

Dunedin City District Plan

PROPOSED DISTRICT PLAN CHANGE 10

Transportation Rules and Definitions

Amendments to District Plan

November 2009

Resource Management Act (1991)**DUNEDIN CITY DISTRICT PLAN****PROPOSED DISTRICT PLAN CHANGE 10:
Transportation Rules and Definitions**

Proposed District Plan Change 10 makes amendments to existing sections of Volumes 1 and 2 as summarised on the following table:

VOLUME 1 DUNEDIN CITY DISTRICT PLAN		
Section	Provision	Amendment
3 Definitions		Amend 'Hard surface'
		Amend 'Road'
		Amend 'Vehicle access'
		Add 'Access leg'
		Add 'Carriageway'
		Add 'Formed road corridor'
		Add 'Laneways'
		Add 'Limited Access Road'
		Add 'Local Road'
		Add 'Road reserve'
		Add 'Road sign'
		Add 'Street furniture'
		Add 'Tandem parking'
		Add 'Vehicle crossing'
8 Residential	Rule 8.7.2(iv)	Amend to replace the term 'access strip' with the term 'access leg'.
	Rule 8.7.2(xii)(a)(ii)	
	Rule 8.8.2(iv)	
	Rule 8.8.2(xi)(a)(ii)	
	Rule 8.9.2(xii)(a)(ii)	
	Rule 8.10.2(xi)(a)(ii)	
	Rule 8.11.2(xi)(a)(ii)	
9 Activity	Rule 9.5.2(viii)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 9.6.2(vii)(a)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 9.7.2(vii)(a)	Amend cross-referencing to Rule 20.5.6(ii).
10 Industry	Rule 10.5.2(iii)(a)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 10.5.2(iii)(b)	Amend cross-referencing to Appendix 20C.
	Rule 10.6.2(iv)(a)	Amend cross-referencing to Appendix 20C.
	Rule 10.7.2(iii)(a)	Amend cross-referencing to Appendix 20C.
	Rule 10.7.2(x)(a)(ii)	Amend to replace the term 'access strip' with the term 'access leg'.

VOLUME 1 DUNEDIN CITY DISTRICT PLAN		
Section	Provision	Amendment
11 Port	Rule 11.5.2(iv)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 11.6.2(iv)(b)	Amend cross-referencing to Appendix 20C.
18 Subdivision Activity	Rule 18.5.3	Amend to include references to revised Vehicle Access Performance Standards in Section 20: Transportation. Amend note to plan users.
	Rule 18.5.9	Delete
	Assessment Matter 18.6.1(m)	Amend to include assessment matter for fire fighting access.
20 Transportation	20.5 Rules	Amend 20.5 Rules as shown on pp13-21.
	20.6 Assessment of Resource Consent Applications	Amend 20.6 Assessment of Resource Consent Applications as shown on pp22-26.
	Appendix 20B	Replace Appendix 20B Minimum Car Parking Space Dimensions with the revised Appendix 20B Minimum Car Parking Space Dimensions, as shown on pp27-8.
	Appendix 20C	Replace Appendix 20C 90 Percentile Design Motor Car with the revised Appendix 20C 99 Percentile Design Motor Vehicle, as shown on pp29-30.
	Appendix 20G	Replace Appendix 20G Low Use Access Standard with the revised Appendix 20G, as shown on p31.
	Appendix 20H	Replace Appendix 20H Moderate Use Access Standard with the revised Appendix 20H, as shown on p32.
	Appendix 20I	Insert new Appendix 20I, as shown on p33.
	Appendix 20J	Insert new Appendix 20J Method to Determine Distance Between Vehicle Crossing and Intersection, as shown on p34.
25 Airport	Rule 25.5.3(iv)	Amend cross-referencing to Rule 20.5.6(ii).
	Rule 25.5.3(v)(c)(ii)	Amend cross-referencing to Rule 20.5.7(ii).

VOLUME 2 DUNEDIN CITY DISTRICT PLAN		
Section	Provision	Amendment
Legend for Zone Maps		Amend legend to replace the term 'formed road' with 'formed road corridor'.

VOLUME 1 AMENDMENTS

Proposed amendments to existing provisions, and proposed new provisions are shown as underlined. Proposed deletions are shown as ~~struck out~~.

3 Definitions

The following changes are proposed to Section 3: Definitions:

Amend the following existing definitions:

Hard Surface

- ~~- means a surface which is not affected by vehicle movement in all weather conditions and includes tarsealing, paving stones or concrete.~~
- means a surface that withstands traffic movement without the need for frequent maintenance. Hard surfaces may be permeable or impermeable to water. Examples of hard surfaces include: laneways; permeable, pervious or porous paving; concrete; asphalt; paving stones; and chip seal. Hard surfaces do not include compacted gravel or earth/dirt tracks.

Road ^{*}

- ~~- Has the meaning as in section 315 of the Local Government Act 1974.~~
- means the whole of any land which is within a district, and which:
 - a. Was a road or street or public highway prior to April 1st 1979 or
 - b. Immediately before the inclusion of any area in the district was a public highway within that area; or
 - c. Was laid out by the council as a road or street after April 1st 1979; or
 - d. Is vested in the council for the purpose of a road as shown on a deposited survey plan; or
 - e. Is vested in the council as a road or street pursuant to any other enactment;

Road includes:

- a. Any access way or service lane which: was under the control of any council prior to April 1st 1979; or was laid out or constructed by or vested in any council as an access way or service lane after April 1st 1979; or was declared by the Minister of Works and Development as an access way or service lane after April 1st 1979; or was declared by the Minister of Lands as an access way or service lane on or after the 1st day of April 1988.
- b. Every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof; -

but, except as provided in the Public Works Act 1981 or in any regulation under that Act, does not include a motorway within the meaning of that Act or the Government Roading Powers Act 1989.

Vehicle access

- ~~This is to provide access for vehicles from the road carriageway onto a site either directly or via a private way. The portion from the carriageway to the site boundary is controlled by Council's vehicle entrance specifications and the Local Government Act 1974. The private way and on site portion is covered by the District Plan.~~
- means that area of land over which a site or lot obtains vehicular access to and/or from a road, and includes the vehicle crossing. In addition to the vehicle crossing, the vehicle access may also include an access leg, a private way, common land as defined on a cross-lease or company-lease, or common property as defined in section 2 of the Unit Titles Act 1972.

Insert the following new definitions:

Access leg

- means a strip of land that provides access between the street frontage and a rear site.

Carriageway

- means the formed section of pavement between kerb and channel on kerbed roads, or between the outer edge-line of unsealed shoulders on unkerbed roads, constructed for the carriage of vehicles.

Formed road corridor

- means the carriageway and any adjoining pedestrian or cycle path(s).

Laneways

- means two strips of permanent material, such as concrete or asphalt, for driving on.

Limited Access Road

- means any road declared to be a Limited Access Road under section 88 of the Government Rounding Powers Act 1989, section 346A of the Local Government Act 1974, or the corresponding provision of any former enactment.

Local Road

- means a road whose main purpose is to provide access to adjoining properties.

Road Reserve

- means an area of land held by the Council or the Crown, with the express purpose of being used for, or having the potential to be used for, roading or access purposes.

Road sign

- means any sign required for one of the following purposes:
 - a) 'regulatory' (including speed limit and parking signs), that is, it instructs road users by requiring or prohibiting specified actions in using a road;
 - b) 'warning', that is, it informs road users of hazards or of other features requiring a safe response on or near a road;
 - c) 'advisory', that is, it provides road users with information or guidance (including information about destinations, routes, amenities, distances, street name signs and place names).

Street furniture

- means any structure that is necessary to the functioning of the road or that caters to the needs of road users, and includes but is not limited to structures such as bus shelters, taxi shelters, information fixtures for bus passengers, cycle parking facilities, litter bins, drinking fountains, public seating and public art. Street furniture does not include public toilets.

Tandem parking

- means the arrangement of two parking spaces such that it is necessary to pass through one space to gain vehicular access to the other.

Vehicle crossing

- means that area of land between the carriageway and the portion of the site boundary across which vehicle entry and/or exit to and/or from the site is obtained. Includes any culvert, bridge or kerbing. Vehicle crossings are controlled by the Council's vehicle entrance specifications and the Local Government Act 1974 as well as by rules in the District Plan. Vehicle crossings may form part of a vehicle access.

8 Residential

The following changes are proposed to Section 8: Residential:

Amend Rule 8.7.2(iv) as follows:

(iv) **Maximum Site Coverage**

Front Sites	40% of site area
Rear Sites	40% of site area excluding the access strip <u>access leg</u>

Amend Rule 8.7.2(xii)(a)(ii) as follows:

(xii) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	500 m ²
(ii)	Rear Site	500 m ² excluding the access strip <u>access leg</u>

Amend Rule 8.8.2(iv) as follows:

(iv) **Maximum Site Coverage**

Front Sites	50% of site area
Rear Sites	50% of site area excluding the access strip <u>access leg</u>

Amend Rule 8.8.2(xi)(a)(ii) as follows:

(xi) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	300 m ²
(ii)	Rear Site	300 m ² excluding the access strip <u>access leg</u>

Amend Rule 8.9.2(xii)(a)(ii) as follows:

(xii) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	250 m ²
(ii)	Rear Site	250 m ² excluding the access strip <u>access leg</u>

Amend Rule 8.10.2(xi)(a)(ii) as follows:

(xi) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	200 m ²
(ii)	Rear Site	200 m ² excluding the access strip <u>access leg</u>

Amend Rule 8.11.2(xi)(a)(ii) as follows:

(xi) **Minimum Site**

(a) **Minimum Area**

(i)	Front Site	1000 m ²
(ii)	Rear Site	1000 m ² excluding the access strip <u>access leg</u>

9 Activity

The following changes are proposed to Section 9: Activity:

Amend Rule 9.5.2(viii) as follows:

(viii) Loading and Access

For all activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases there are no vehicle loading requirements, but where provided, loading areas shall comply with the performance standards in Section 20 (Transportation). Access requirements for all activities shall comply with the performance standards in Section 20 (Transportation). *[Amended by Consent Order 20/12/01]*

Amend Rule 9.6.2(vii)(a) as follows:

(vii) Loading and Access

(a) For the following activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases for the following activities there are no loading requirements. Access requirements for the following activities shall comply with the performance standards in Section 20 (Transportation): *[Amended by Consent Order 20/12/01]*

- (i) Recreational Activity.
- (ii) Residential Activity.

