

SECTION 14.1 TRAFFIC SIGHTLINES, PARKING, ACCESS AND LOADING

14.1.1 INTRODUCTION

Almost all activities generate or attract vehicle trips, and it is important that parking and loading for vehicles associated with these activities is available in close proximity to their sites, to provide accessibility for people and goods. Where parking and loading facilities are not available on the sites themselves, this will usually occur on the street. This may have adverse effects on the safety and efficiency of roads where there may be reduced visibility or hazards for road users through increased numbers of vehicles on the street, or it can cause hazards for pedestrians and cyclists where goods are loaded or unloaded across pedestrian/cyclist areas. The amenity of residential areas may also be adversely affected by cars parking on streets.

To avoid or mitigate these adverse effects, the District Plan requires the provision of minimum amounts of off-street parking and loading to be provided for each type of activity. The amounts of parking required are calculated to ensure that they are adequate to provide for normal residential, staff or visitor requirements. The provision of these facilities is primarily the responsibility of individual landowners or occupiers.

The Council does however, recognise that it has a role to play in the provision of public off-street parking in the Central Commercial Zones of the District, as part of managing the intense nature of vehicle trips to these zones, and because of the desirability of aggregating carparking in a manner that provides convenient access to the retail core. This is important to complement private off-street parking established by landowners or occupiers in compliance with the rules of the District Plan, or under their own initiatives, and to ensure that adequate carparking exists in the zones so they are functional, attractive, safe and easy areas for vehicles and pedestrians to use.

14.1.2 RESOURCE MANAGEMENT ISSUES

- ***Accessibility of parking and loading.***

Almost all activities generate and attract vehicle trips, and parking and loading in close proximity to the site is therefore important to provide accessibility for people and goods to and from the sites. Generally different types of activities will generate different demands for parking and loading.

- ***The safety and efficiency of the transport network, and the amenity of residential areas, may be adversely affected if motorised vehicles park or load on the street.***

If provision is not made for off-street parking and loading facilities, then usually the only alternative available is to provide for this on the street. On-street parking and loading can adversely affect the efficiency and safety of roads, particularly Arterial or Collector Roads where vehicle speeds and volumes are typically higher than for other roads. Parked vehicles can cause hazards to pedestrians where the unloading of vehicles occurs across pedestrian areas, and can be a hazard to other vehicles and cyclists through causing reduced visibility or creating obstacles to the safe and efficient movement of traffic, especially where vehicles double-park on the roads. Extensive parking on residential streets can also detract from the amenity of those streets.

- ***Provision of off-street public carparking in the Central Commercial Zones Flaxmere Commercial Precinct and Havelock North Retail Precinct.***

While many developers and landowners provide parking on their sites, there are sometimes physical limitations in activities being able to achieve on-site parking. Additionally, within the Central Retail Core of the Hastings Central Commercial Zone and within the Commercial Precinct of Flaxmere and Retail Precinct of Havelock North, some sites have been exempted by the Council (in part or in full) from providing on-site parking. This is in an effort to retain continuous retail frontage in these areas to achieve a compact shopping area. The provision of on and off-street public carparking in the Central Commercial Zones and the Commercial Precinct of Flaxmere and Retail Precinct of Havelock North can therefore provide an important carparking resource which complements private on-site parking and can help to ensure that adequate off-street parking exists to make the areas functional, attractive and convenient for people visiting the areas.

- ***On-site parking and loading areas need to be designed to enable the safe and efficient movement of vehicles.***

Where on-site parking and loading areas are provided, it is important that they are of sufficient size and dimensions to ensure that vehicles are able to safely and conveniently manoeuvre in and out of them. As the number, and size of vehicles associated with different land use activities varies, so too will the size and dimensions of the parking and loading areas needed. It is also important to ensure that parking and loading areas are designed to avoid the need for vehicles to reverse on to streets, or to queue on streets while they are waiting to enter the site.

- ***Vehicle access points for site(s) need to be located and designed to ensure that vehicles can easily and safely enter and exit the site(s).***

To ensure the safe and convenient movement of vehicles to and from site(s), it is important that the access points are of sufficient width for the vehicles using them, that there is sufficient visibility to see when it is safe to exit the sites, adequate manoeuvring space is provided to allow for vehicles to exit the site in forward gear and that the access points are positioned a safe distance away from road intersections to avoid unnecessary confusion and hazards to other vehicles.

