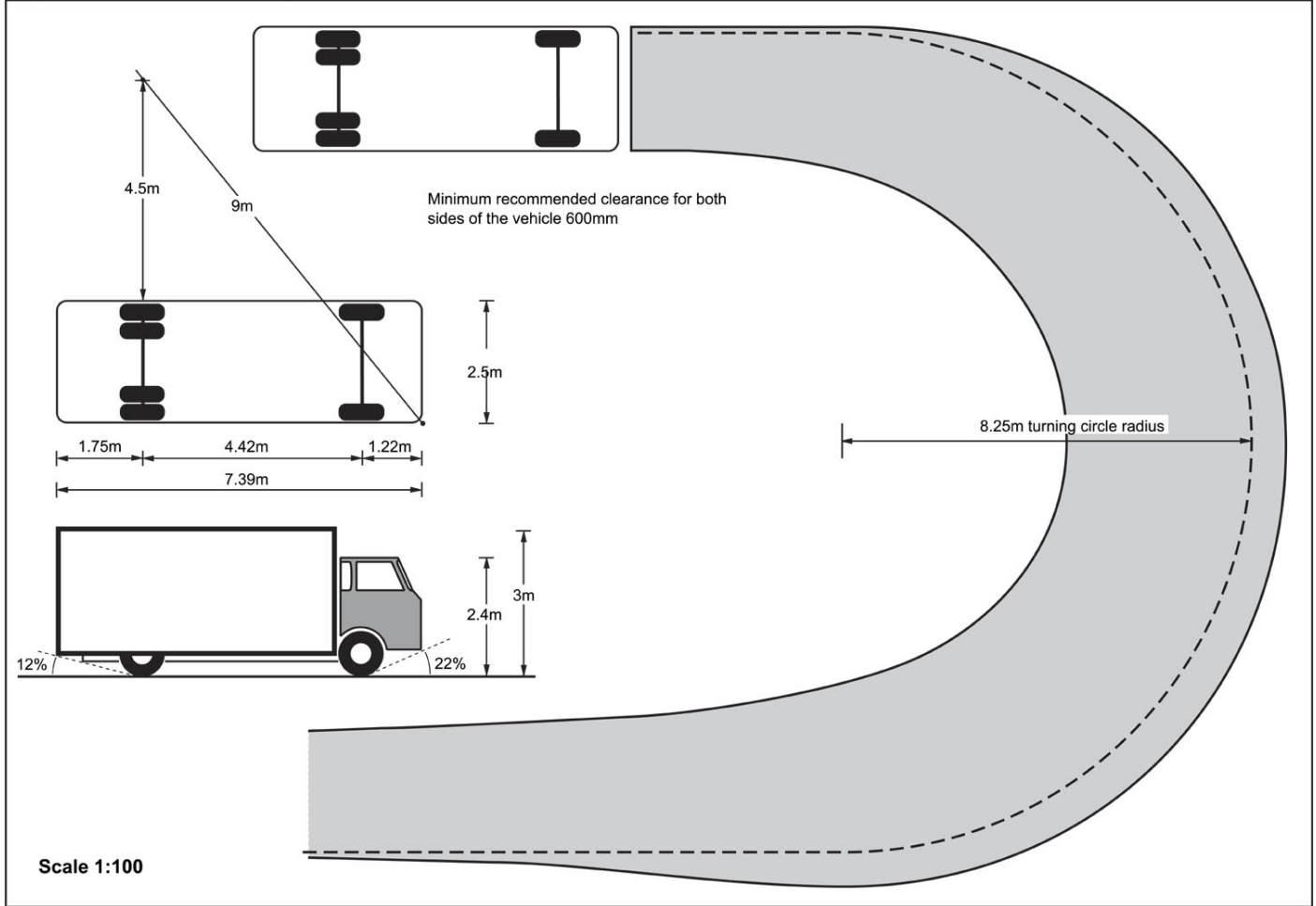
Appendix 5. 99 percentile design motor car



Appendix 6 - 90 percentile design 2 axle truck

Updated 16 November 2009

Appendix 6. 90 percentile design 2 axle truck



Appendix 7 - Design of acceleration and deceleration lanes

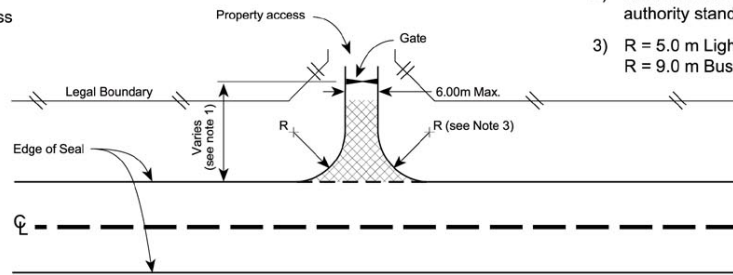
Updated 14 November 2005

Appendix 7 Acceleration and deceleration lanes

Crossing treatment for accesses on rural roads with traffic generation less than 30 vehicle movements per day.