Amend Rule 9.7.2(vii)(a) as follows:

(vii) Loading and Access

(a) For the following activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases for the following activities there are no loading requirements. Access requirements for the following activities shall comply with the performance standards in Section 20 (Transportation): *[Amended by Consent Order 20/12/01]*

- (i) Permitted activities in Rule 9.7.1(iii), (vi) and (vii).
- (ii) Recreational Activity.
- (iii) Residential Activity.
- (iv) Community Support Activity.

10 Industry

The following changes are proposed to Section 10: Industry:

Amend Rule 10.5.2(iii)(a) as follows:

(iii) **Loading and Access**

- (a) For the following activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases for the following activities there are no loading requirements. Access requirements for the following activities shall comply with the performance standards in Section 20 (Transportation):
[Amended by Consent Order 20/12/01]

- (i) Retail Activity.
- (ii) Recreational Activity.
- (iii) Vehicle and Boat Yards.
- (iv) Residential Activity.
- (v) Industrial Tourist Activity.
- (vi) Loading and unloading of fishing vessels.

Amend Rule 10.5.2(iii)(b) as follows:

- (b) For the following activities loading and access shall comply with the performance standards in Section 20 (Transportation):

- (i) Industrial Activity and Service Activity with building gross floor area 50 m² or less.

Loading shall be provided for on the following basis:

Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.

Manoeuvre Area: To accommodate a 90th percentile design ~~car~~ motor vehicle as shown in Appendix 20C.

Amend Rule 10.6.2(iv)(a) as follows:

(iv) **Loading and Access**

For sites less than 400 m² there is no specific loading requirement except that one of the car parking spaces shall be able to be used for loading as required in Rule 10.6.2(iii). Access requirements shall comply with the performance standards in Section 20 (Transportation).

For sites 400m² or more the following apply:

- (a) For the following activities loading and access shall comply with the performance standards in Section 20 (Transportation):

- (i) Industrial Activity with building gross floor area 50 m² or less.

Loading shall be provided for on the following basis:

Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.

Manoeuvre Area: To accommodate a 90th percentile design ~~car~~ motor vehicle as shown in Appendix 20C.

Amend Rule 10.7.2(iii)(a) as follows:

(iii) **Loading and Access**

- (a) For the following activities loading and access shall comply with the performance standards in Section 20 (Transportation):

- (i) Industrial Activity with building gross floor area 50 m² or less.

Loading shall be provided for on the following basis:

Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.

Manoeuvre Area: To accommodate a 90th percentile design ~~car~~ motor vehicle as shown in Appendix 20C.

Amend Rule 10.7.2(x)(a)(ii) as follows:

(x) **Minimum Site**

- (a) Minimum Area

- (i) Front Site 500 m²

- (ii) Rear Site 500 m² excluding the ~~access strip~~
access leg

11 Port

The following changes are proposed to Section 11: Port:

Amend Rule 11.5.2(iv) as follows:

(iv) **Loading and Access**

For all activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.56(ii) applies. In all other cases there are no loading or access requirements, however any loading or access provided shall comply with the performance standards in Section 20 (Transportation).

[Amended by Consent Order, 20/12/01]

Amend Rule 11.6.2(iv)(b) as follows:

- (b) For the following activities loading and access shall comply with the performance standards in Section 20: Transportation.

- (i) Industrial Activity and Service Activity with building gross floor area 50 m² or less.

Loading shall be provided for on the following basis:

Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.

Manoeuvre Area: To accommodate a ~~90~~99 percentile design ~~car~~ motor vehicle as shown in Appendix 20C.

18 Subdivision Activity

The following changes are proposed to Section 18: Subdivision Activity:

Amend Rule 18.5.3 as follows:

Rule 18.5.3 Access

Every allotment shall have both legal access and vehicle access to a formed road, except in the Activity Zones where every allotment shall have legal access. The standards for access are identified in Rule 20.5.67(iv)(a), (iv)(b), (iv)(c) and (v) 'Vehicle Access Performance Standards' of the Transportation Section.

Note: ~~As access will involve work over legal road reserve, the road controlling authority must be contacted at the earliest stage of preparing an application for subdivision consent. For State highways, the Roding Authority is Transit New Zealand, and for other roads contact the Dunedin City Council.~~

Approval for any work in a road, including the establishment of access to properties, must be obtained from the relevant road controlling authority. Under section 317 of the Local Government Act 1974, the Dunedin City Council is the road controlling authority for all roads in the city, with the following exceptions:

- a. State Highways are under the control of the NZ Transport Agency (NZTA), unless the NZTA has delegated control to the council.
- b. Government roads are under the control of the Minister of Transport.

In addition, under section 51(2) of the Government Roding Powers Act 1989, the written permission of the NZTA must be obtained prior to the commencement of any work on any State Highway. Early consultation with the NZTA should be undertaken for subdivision or development proposals adjacent to, or seeking access to, State Highways. See the Note 2 in Rule 20.5.67 for more details. [Amended by Consent Order, 21/12/01]

Delete Rule 18.5.9 as follows:

Rule 18.5.9 Private Ways

~~The boundary of any private way shall be a minimum of 1 m from any dwelling.~~

Amend Assessment Matter 18.6.1(m) as follows:

- (m) Property access to and within subdivision including:
- the effect of any new intersections or accesses created by the subdivision on traffic safety and efficiency, including their gradient and location
 - the need to provide pedestrian access
 - any impact of roading and access on water bodies, ecosystems, drainage patterns and the amenities of adjoining properties
 - the need to provide for appropriate standards of street lighting or private access lighting having regard to the classification of the road or the access
 - the design and layout of parking, loading, and manoeuvring areas and associated vehicle crossings
 - the appropriateness of having a private way greater than 60 m in length
 - the appropriateness of having a private way in respect of the potential number of residential units that are to be served.
 - the need to provide access for fire fighting in accordance with the fire safety requirements of the New Zealand Building Code. See Acceptable Solution C/AS1 Part 8: Fire Fighting of New Zealand Building Code Compliance Document C Fire Safety.

20 Transportation

The following changes are proposed to Section 20: Transportation:

Amend 20.5 Rules (pages 20:3 to 20:18) and 20.6 Assessment of Resource Consent Applications (pages 20:19 to 20:22), as shown on pages 13 to 26.

Replace Appendix 20B Minimum Car Parking Space Dimensions (page 20A:2) with the revised Appendix 20B Minimum Car Parking Space Dimensions, as shown on pages 27 and 28.

Replace Appendix 20C 90 Percentile Design Motor Car (page 20A:3) with the revised Appendix 20C 99 Percentile Design Motor Vehicle, as shown on pages 29 and 30.

Replace Appendix 20G Low Use Access Standard (page 20A:7) with the revised Appendix 20G, as shown on page 31.

Replace Appendix 20H Moderate Use Access Standard (page 20A:8) with the revised Appendix 20H, as shown on page 32.

Insert new Appendix 20I, as shown on page 33.

Insert new Appendix 20J Method to Determine Distance Between Vehicle Crossing and Intersection, as shown on page 34.

20.5 Rules

Note to Plan Users:

1. Rules 20.5.1 to 20.5.4 apply throughout all District Plan zones and are additional to the zone rules.
2. The relevant zone rules apply to any activity that is not listed in Rules 20.5.1 to 20.5.4 and is proposed within the legal road reserve or within an existing formed road corridor that is not contained within the legal road reserve.
3. The performance standards for parking, loading and access listed in Rules 20.5.5 to 20.5.7 of this section apply as specified in the zone rules.

Rule 20.5.1 Permitted Activities *(Policies: 20.3.2, 20.3.3)*

The following activities are permitted activities within the legal road reserve and within existing formed road corridors that are not contained within the legal road reserve, provided that they comply with the relevant performance standards set out in Rule 20.5.2:

- (i) Maintenance of existing roads, which includes realignment, traffic and parking controls, road signs, lighting and landscaping, within:
 - (a) Legal road reserve.
 - (b) On existing road not contained within a legal road reserve, provided that work is undertaken within the formed road corridor.
- (ii) Street furniture.

Rule 20.5.2 Performance Standards for Permitted Activities *(Policies: 20.3.2, 20.3.3)*

- (i) Street furniture provided for under Rule 20.5.1(ii) shall comply with the following performance standards:
 - (a) The maximum height of street furniture shall be 3.5m.
 - (b) The maximum area of ground covered by the street furniture shall be 9m², measured at any point above ground level.
 - (c) The maximum length of street furniture shall be 6.5m.
 - (d) The minimum unobstructed width of footpath available for pedestrian movement past street furniture shall be:
 - (i) 2.0m in the Central Activity Zone.
 - (ii) 1.2m in all other zones.