- ***Non-residential parking areas need to be identified from the street.***

Generally carparking areas are not used unless their location is obvious to a passing motorist. If a carpark is not easily found then people will park on the street. This can cause a hazard to pedestrians and other motorists who will have to contend with the parking and manoeuvring of vehicles. Therefore, non-residential carparking areas need to be obvious to their potential users.

- ***Public off-street parking areas need to be safe and secure for people using them at night.***

The safety and security of people and vehicles using public parking areas at night can be greatly improved through the illumination of access drives, pedestrian areas and the parking areas themselves.

- ***Public or non-residential parking areas can have adverse effects on adjoining residential properties.***

Public or non-residential carparks which adjoin residential properties can adversely affect the amenity of the residential activities by being visually intrusive, or causing a nuisance from glare associated with the lighting of carparks.

- ***The size or physical nature of some sites may prevent certain activities from achieving some or all of their on-site parking requirements.***

Where it is not possible for an activity to achieve some or all of its on-site parking requirements, this may create the need for off-street public parking to be provided elsewhere in the area, in order to avoid adverse effects which may be generated from traffic associated with the activity. The provision of such parking will incur costs to the community. It may therefore be appropriate for activities which are unable to meet their on-site parking requirements, to contribute their fair and reasonable share of the costs of providing alternative off-street public parking elsewhere in the area.

- ***Provision of adequate levels of parking in the Central Commercial Zones.***

The total number of parking spaces that could ever be needed by a range of land uses in an area is called the "peak demand". However, in reality, peak demand is rarely, if ever, reached. Generally supplying parking for maximum use is expensive and an ineffective use of resources. Instead, the Council's Parking Management Strategy has determined the level of parking supply which should be achieved in the Central Commercial Zones of the District, through the provision of a mixture of on-site parking provided by landowners or occupiers, and which is enforced through the rules of the District Plan, and on-street and off-street parking provided by the Council.

14.1.3 OBJECTIVES

- *TSO1 To maintain or enhance the safety and efficiency of the District Transport Network.*
- *TSO2 To maximise safety and convenience for pedestrians, cyclists and vehicular traffic on all sites.*
- *TSO3 To establish, maintain and operate an efficient and effective parking regime that meets the present and future parking needs of the community.*
- *TSO4 To ensure that sufficient and accessible off-street parking and loading facilities are available to meet the normal anticipated demands of activities, while minimising the adverse effects of such facilities on the environment.*

14.1.4 POLICIES

- **TSP1 Require landowners and occupiers to provide off-street parking, access and loading facilities which are appropriate to the demands of the activities carried out on the sites.**

Explanation

Almost all activities generate vehicle trips and therefore, parking in close proximity to their sites is required to provide accessibility for people and goods. Generally, different activities generate different parking and loading demands and if provision is not made by the developer or owner for off-street parking and loading, then the only alternative available is to carry out these manoeuvres on the street. On-street parking and loading can adversely affect the efficiency and safety of roads, particularly on Arterial or Collector Roads where vehicle speeds and volumes are typically higher than for other roads in the Transport Hierarchy. Extensive parking of vehicles on residential streets can also detract from the amenity of those streets and adjoining residential areas.

Standards are therefore included in the District Plan which establishes the minimum amounts of parking and loading facilities which must be provided by landowners or occupiers for different activities. The provision of these facilities is primarily the responsibility of the site owner or occupier and should be adequate to provide for normal activity demands. Through these Standards, the Council will seek to maintain the safety and efficiency of the transport network, and the amenity of, in particular, residential streets.

- TSP2 To allow joint provision of off-street parking, access and loading facilities for multiple on-site activities.**

Explanation

Where multiple on-site activities are established on any one site, or on several sites in close proximity to each other, the Council will allow landowners or occupiers to provide joint off-street parking areas for their common use, provided the number of parking spaces in the joint parking area is the sum of the individual parking requirements of each activity under the District Plan. This can be an effective means of enabling activities to achieve their off-site parking requirements where it is not possible for them to meet all requirements on their own sites. It can also reduce potential conflict with the transport network by reducing the number of egress and ingress points from sites to the transport network.