Diagram not to scale

Seal Road Widening and Access

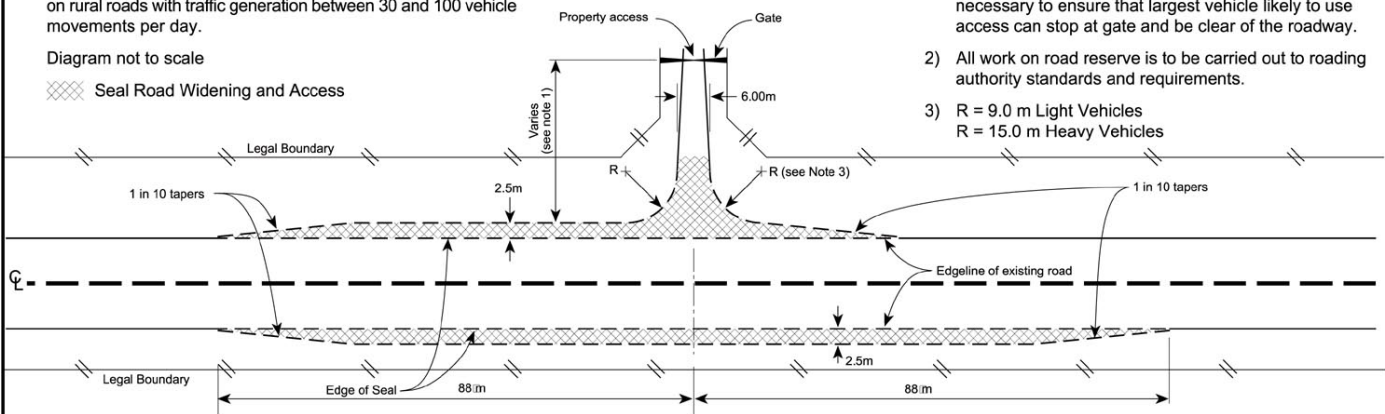


- NOTE: 1) Recess gateway and splay entrance fencing as necessary to ensure that largest vehicle likely to use access can stop at gate and be clear of the roadway.
- 2) All work on road reserve is to be carried out to roading authority standards and requirements.
- 3) R = 5.0 m Light Vehicles
R = 9.0 m Buses and Heavy Vehicles

Localised road widening and crossing treatment for accesses on rural roads with traffic generation between 30 and 100 vehicle movements per day.

Diagram not to scale

Seal Road Widening and Access



- NOTE: 1) Recess gateway and splay entrance fencing as necessary to ensure that largest vehicle likely to use access can stop at gate and be clear of the roadway.
- 2) All work on road reserve is to be carried out to roading authority standards and requirements.
- 3) R = 9.0 m Light Vehicles
R = 15.0 m Heavy Vehicles

Appendix 8 - Parking space dimensions - Central City

Updated 31 July 2012

All car parking spaces shall be laid out in accordance with Table 12.

Manoeuvre areas shall be designed to accommodate the 85 percentile design motor car as set out in Appendix 10.

Critical manoeuvre areas such as aisles in or between major structures, or changes in grade shall be designed to accommodate the 99 percentile design motor car as set out in Appendix 11.

Table 12 - Car park dimensions - All Zones within the Central City

Type of user	Parking angle	Stall width (m) (5)	Aisle (7)	Stall depth (m) (6)
Long term (1)	90° (Perpendicular)	2.4	6.6	5.0
	60°	2.4	5.3	5.0
	45°	2.4	4.3	5.0

	30°	2.1	3.5	5.0
Medium term (2)	90°	2.5	6.2	5.0
	60°	2.5	5.0	5.0
	45°	2.5	4.1	5.0
	30°	2.3	3.4	5.0
Short term (3)	90°	2.6	6.2	5.0
	60°	2.6	4.7	5.0
	45°	2.6	3.9	5.0
	30°	2.5	3.3	5.0
Disabled parking (4)	<i>All</i>	3.6	see note 4	5.0
All users	<i>Parallel</i>	2.5	3.3 (one-way)	6.1
			5.5 (two way)	6.1

Notes:

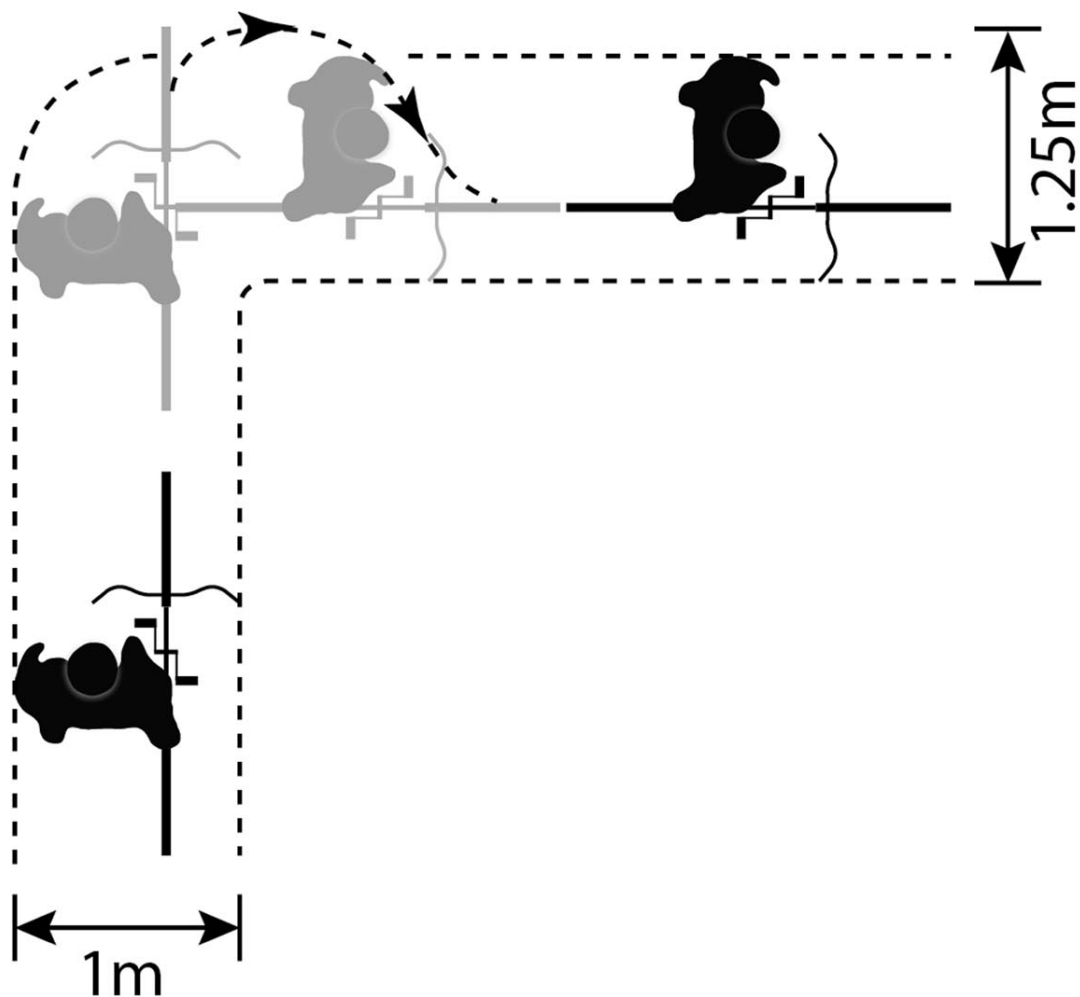
For more information on how to apply these car park dimensions, refer to the car parking space layout diagram in Volume 3, Part 13 Appendix 1. However, please note where the dimensions in the car parking space layout diagram conflict with the dimensions in Table 12, the dimensions in Table 12 take precedence.

These car park dimensions do not apply to on-street parking spaces.

- (1) Tenant, employee and commuter parking, tertiary education facilities (generally all day parking).
- (2) Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, visitors (generally medium term parking).
- (3) Short-term city and town centre parking, shopping centres, department stores, supermarkets, hospitals and medical centres (generally short-term parking and where children and goods can be expected to be loaded into vehicles).
- (4) The 3.6m space width comprises a 2.5m wide parking space plus an additional 1.1m width to enable the driver to enter and exit their vehicle. This additional width can be shared between two adjacent spaces. Aisle widths shall be the same as applicable to adjacent other user spaces or in the absence of such spaces, 6.2 m minimum.
- (5) Stall widths shall be increased by 300mm where they abut obstructions such as a wall, column or other permanent obstruction.
- (6) 4.4m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas.
- (7) Aisle widths allow for one-way operation for 30, 45 and 60 degree parking with forward entry to spaces and two-way operation for 90 degree parking.

Appendix 9 - Cycle Turning Circle - All Zones within the Central City

Appendix 9 - Cycle turning circle - All Zones within the Central City



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