Note to Plan users:

1. Section 339 of the Local Government Act 1974 sets out the process that the Council must follow prior to erecting any shelter for use by public transport or taxi passengers. This process includes consultation with the owners and occupiers of land whose frontage is affected by the shelter.
2. Approval for the design and location of street furniture must be obtained from the relevant road controlling authority. Under section 317 of the Local Government Act 1974, the Dunedin City Council is the road controlling authority for all roads in the city, with the following exceptions:
 - State Highways are under the control of the NZ Transport Agency (NZTA), unless the NZTA has delegated control to the council.
 - Government roads are under the control of the Minister of Transport.

In addition, under section 51(2) of the Government Roadways Powers Act 1989, the written permission of the NZTA must be obtained prior to the commencement of any work on any State Highway.

Rule 20.5.23 Discretionary Activities (Restricted) *(Policies 20.3.1, 20.3.7)*

The following activities are discretionary activities (restricted):

- (i) At the intersection of roads with railway lines, within the visibility envelope defined in the diagram in Appendix 20A:
 - (a) The erection of a building.
 - (b) The erection of a fence which exceeds 1.5 m high (other than post and wire fences).
 - (c) Vegetation which exceeds 1.5 m high.

The Council's discretion is restricted to the effects on the visibility of road and rail traffic approaching the intersection point.
- (ii) Street furniture that does not comply with the performance standards listed in Rule 20.5.2. The Council's discretion is restricted to the effects on the amenity of the street and the effects on the safety and movement of pedestrians.

Rule 20.5.34 Discretionary Activities (Unrestricted) *(Policy 20.3.1)*

The following activities are discretionary activities (unrestricted). In assessing an application for discretionary activities (unrestricted), the Council shall have regard but not be limited to the matters identified in Section 20.6.12:

- (i) Road construction, where the activity has not been considered as part of an approved subdivision consent.

Rule 20.5.45 Parking Performance Standards *(Policies 20.3.1, 20.3.4)*

~~Note: Refer also to the appropriate zone provisions for specific car parking rules.~~

- (i) **Calculation of on-site parking requirements**
 - (a) Where an assessment of the required parking standards 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 and greater shall be counted as one space.
 - (b) The area of any parking space or spaces provided and of vehicular access drives and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of spaces required or permitted.
 - (c) 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 area or other such measurement that the standards for the relevant activity is based upon) exceeds 10% of the total gross floor space of the development. The total parking requirement for any development shall be the sum of the requirements for each area.
- (ii) **Location and availability of parking spaces**
 - (a) A motor vehicle occupying any parking space shall have ready access to a road at all times without the necessity of moving a motor vehicle occupying any other parking or loading space on the site, ~~except for where two parking spaces are required for a single residential activity they may be provided in tandem as provided for in Rule 20.5.5(ii)(b).~~
 - (b) Subject to Rule 20.5.5(vi), where two parking spaces are required for a single residential unit, they may be provided in tandem.

- (b) Parking spaces are to be provided on the site of the activity requiring them.

(iii) **Parking spaces for people with disabilities**

- (a) When car parks are provided in or associated with a building which is accessible to people with disabilities, all required car parking areas shall include spaces for people with disabilities provided at the rate of 1 for up to 10 total spaces provided, 2 for up to 100 total spaces provided, plus 1 for every additional 50 spaces.
- (b) The dimensions of all spaces shall comply with the appropriate dimensions in Appendix 20B.

(iv) **Queuing spaces**

Space for on-site queuing for vehicles entering or exiting car parking areas shall be provided in accordance with Table 20.1, ~~except where the parking area has more than one access the required queuing space may be divided between the accesses.~~

Number of Car Parking Spaces	Minimum Queuing Space Length (metres)
5-20	6
21-50	12
51-100	18
101+	24

Table 20.1: Queuing Space Lengths

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.

(v) **Design of parking spaces**

- (a) The gradient for off-street parking surfaces for all non-residential activities shall be no more than 1 in 20 in any one direction.
- (b) The surface of all parking, associated access and manoeuvring areas (except parking areas for residential activities requiring ~~35~~ or less car parking spaces) shall be formed, hard surfaced and drained, and parking spaces permanently marked.
- (c) All parking areas, excluding those for residential activities, which are designed to accommodate 4 or more vehicles and which are used at night shall be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.
- (d) The dimensions of all spaces shall comply with the appropriate dimensions in Appendix 20B.
- (e) All parking areas shall have clearly defined access and the remainder of the property road boundary shall have a physical barrier which separates the parking area from the road.
[Inserted by Consent Order, 20/12/01]

(vi) **On-site manoeuvring**

- (a) All on-site manoeuvring areas shall be designed to accommodate at least a ~~90-99~~ percentile design motor vehicle, as shown in Appendix 20C, unless otherwise specified. This manoeuvring capacity shall be provided without the need for a turntable.
- (b) On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a national, regional, district or collector road, identified on District Plan Maps 73 and 74.
- (c) On-site manoeuvring for a ~~90-99~~ percentile ~~car~~ motor vehicle shall be provided to ensure that no ~~90-99~~ percentile ~~car~~ motor vehicle is required to reverse onto or off a site where:
- (i) ~~Any site is required to provide 5 or more parking spaces~~ 5 or more parking spaces

share a common access:-

- (ii) 5 or more residential units share a common access; or
- (iii) The activity is on a rear site.
- (d) Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring into or out of any required parking space.
- (e) Required on-site manoeuvring space may include any right of way that the site to which the manoeuvring requirements apply is legally entitled to use.

Rule 20.5.56 Vehicle Loading Performance Standards *(Policies 20.3.1, 20.3.4)*

(i) Design of loading areas

- (a) On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a national, regional, district or collector road identified on District Plan Maps 73 and 74.
- (b) In the Port Zones, any loading areas shall be designed and located without the necessity for any vehicles to reverse from or onto any road.
- (c) Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required loading space.
- (d) Each loading space shall have unobstructed vehicular access to a road or service lane.
- (e) The receipt and dispatch of goods and the removal of rubbish is to be provided for in such a way that will not conflict with car parking arrangements or with pedestrian movements.
- (f) Parking spaces and loading spaces may be serviced in whole or in part by a common manoeuvring area which shall remain unobstructed.
- (g) Loading areas shall not be accessed from 'Identified Pedestrian Frontages'.
- (h) The gradient for all loading areas shall be no more than 1 in 20 in any one direction.
- (i) All loading areas, associated access and manoeuvring areas which are used at night shall be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.
- (j) The surface of all loading areas, associated access and manoeuvring areas shall be formed, hard surfaced and drained, and loading areas permanently marked.

(ii) For activities, except Residential Activities, that involve construction of a new building on a site which fronts a State Highway, loading and access shall comply with the performance standards in Rules 20.5.5(i) and 20.5.6 and loading spaces shall be provided as follows:

- (a) Activities with building gross floor area 50 m² or less.
Loading shall be provided for on the following basis:
Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.
Manoeuvre Area: To accommodate a ~~90-99~~ 99 percentile design ~~car~~ motor vehicle as shown in Appendix 20C.
- (b) Activities with building gross floor area greater than 50 m² but less than 2,500 m².
Loading shall be provided for on the following basis:
Minimum Size: 8 m long x 3.5 m wide x 3.8 m high.
Manoeuvre Area: To accommodate an 8 metre rigid truck as shown in Appendix 20D.
- (c) Activities with building gross floor area 2,500 m² or greater.
Loading shall be provided for on the following basis:

Minimum Size: 20 m long x 3.5 m wide x 4.4 m high.

Manoeuvre Area: To accommodate a B Train truck as shown in Appendix 20E.

[Inserted by Consent Order 20/12/01]

Rule 20.5.67 Vehicle Access Performance Standards *(Policies 20.3.1, 20.3.4, 20.3.5, 20.3.8)*

Note to Plan Users:

~~Note 1: This rule does not apply to farm-paddock access tracks.~~

- ~~1. These performance standards do not apply to vehicle tracks on farms.~~

~~Note 2:-~~

~~Any work, including access to properties, that is to be undertaken on legal road reserve requires the permission of the road controlling authority. Transit New Zealand is the road controlling authority for State highways. Under section 51(2) of the Transit New Zealand Act 1989, the written permission of Transit New Zealand must be obtained prior to commencement of any work on any State highway. Early consultation with Transit New Zealand should be undertaken for subdivision or development proposals adjacent to, or seeking access to, State highways. For all other roads the road controlling authority is Dunedin City Council and the Transportation Planning Department should be contacted.~~

- ~~2. Approval for any work in a road, including the establishment of access to properties, must be obtained from the relevant road controlling authority. Under section 317 of the Local Government Act 1974, the Dunedin City Council is the road controlling authority for all roads in the city, with the following exceptions:~~

- ~~• State Highways are under the control of the NZ Transport Agency (NZTA), unless the NZTA has delegated control to the council.~~
- ~~• Government roads are under the control of the Minister of Transport.~~

~~In addition, under section 51(2) of the Government Rounding Powers Act 1989, the written permission of the NZTA must be obtained prior to the commencement of any work on any State Highway. Early consultation with the NZTA should be undertaken for subdivision or development proposals adjacent to, or seeking access to, State Highways.~~