- TSP3 Provide for public off-street carparking in the Central Commercial zones of Hastings and Havelock North, and additional on-street carparking in the Commercial Precinct of Flaxmere and Retail Precinct of Havelock North.**

Explanation

This recognises the role of Council in providing off-street public carparking to complement private off-street carparking established by landowners and occupiers in compliance with the rules of the District Plan, or under their own initiatives. While the District Plan includes rules for minimum amounts of carparking to be provided by different activities, there are often physical limitations to activities being able to achieve these minimum requirements on their sites. Additionally within the Central Retail Core of Hastings and Commercial Precinct of Flaxmere, some sites have full or part exemptions from off-street parking requirements because of the aim of retaining continuous retail frontage to achieve a compact shopping area. The provision of public parking areas therefore seeks to contribute to the amount of carparking provided in these areas to make them functional, attractive and easy to use for vehicles and pedestrians. The Council's Parking Management Strategy determines the level of parking which the Council will provide in these zones. In the case of Flaxmere the development of new streets will add public on-street parking resource to complement off-street car parking

- TSP4 Implement a range of parking controls to manage the supply and turnover of on-street and off-street public parking.**

Explanation

Parking controls are recognised as being a necessary part of providing an effective and efficient parking regime, by regulating the supply and turnover of carparking, and to recoup in some measure the investment made by the Council on the community's behalf in parking. This includes such controls as time restrictions and parking fees.

- TSP5 Monitor levels of off-street carparking supply to ensure that there is provision of adequate numbers of spaces to meet demand.**

Explanation

Council will regularly monitor land use developments and activity patterns to ensure that the amount of off-street carparking provided by way of private parking required by the provisions of the District Plan, and public parking spaces provided by the Council, correspond to the demands of activities for off-street parking, and are compatible with achieving the Objectives and Policies of the District Plan.

- TSP6 To regularly review the type, manner and effectiveness of any parking controls to ensure that the parking regime remains effective.**

Explanation

There are a variety of methods available to control parking, and these methods need to be applied in an appropriate manner. Regular reviews of the regimes and techniques used are important to ensure that parking controls match parking demand and usage.

- TSP7 Establish minimum design standards for carparking spaces, and parking and loading areas.**

Explanation

Minimum design standards for parking spaces are included in the District Plan to ensure that motorists are able to easily and safely manoeuvre in and out of parking spaces. Standards are also included which require the surfacing of parking areas to avoid dust nuisance, and to avoid gravel, mud or other such materials being spread onto adjoining roads, and to provide reservoir spaces to avoid cars queuing on roads while waiting to enter carparks. There is also an additional standard for public carparking areas which require access drives and pedestrian areas within these areas to be illuminated to ensure the safety and security of people using them at night. Commercial and industrial activities also need to provide an off-street area for the loading and unloading of vehicles. This protects the function and safety of the road from manoeuvring vehicles, double parked vehicles, or vehicles loading or unloading across pedestrian areas. Loading areas are required to be designed to take into consideration the type of vehicles being catered for.

- TSP8 Require turning areas on sites where road safety may be compromised by vehicles reversing on to or off the site.**

Explanation

Vehicles reversing on to or off sites can compromise the safety of the transport corridor, particularly where traffic flows are high, where the land use has the potential to generate a lot of traffic or pedestrians, or where heavy vehicles and cyclist use the area. The requirement to provide on-site turning and manoeuvring areas can assist to maintain and improve safety standards and minimise delays to traffic caused by manoeuvring vehicles.

- TSP9 Control the width and position of access points to each property to minimise the adverse effects of manoeuvring and queuing vehicles.**

Explanation

Standards are included in the District Plan to control the position of access points to properties in order to minimise adverse effects resulting from the queuing and manoeuvring of vehicles entering or exiting the properties. Accesses are required to be positioned a minimum distance away from road intersections to avoid unnecessary distractions for drivers in areas where a visually confusing environment complicates decision making and could be hazardous. The width of access is important to allow ease of vehicle access, and there are also minimum sight distance standards to ensure that there is sufficient visibility to allow vehicles to safely leave the site.

- TSP10 Ensure that the location of non-residential carparking areas are convenient for users.**

Explanation

Generally carparking areas are not used unless their location is obvious to a passing motorist. If a carpark is not easily found then people will park on the street. This can cause a hazard to pedestrians, cyclists and other motorists who will have to contend with parking and manoeuvring vehicles. The siting of carparking areas therefore needs to be obvious to potential users by either being located in front of non-residential developments, or where this is not possible or is undesirable, making sure that the parking area is well sign-posted.