~~Where the State Highway is declared a "Limited Access Road" (LAR) approval from Transit New Zealand the NZTA is required for new accesses or changes to existing accesses. The objective of this control is to protect and maintain the safety and high level of traffic services on these routes which may otherwise be adversely affected by traffic generation of property alongside. Approval, under the provisions of the Transit New Zealand Government Rounding Powers Act 1989, is required for new accesses for subdivision purposes, and changes to existing accesses, and may be required for other development of land adjacent to Limited Access Roads. Transit New Zealand The NZTA should be consulted initially with respect to development along Limited Access Roads. The location of Limited Access Roads is shown in Planning Map 73.~~
[Inserted by Consent Order 20/12/01]

(i) Maximum number of vehicle ~~accesses~~ crossings

~~The maximum number of vehicle accesses crossings permitted on each road frontage of any site or comprehensive development shall be in accordance with Table 20.2.~~

Frontage Length (m)	Local Road	Collector Road	National (less than 100km/h), Regional or District Road	National Road (100km/h)
0 - 18	1	1	1	1
18 - 60	2	1	1	1
60 - 100	3	2	1	1
100 - 200	3	3	2	1
200 or greater	3	3	2	2

Table 20.2: Maximum number of vehicle ~~accesses~~ crossings per road frontage [Amended by Consent Order, 20/12/01]

(ii) **Minimum sight distances from vehicle ~~accesses~~ crossings (applies only to State Highways)**

The minimum sight distance from any vehicle ~~access~~ crossing in the Airport Zone, Rural Residential or Rural Zone or at the Southwest Sawyers Bay portion of the Industrial 1 Zone, shall be in accordance with Table 20.3. [Amended by Consent Order, 15/1/03 and Plan Change 3, 1/9/2008]

The sight distances shown in Table 20.3 shall be measured from the points shown on the diagram in Appendix 20F.

Speed Limit (km/h)	Sight Distance (m)	
	Residential Activity	Other Activities
50	45	80115
60	65	105140
70	85	140170
80	115	175205
90	140	210240
100	170	250285

Table 20.3: Minimum sight distances from vehicle accesses

(iii) **Distances of vehicle ~~accesses~~ crossings from intersections**

Any part of any vehicle ~~accesses~~ crossing shall not be located closer to the intersection of any roads than the distances specified in Table 20.4.

Roads where the speed limit is less than 100 km per hour					
Frontage Road	Intersecting road type (distance in metres)				
	National	Regional	District	Collector	Local
National	70	70	70	55	35
Regional	70	70	70	55	35
District	70	70	70	55	35
Collector	40	40	40	40	20
Local	25	25	25	25	20
Roads where the speed limit is 100 km per hour					
Frontage Road	Intersecting road type (distance in metres)				
	National	Regional	District	Collector	Local
National	275	275	180	180	180
Regional	180	180	180	180	90
District	180	180	180	90	90
Collector	90	90	90	60	60
Local	90	90	90	60	60

Table 20.4: Minimum distances of vehicle ~~accesses~~ crossings from intersections

Clarification of, and exemptions to, Table 20.4

- (a) 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 hard surface edge of the intersecting road. Where the roadway is median divided, the edge of the median nearest to the vehicle access shall, for the purposes of this clause, be deemed the centre line. Distances shall be measured as shown in Appendix 20J.
- (b) For proposals not involving application for subdivision consent, where the boundaries of a site do not allow the provision of any vehicle access whatsoever in conformity with the above distances, a single vehicle access may be constructed in the position furthest from the intersection. The only exemption to this standard shall be for proposals not involving application for subdivision consent, where the minimum distances set out in Table 20.4 do not allow any vehicle crossing to be established on any road frontage of a site, due to the configuration of its boundaries. In these cases, a single vehicle crossing may be constructed in the position that most nearly complies with the provisions of Table 20.4. This exemption shall apply only at sites where no vehicle crossing whatsoever would otherwise be permitted, and shall apply to one vehicle crossing only at such sites. This exemption shall not apply to vehicle crossings serving multiple units.
- (c) For proposals involving applications for subdivision consent, where the boundaries of a site do not allow the provision of any vehicle access whatsoever in conformity with the above distances, where the minimum distances set out in Table 20.4 do not allow any vehicle crossing to be established on any road frontage of a site, due to the configuration of its boundaries, this shall be a matter that Council retains discretion over.
- (d) National, regional, district and collector roads are identified on District Plan Maps 73 and 74. Local roads are all other roads.
- (iv) **Vehicle access standards**
- (a) For State Highways in Rural and Rural Residential zones the vehicle access shall not serve more than 100 equivalent car movements per day (ecm/d per day) and shall comply with the relevant diagrams in Appendix 20G or 20H. Vehicle access design shall be in accordance with Table 20.5. For the Southwest Sawyers Bay portion of the Industrial 1 zone the only vehicle access shall be from State Highway 88 and shall comply with the relevant diagram in Appendix 20H/20I. Equivalent car movement (averaged over one week) is calculated as follows: one car moving to and from a property equals 2 ecm; one truck moving to and from a property equals 6 ecm; and one truck and trailer moving to and from a property equals 10 ecm. [Inserted by Consent Order 20/12/01 and amended by Consent Order 15/1/03]

<u>Type of traffic using vehicle access</u>	<u>Volume of traffic using vehicle access (ecm per day)</u>	<u>Volume of traffic using State Highway (volume per day)</u>	<u>Vehicle access design</u>
<u>≤1 movement per day of a vehicle weighing over 3.5 tonnes</u>	<u>1-30</u>	<u><10,000</u>	<u>See Appendix 20G</u>
		<u>≥10,000</u>	<u>See Appendix 20H</u>
	<u>31-100</u>	<u><10,000</u>	<u>See Appendix 20H</u>
		<u>≥10,000</u>	<u>See Appendix 20I</u>
<u>>1 movement per day of a vehicle weighing over 3.5 tonnes</u>	<u>1-30</u>	<u>All</u>	<u>See Appendix 20H</u>
	<u>31-100</u>	<u>All</u>	<u>See Appendix 20I</u>

Table 20.5: Vehicle accesses onto State Highways in the Rural and Rural Residential Zones

- (b) In all cases where ~~the~~ a site adjoins a legal road ~~which that~~ is constructed of hard surfaced footpath or carriageway, ~~Council will require the vehicle access to be hard surfaced for a minimum length of 5m from the edge of the footpath or carriageway in order the vehicle access shall be hard surfaced from the edge of the existing hard surfacing on the footpath or carriageway to the property boundary and for a minimum of 5m inside that boundary. The purpose of this performance standard is to prevent gravel or loose material from being carried onto the footpath or carriageway, and also to prevent damage to the edge of the existing footpath or carriageway and to the newly established vehicle crossing itself. For the purposes of this standard, laneways shall not be an acceptable form of hard surfacing.~~
- (c) In all zones other than Rural and Rural Residential, the full length of any private way that serves 2 or more units shall ~~is required to be~~ hard surfaced.
- (d) For proposals in the Rural or Rural Residential Zones, ~~the~~ vehicle accesses shall contain clear sight triangles, being triangles either side of the access, each triangle having as one side the 10 m length of the access centre line and another side being 10 m along the road boundary measured from the centre line of the access. The clear sight triangle shall be on the road side of any gate and visibility shall not be obstructed by fences, structures, vegetation or any barrier above a height of 800 mm.
- (e) ~~For proposals not involving applications for subdivision consent, v~~ Vehicle accesses shall be designed to minimise longitudinal gradients; and the maximum change in gradient without transition for all vehicular access shall be no greater than ~~8°~~ 1 in 8 for summit grade changes or 1 in 6.7 for sag grade changes. *[Source: Maximum grade changes without transition are reproduced from AS/NZS 2890.1:2004 under Copyright Licence 000753]*
- (f) There shall be a minimum distance of one metre between any residential unit and any vehicle access that passes that unit on the way from the frontage road to another unit. The purpose of this performance standard is to prevent opening doors and windows on one unit from obstructing vehicle access to another. This standard shall not apply where:
- There are no opening windows or doors that could obstruct the vehicle access, or
 - A fence, wall, hedge or similar structure prevents any opening doors or windows from obstructing the vehicle access.
- (g) Private ways shall serve a maximum of 12 residential units.
- (h) Where vehicle accesses slope downhill towards the carriageway or footpath, the maximum grade for the 5m of the access immediately abutting the carriageway or the back of the footpath shall be no greater than 1 in 8.
- (v) **Dimension requirements for vehicle access on a site**
- (a) For all sites except those specified in Rules 8.9.2(ix)(c) and 9.8.2(viii)(a)(i) in Sections 8: Residential and 9: Activity, the maximum width of each vehicle crossing shall be in accordance with the standards set out in Table 20.6:

Land Use	Maximum width (m)
Residential Activities	6.0
Other Activities	9.0

Table 20.6: Maximum width standards for vehicle crossings

The width of a vehicle crossing shall be measured at the kerb or, in the absence of a kerb, at the edge of the carriageway. Where a vehicle crossing incorporates a dropped kerb, its width shall be measured as the width of the fully dropped kerb.

- (b) The minimum widths of All private ways and vehicular access on a site shall be in accordance with the standards set out in Table 20.57. For proposals involving applications for subdivision consent, the minimum legal width will be determined on the basis of the maximum number of units permitted under the relevant District Plan zone rules for that site.

Land Use	Number of Units Served	Minimum Legal Width (min) (m)	Minimum Formed Width (min) (m)
Urban Areas			
Residential Activities	1-3	3.5	3.0
	4-6	6.0	4.5
	6 or more 7-12	6.0	5.0
Other Activities	All	6.0	5.0
Rural Areas			
Residential Activities	1-3	4.0	3.5
	4 or more 4-12	6.0	5.0
Other Activities	All	6.0	5.0

Table 20.57: Minimum width standardsRequirements for private ways and vehicular access

Note to Plan users:

All vehicle accesses must comply with the fire safety requirements of the New Zealand Building Code. See Acceptable Solution C/AS1 Part 8: Fire Fighting of New Zealand Building Code Compliance Document C Fire Safety, which sets out vehicle access dimensions and design to allow access for fire fighting. Under this Acceptable Solution, a minimum access width of 4m is required to within 18m of at least one side of each building, except that when a building is sprinklered and has a fire riser main installed, access need only be to within 18m of the inlets to these systems. There are additional requirements for buildings containing 'SC and SD purpose groups' as defined in the Compliance Document; examples of such buildings include hospitals, care institutions and prisons.

20.6 *Assessment of Resource Consent Applications*

In assessing any application, in addition to the matters contained within the Fourth Schedule of the Resource Management Act 1991, the Council will have regard to, but not be restricted by the following matters:

20.6.1 **Parking and Loading Provision**

- (a) Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing location of buildings, access to the road, topography and utility location.
- (b) Whether there is an adequate alternative supply of parking or loading spaces in the vicinity.
- (c) Whether there is another site in the immediate vicinity that:
 - (i) Has available parking or loading spaces which are not required at the same time as the proposed activity.
 - (ii) Has a legal agreement bonding the loading or parking to the activity.
 - (iii) Is clearly associated with the activity through signage or other means.
 - (iv) Does not require pedestrian movements across national or regional roads.
 - (v) Is surrounded by compatible land use activities.
- (d) Whether a demonstrably less than normal incidence of parking or loading will be generated by the proposal, such as due to specific business practice, type of customer, public transportation.
- (e) Whether a significant adverse effect on the character and amenity of the surrounding area, particularly pedestrian amenity and safety, will occur as a result of providing or not providing the parking or loading space to the required standard.
- (f) The extent to which the safety and efficiency of the surrounding roading network would be adversely affected by parked and manoeuvring vehicles on the roads.
- (g) Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.
- (h) How the car park is separated from the street frontage, particularly where that street frontage is an 'Identified Pedestrian Frontage'.
- (i) In situations where angle parking is provided on a collector road, whether it may be appropriate to allow reversing from the site onto that road. *[Inserted by Consent Order: 1/6/04]*
- (j) Whether meeting parking requirements would result in a net reduction in the availability of parking in the vicinity of the site. This assessment matter will be relevant in cases where the creation of access to on-site car park(s) would result in the loss of on-street car park(s).
- (k) Whether it may be acceptable to allow loading to take place within on-site car parking areas, in cases where it may be possible to manage loading and parking within the same space in a satisfactory manner.

20.6.2 **Queuing Spaces**

- (a) Whether there would be any adverse effects on the safety 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.

20.6.3 Gradient and Surface of Parking and Loading Areas

- (a) Whether any parking spaces for people with disabilities are affected.
- (b) The total number of spaces affected by non-compliance or the extent of non-compliance.
- (c) Whether drainage facilities are adequately designed.
- (d) The effect on other sites in the area in terms of noise and dust nuisance.
- (e) Whether mud, stone, gravel or other material will be carried onto public roads or footpaths.
- (f) The number and type of vehicles using the area.
- (g) The type of surfacing.

20.6.4 Illumination of Parking and Loading Areas

- (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 or visibility for users of the area and its surrounds.
- (c) Whether glare from the light source will adversely affect the safety and amenity of surrounding areas.
- (d) The effect on the general amenity of having an unlit parking and loading area.

20.6.5 On-Site Manoeuvring

- (a) Whether there would be any adverse effects on the safety or function of the frontage road.
- (b) The extent to which reversing vehicles will affect the safety of pedestrians and parking spaces available, 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, loading, manoeuvring or access area.
- (e) Whether the required manoeuvring area can physically be accommodated on the site.
- (f) The speed and volume of traffic on the frontage road.
- (g) The extent to which drivers of reversing vehicles can both see and be seen by users of the frontage road (including pedestrians, cyclists and drivers).
- (h) The potential for vegetation or fencing to be altered to increase the visibility of, and/or visibility from, reversing vehicles.

20.6.6 Landscaping of Car Parking Areas

- (a) The extent of non-compliance.
- (b) The effect of any reduced landscaping, in terms of the scale and appearance of the car parking.
- (c) The extent to which the site is visible from adjoining sites, particularly those in the Residential Zones.

- (d) The nature of the activity which requires car parking.
- (e) The relative importance of landscaping on the particular site concerned, taking into account the visual quality of the surrounding environment, particularly where a low standard of visual amenity exists and improvement is necessary.
- (f) The extent that landscaping would impede visibility of motorists leaving a site to the frontage road or impede an adjacent footpath.

20.6.7 Maximum Number of Vehicle ~~Accesses~~Crossings

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

20.6.8 Access Design and Maximum Gradient for Vehicle Access on a Site

- (a) Whether the vehicle access 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 or function of either the frontage road or the vehicle access itself.
- (c) The effect on the safety of vehicles and pedestrians on and off-site.
- (d) Whether drainage facilities are adequately designed.
- (e) Whether mud, stone, gravel or other material will be carried onto public roads or footpaths.
- (f) The number and type of vehicles using the area.
- (g) The distance between the property boundary and the edge of hard surfacing on the adjacent public road or footpath.
- (h) The environmental impacts of extensive areas of impermeable hard surfacing.

20.6.9 Minimum Distances of Vehicle ~~Accesses~~Crossings from Intersections

- (a) The extent to which any extra conflict may be created by vehicles queuing across the vehicle ~~access~~crossing; confusion between vehicles turning at the ~~access-vehicle crossing~~ or the intersection; and the need for drivers to assimilate information about the activity on the site.
- (b) The present or planned traffic controls at the intersection.
- (c) Matters identified in 20.6.11.

20.6.10 Minimum Sight Distances from Vehicle ~~Accesses~~Crossings

- (a) The extent to which traffic generated by the activity will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
- (b) Whether the speed and volume of vehicles on the road will mitigate or exacerbate the adverse effects of the ~~access-vehicle crossing~~ on the safety and efficiency of the frontage road.

- (d) Whether the geometry of the road will mitigate the adverse effects of the access vehicle crossing.
- (e) The extent that the addition of acceleration, deceleration or solid medians will mitigate the adverse effects of the access vehicle crossing.
- (f) The number and type of vehicles using the access vehicle crossing.

20.6.11 Access for High Traffic Generating Activities

- (a) The actual or potential level of vehicle, cycle and pedestrian traffic likely to be generated from, and moving past, the proposed access vehicle crossing point(s).
- (b) The extent to which the traffic using the access vehicle crossing 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 vehicle crossing 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, by 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 vehicle crossing on the safety of road users.
- (j) The proximity of the access vehicle crossing to other high traffic generating land use access vehicle crossing points.
- (k) The extent to which any extra conflict may be created by vehicles queuing on the frontage road past the vehicle access 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.
- (n) Whether the frontage road forms part of the state highway network.
- (o) Whether the sight distances at the access vehicle crossing are adequate to provide safe access/egress.
- (p) Whether the existing road width is adequate to allow vehicles to pass slowing or turning vehicles safely or could be enhanced by acceleration and deceleration lanes.

20.6.12 Road Construction

- (a) The extent of any positive or adverse effects on the amenity of the surrounding area with regard to, for example, connectivity, noise, vibration, glare and fumes.
- (b) The extent of any positive or adverse effects on the traffic function and/or the safety of the surrounding road network.
- (c) The extent of any positive or adverse effects on water bodies, ecosystems, and drainage patterns.
- (d) The extent to which the road will provide for the needs of all road users, including vehicle traffic, cycles and pedestrians.

Appendix 20B

Minimum Car Parking Space Dimensions

Table A.1 Minimum car parking space dimensions

Type of User	Parking Angle	Stall Width (metres)	Aisle Width (metres)	Stall Depth (metres)
All	90°	2.5	5.8	5.4
All	60°	2.5	4.6	5.7
All	45°	2.5	3.7	5.2
All	30°	2.5	2.9	4.4
All	0° (Parallel)	2.3	See Table A.2	6.1
People with disabilities	90°	3.6	8.0	5.4

Table A.2 Minimum aisle widths for parallel parking (metres)

	One way aisle	Two way aisle
Parallel parking on one side	3.3	6.3
Parallel parking on both sides	6.6	6.6