- TSP11 Ensure that public or non-residential carparking areas do not adversely affect adjoining residentially zoned properties.**

Explanation

This recognises the need to ensure that public and non-residential carparking areas do not adversely affect adjoining residentially zoned properties. The District Plan requires that this be achieved either by way of requiring the public or non-residential parking area to be screened by way of a fully enclosed screen of a minimum height, or by a landscaped strip of a minimum width, which is located on the boundary between the carpark and the residential property. There is also a standard which requires any lighting provided for the carpark to be directed away from adjoining residential properties, to avoid glare. This will ensure that the visual amenities of adjoining residential activities are maintained.

- TSP12 Make provision for a cash contribution to be paid by landowners or occupiers in lieu of on-site parking.**

Explanation

Where a landowner or occupier is unable to meet part or all of the requirements of the District Plan for on-site parking provisions, the Council will (where it allows a reduction or waiver of parking requirements) assess the need for the landowner or occupier to make a contribution in cash in lieu of the parking, with the amount being equivalent to the cost of purchasing land nearby and forming the number of carparking spaces not provided on the site. Any contributions taken by the Council will be held and used to develop parking in the area.

14.1.5 METHODS

These Objectives and Policies will be implemented through the following Methods.

- **Hastings District Plan**

Rules which seek to ensure accessible off-street parking and loading facilities are provided for in the Parking, Access and Loading Section of the Hastings District Plan.

- **Hastings District Annual Plan**

Through Council funded and initiated works for the provision of public parking, roading infrastructure and parking control works.

- **Subdivision and Infrastructure Development in Hastings: Best Practice Design Guide**

This document promotes innovative and sustainable land development, subdivision and infrastructure solutions which aim to create high quality urban environments. The guide incorporates examples and pictorial layouts from best practice within New Zealand and encourages landowners and developers to explore designs that will deliver improved living environments for the community. Guidance within this document will help landowners and developers meet the assessment criteria for land development and subdivision and rules associated with property access outlined in the District Plan.

- **Hastings District Council's Engineering Code of Practice**

The Hastings District Council has an Engineering Code of Practice that is updated and consulted on through the Annual Plan process as and when significant changes occur to warrant an update. The Engineering Code establishes standards for the design and construction of roading and service infrastructure which can be used as a means of compliance with the District Plan Objectives, Policies and Rules for the provision of vehicular access to new sites.

- **Parking Management Strategy**

For parking in the Commercial Zones of Hastings and Havelock North.

- **The Building Act 1991**

Includes Standards for the dimensions of paraplegic carparks.

- **Hastings District Council Consolidated Bylaws, 1995**

Part 19: "Traffic and Parking Enforcement."

14.1.6 ANTICIPATED OUTCOMES

It is anticipated that the following specific outcomes will be achieved.

- Protection of the safety and efficiency of the District Roding Network.
- The protection of the amenity values of residential areas where they adjoin public or non-residential carparking areas.

- Vehicle parking, access and loading facilities that are effective, safe and efficient in meeting the needs of individual activities.

14.1.7 RULES

The Parking, Loading and Access associated with an activity, shall be required to comply with the General Performance Standards and Terms in Section 14.1.8 and the Specific Performance Standards and Terms in Section 14.1.9.

14.1.8 GENERAL PERFORMANCE STANDARDS

The following General Performance Standards and Terms apply.

Note that where reference to Commercial Zone is made that it includes the Flaxmere Village Centre Zone which includes the Commercial Precinct, Commercial Service Precinct Flaxmere Community Facility activities in the Community/ Residential Precinct and the precincts of Havelock North Village Centre

Note that where reference to Residential Zone is made that it includes sites used for Residential activity within the Flaxmere Village Centre Zone.

14.1.8.1 ACCESS

(1) Access to Property

Every owner or occupier shall provide safe and effective vehicular access to activities undertaken on a site, and required parking or loading areas from an existing, formed road, over their land or by mutual right of way or service lane (except where the site has Designated Retail Frontage (see Appendix 9.3-1B) or where the site is within the Commercial Precinct of Flaxmere, to enable vehicles to enter the site. The minimum legal widths for private access are contained in Table 14.1.8.1-1 below. Private access to properties shall allow the safe passage from the edge of the roadway to the legal boundary of the lot adjacent to the road or beyond, if required.

Outcome

Vehicular access will be provided to all sites, to facilitate the use of the site for activities.

Schedule C of the Engineering Code of Practice outlines an acceptable means of compliance.