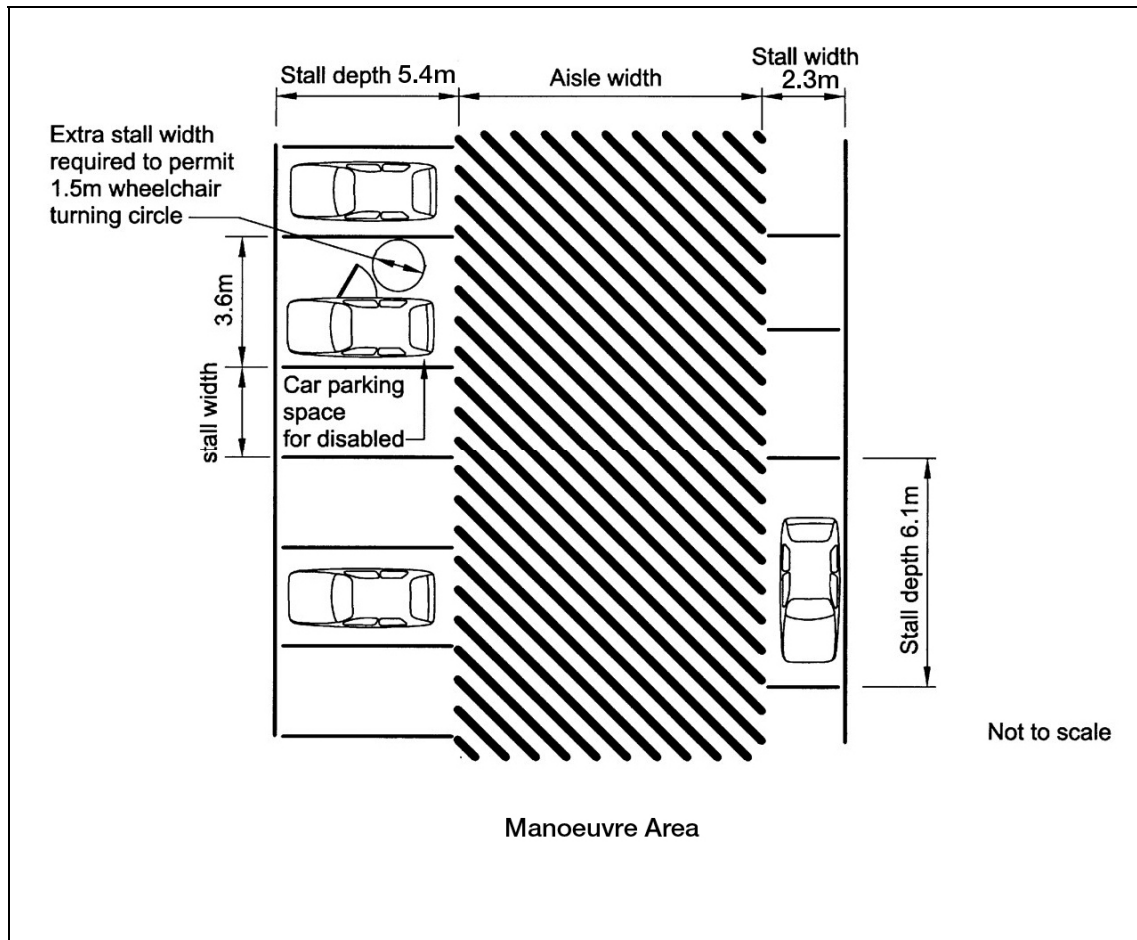
Clarifications and additions to Tables A.1 and A.2:

- (i) Angle parking aisles
Parking angles used in off-street parking shall be as follows:
 - a) Parking aisles for 90° parking shall be designed for two-way movement even though one-way movement may need to be imposed in some instances.
 - b) Parking aisles for 30°, 45° and 60° parking shall be one-way, except where parallel parking is allowed on one side.
- (ii) Parallel parking on one side, angle parking on the other
For angle parking of 30°, 45° and 60° on one side, with parallel parking on the other, minimum aisle width shall be 6.3m.
- (iii) Parking spaces and aisles bounded by permanent obstructions
A permanent obstruction means any structure higher than 150mm, such as a wall, fence or column.
 - a) Minimum stall widths shall be increased by 300 mm where there is a permanent obstruction on one side of the parking space and by 600mm where there is a permanent obstruction on both sides of the parking space.
 - b) Where the aisle is bounded on one side by a permanent obstruction, the minimum aisle width shall be increased by at least 300mm.
 - c) Parallel parking spaces shall be located at least 300mm clear of permanent obstructions.
 - d) For parallel parking spaces, the minimum stall depth shall be increased by 300mm if one end of the parking space is obstructed or by 600mm if both ends are obstructed.

(iv) Blind aisles

- a) At blind aisles (i.e. parking aisles that are closed at one end), the aisle shall be extended at least 1m beyond the last parking space and the last parking space shall be widened by at least 300mm if it is bounded by a wall or fence.
- b) Blind aisles shall be designed so that it is possible for cars to turn around at the closed end of the aisle and drive out forwards.

On-site car parking dimensions are further illustrated below.



Source acknowledgements:

Table A.1

- Dimensions for spaces used by people with disabilities are reproduced from AS/NZS 4404:2004 under Copyright Licence 000753.
- With the exception of the minimum stall width dimension for parallel parking, all other dimensions in this table have been reproduced from AS/NZS 2890.1:2004 under Copyright Licence 000753.

Table A.2

- Dimensions reproduced from AS/NZS 2890.1:2004 under Copyright Licence 000753.

Clarifications and additions

- With the exception of (ii) and (iv)(b), these clarifications and additions have been reproduced from AS/NZS 2890.1:2004 under Copyright Licence 000753.

Appendix 20C

99 Percentile Design Motor Vehicle

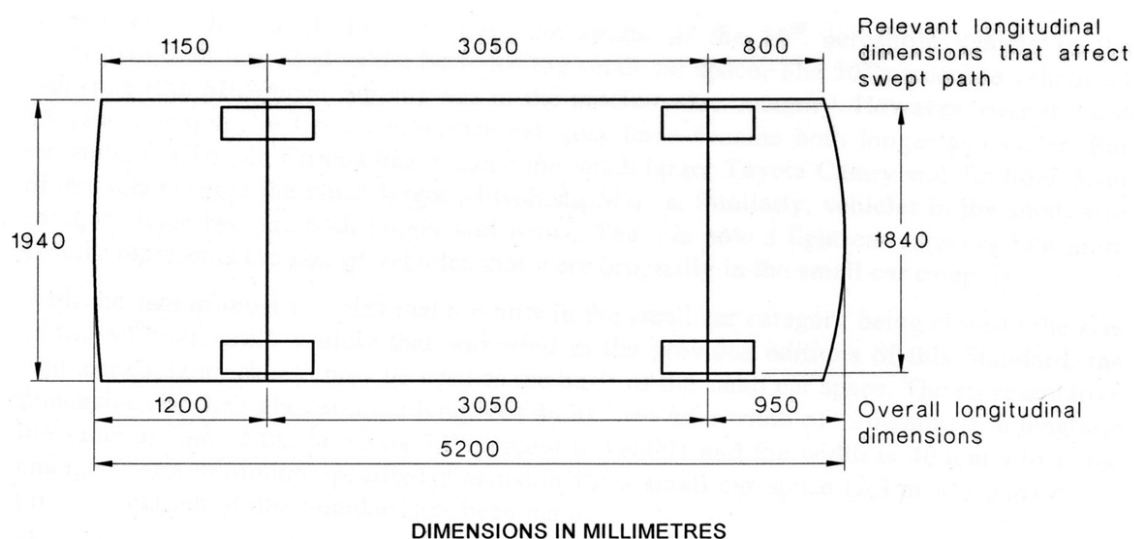
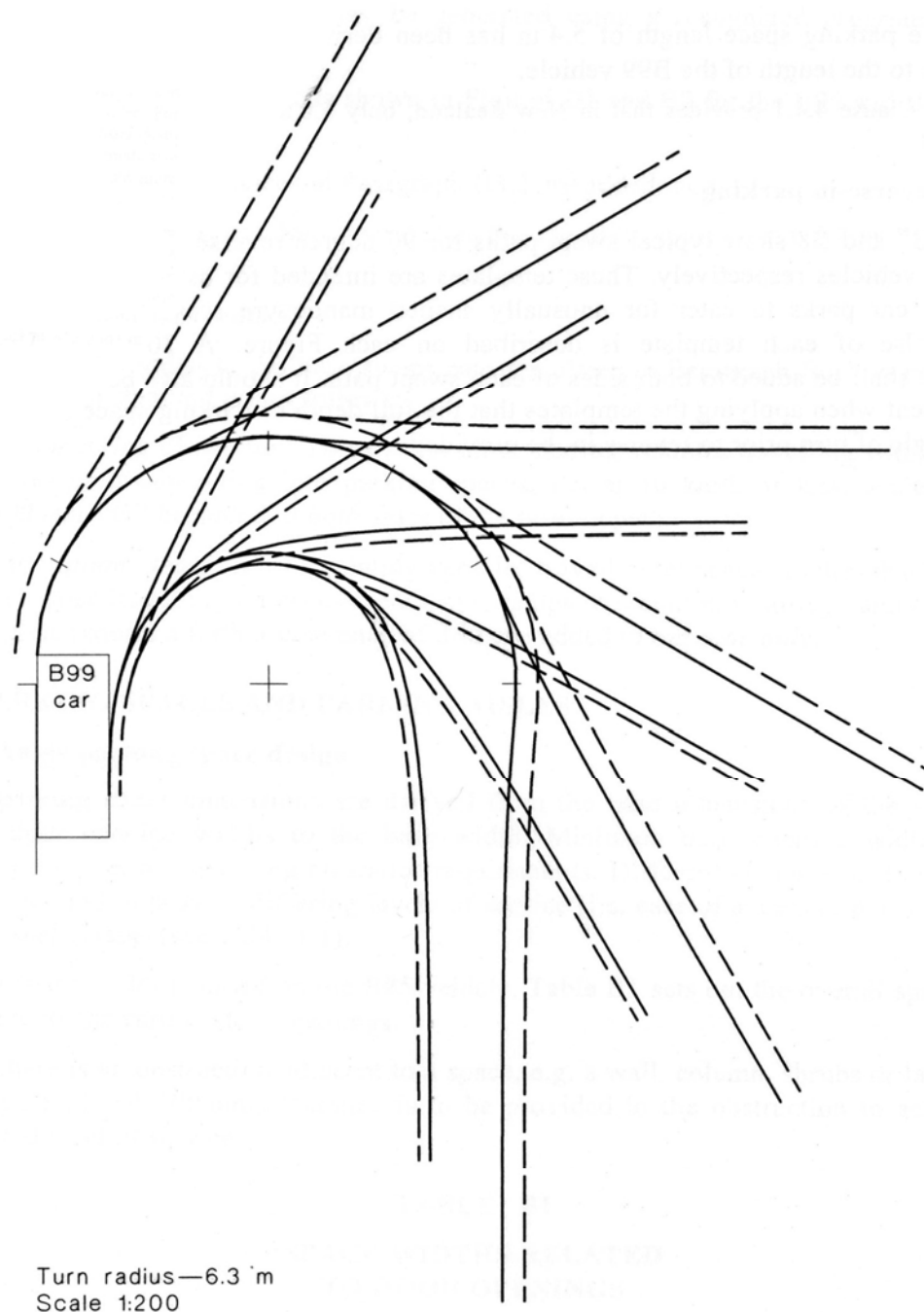


Figure A.1: 99 percentile design motor vehicle dimensions

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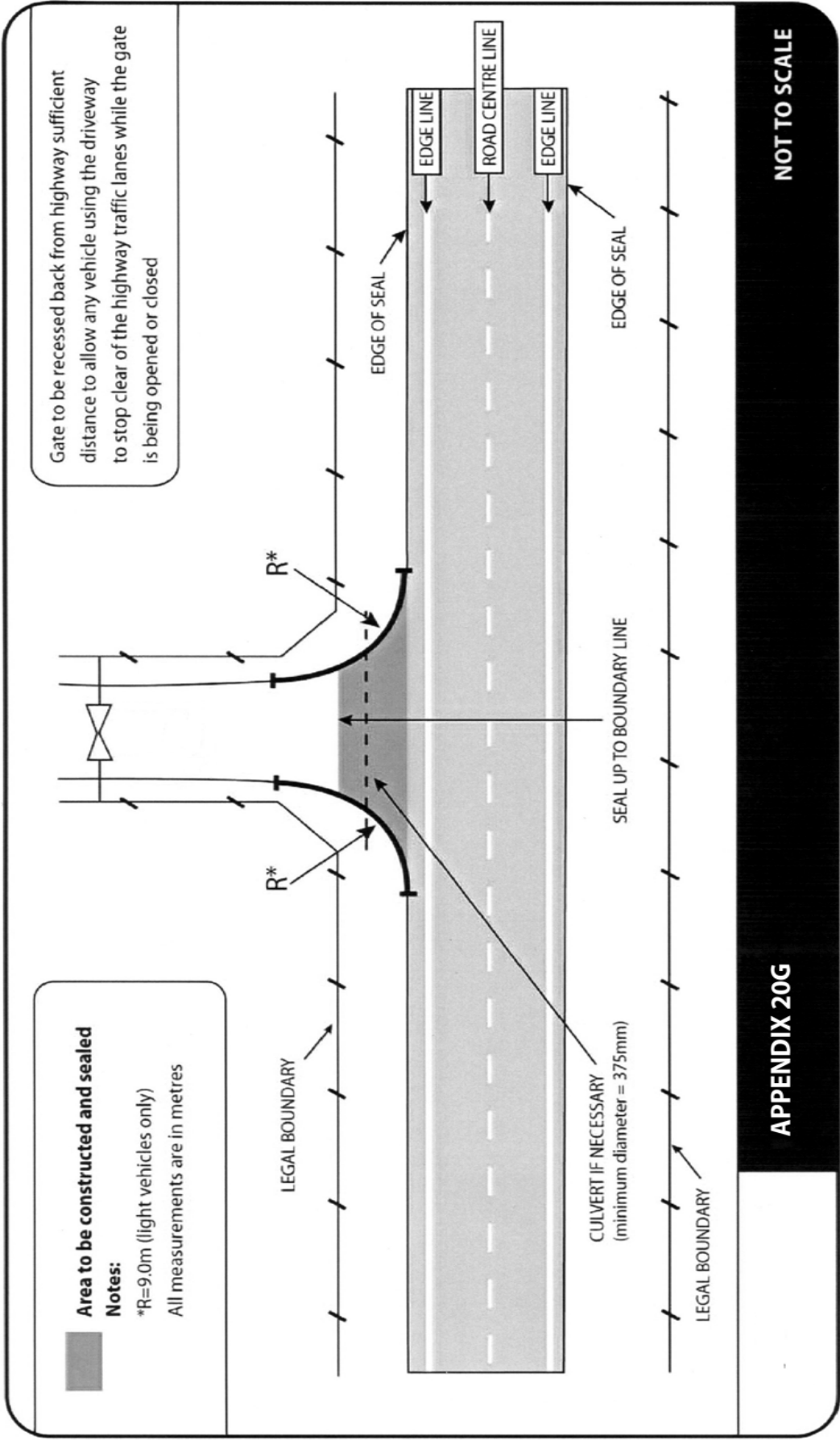
LEGEND:

- = Denotes the B99 base dimension swept path
- = Denotes the B99 design template which includes manoeuvring and circulation clearances, 300 mm on the inside and 600 mm on the outside

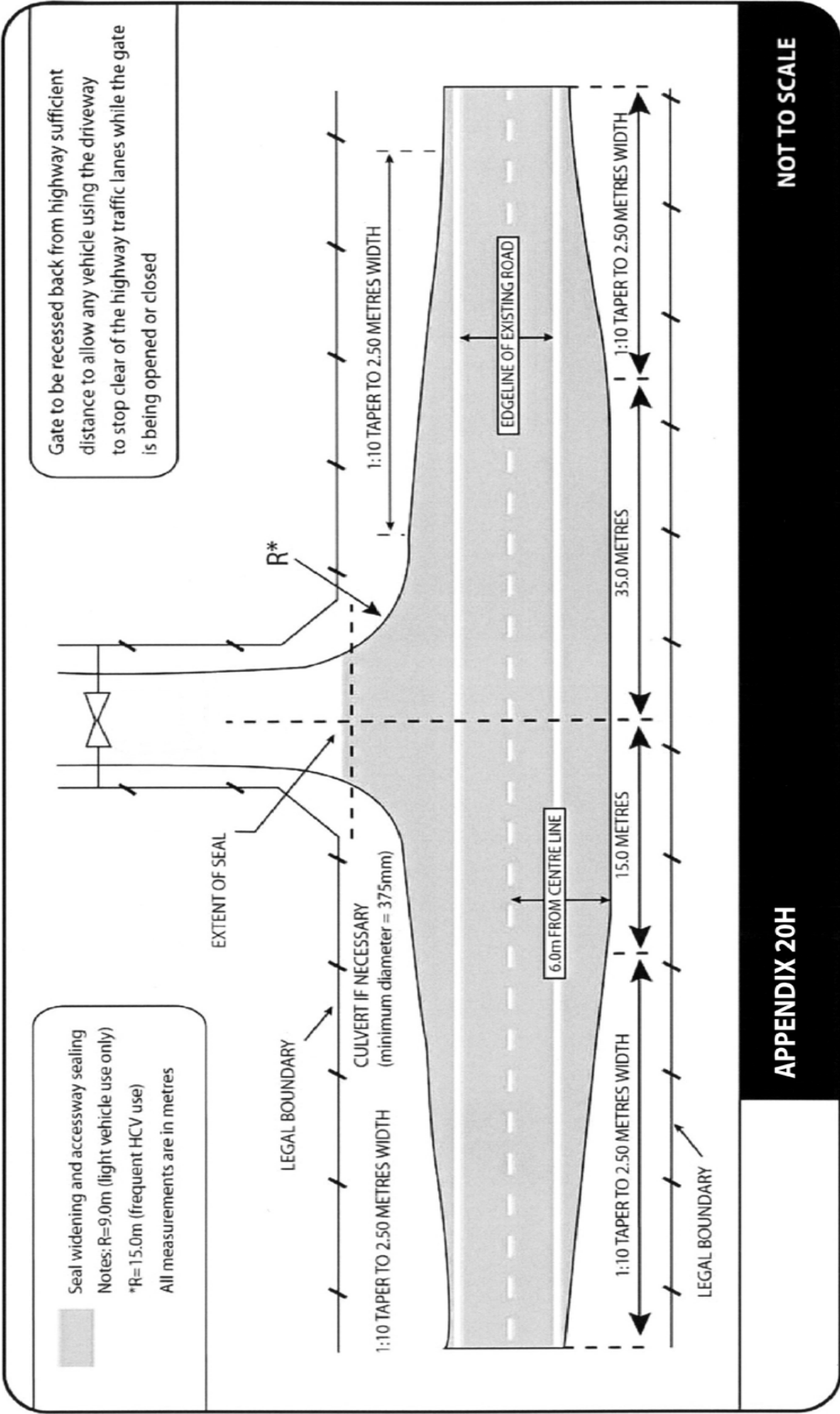
NOTE: This is the minimum radius turn for a B99 vehicle.

Figure A.2: 99 percentile design motor vehicle 6.3m radius turn

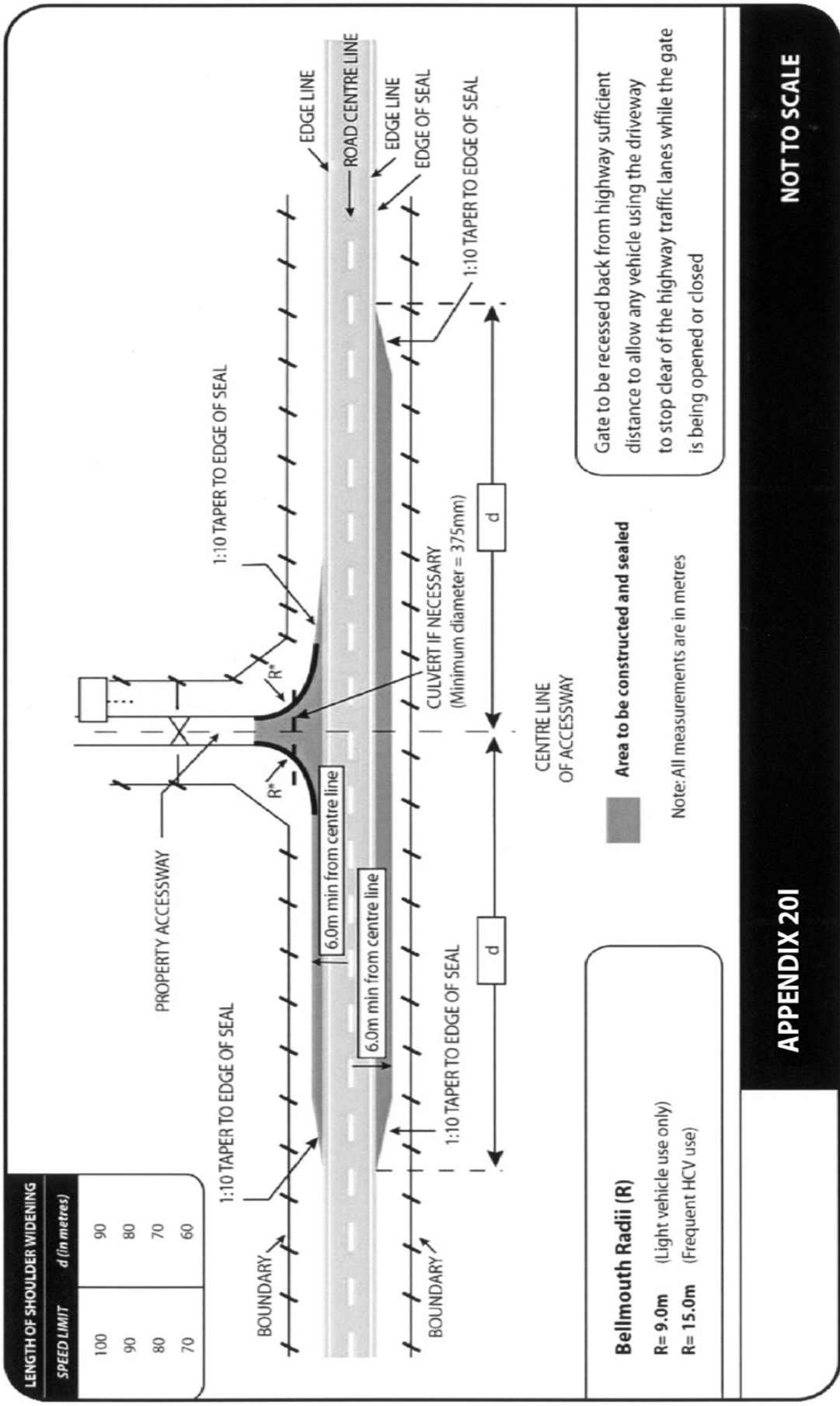
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Source: NZ Transport Agency Planning Policy Manual 2007



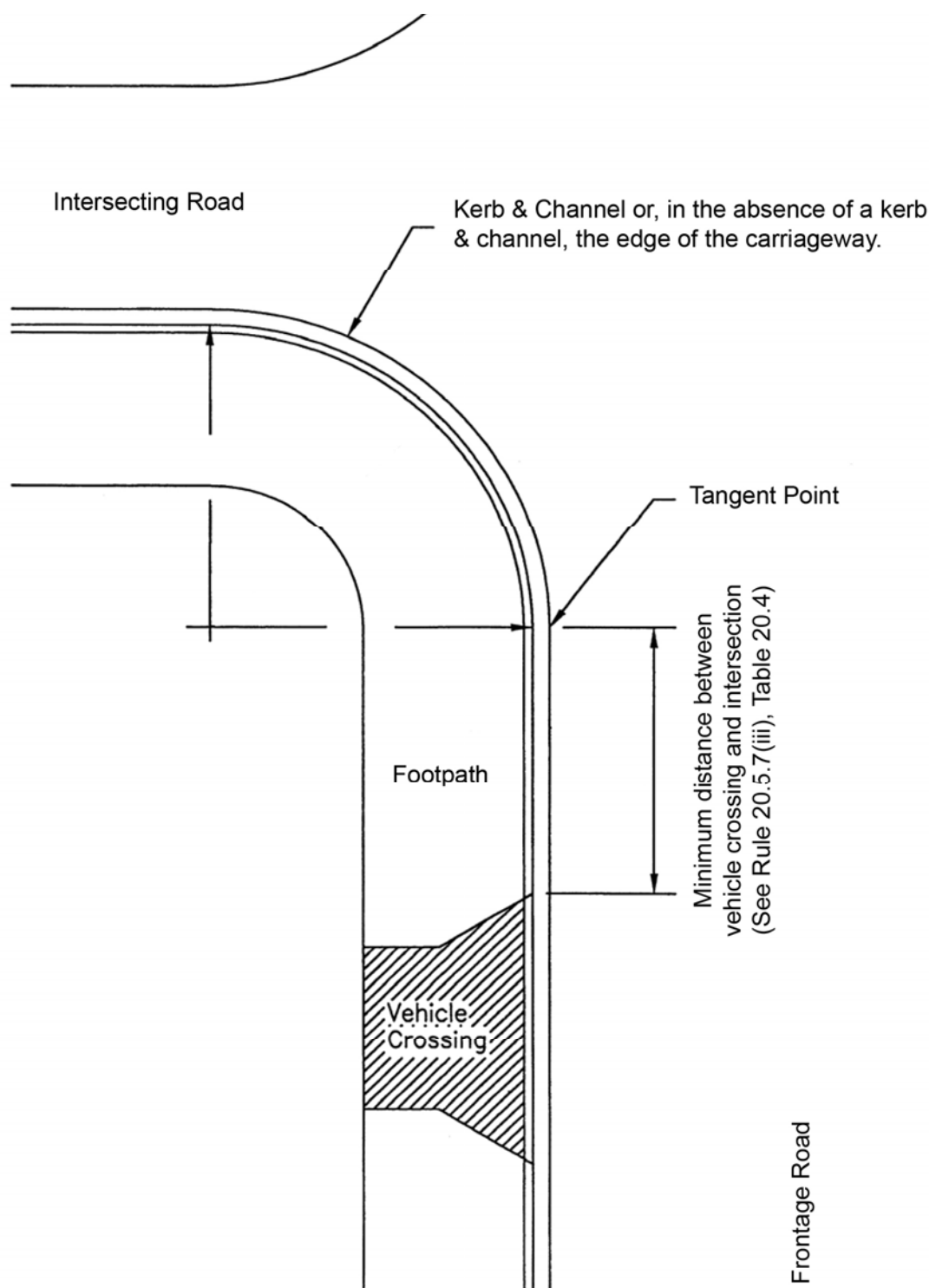
Source: NZ Transport Agency Planning Policy Manual 2007



Source: NZ Transport Agency Planning Policy Manual 2007

Appendix 20J

Method to Determine Minimum Distance Between Vehicle Crossing and Intersection



25 Airport

The following changes are proposed to Section 25: Airport:

Amend Rule 25.5.3(iv) as follows:

(iv) Loading and Access (*Policy: 25.3.5*)

For activities involving the construction of a new building that requires direct access onto State Highway 86 (Alanton to Airport Road), Rule 20.5.56(ii) applies.

For all other activities that require direct access onto any other public road, access shall comply with the performance standards in Section 20 Transportation.

Amend Rule 25.5.3(v)(c)(ii) as follows:

(v) Landscaping (*Policy: 25.3.6*)

- (a) Where open-air car parking is provided there shall be 4m² of planting for every 4 car parking spaces within that car parking area.
- (b) For any new building or outdoor storage area developed adjoining Miller Road, Otokia Road, Centre Road or the Rural Zone, landscaping to a minimum depth of 3 metres shall be provided and maintained along that boundary to create a visual and physical barrier to the adjoining road or zone.
- (c) The requirements of Rule 25.5.3(v)(a) and (b) shall not apply to:
 - (i) Any land under the Take Off and Approach Fans defined under designation D274 as shown in its entirety on District Plan Map 72; or
 - (ii) The width of any complying access onto a road and the minimum sight distances as required under Rule 20.5.67(ii).

VOLUME 2 AMENDMENTS

Legend for Zone Maps

The following changes are proposed to the Legend for Zone Maps:

Amend the legend as follows:

Formed Road Corridors in Road Reserve

Formed Road Corridors outside Road Reserve