TABLE 14.1.8.1-1 MINIMUM LEGAL WIDTHS OF PRIVATE ACCESS *

Place Context		Typical Classification	Design Environment				Link Content			
Area	Land Use	Hierarchy	Locality Served	Target operating speed (km/h)	Minimum Legal Access Width (m)	Max Grade	Pedestrians (See Note:A)	Passing, Parking, Loading & Shoulder	Cyclists (See Note A)	Minimum movement lane (excluding shoulder) (See Note B)
Urban Area	Residential & home occupation	Private Road / Lane (See Note C)	1 – 3 sites	10	3.6	20%	Shared (in movement lane)	Allow for passing every 50m,	Shared (in movement lane)	2.75
			4 – 6 sites	10	4.5					
Rural Area	Residential and home occupation	Private Road / Lane (See Note C)	1-6 sites	20	6	20%	Shared (on shoulder & Berm)	Allow for passing every 50m, total shoulder 0.5m, sealed	Shared (in movement lane)	3

Note A: Provision will be in accordance with HDC walking and cycling strategy

Note B: The full movement lane can be reduced at intervals to provide for increased amenity and greening of the street and/or traffic calming.

Note C: Any private road or lane serving greater than 6 sites may be required to be offered as public road to be vested by Council.

* For new roads refer to the Assessment Criteria in Section 13.3.10(d)

* Note: Internal vehicle access on land within Appendix 8.0-6 is to be formed to a width and configuration appropriate to serve the development generally in accordance with the Ada Street Retirement Village Concept Plan – Appendix 8.0-6

Place Context		Typical Classification	Design Environment				Link Content (See note D)			
Area	Land Use	Hierarchy	Locality Served	Target operating speed (km/h)	Minimum Legal Access Width (m)	Max Grade	Pedestrians (See Note:A)	Passing, Parking, Loading & Shoulder	Cyclists (See Note A)	Minimum movement lane (excluding shoulder) (See Note B)
Urban / Rural	Commercial and industrial and other activities	Private Road / Lane (See Note C below)	Side or rear service access (1-20 sites)	10	6	12.5%	Shared (in movement lane)	Loading bays	Shared (in movement lane)	2.75

	Private Road / Lane (See Note C below)	1 to 20 sites	10	15	10%	1.5m one side or 1.5m each side	Parking	Shared (in movement lane)	2 x 2.5
	Private Road / Lane (See Note C below)	20 to 200 sites	30	20	10%	3m each side	Parking and loading bays	Shared (in movement lane)	2 x 2.75

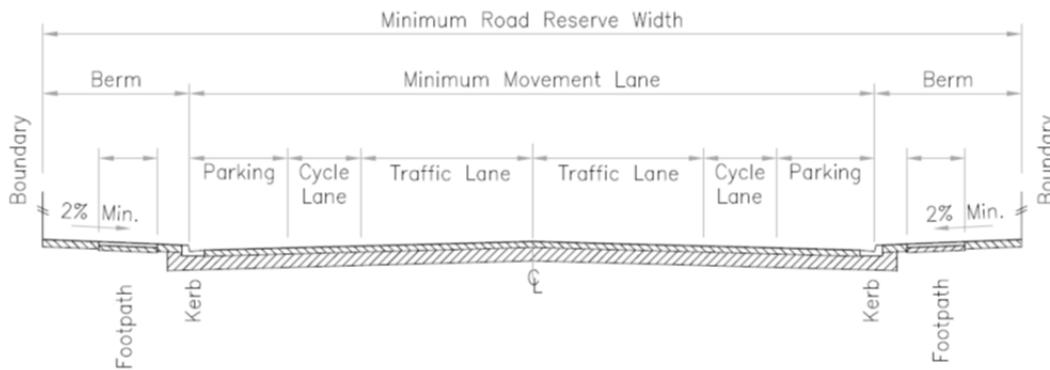
Note A: Provision will be in accordance with HDC walking and cycling strategy

Note B: The full movement lane can be reduced at intervals to provide for increased amenity and greening of the street and/or traffic calming.

Note C: Any private road or lane serving greater than 6 sites may be required to be offered as public road to be vested by Council.

Note D: Link context in rural areas will only apply where residential activities are located within 800m of the subject site

The road cross – section below helps to visually understand the terms used in the tables above.



(2) Distance of Access from Road Intersections

(a) Residential, Industrial and Commercial Zones

The distance that vehicular access to any property may be sited from any local road intersection as defined in the Transport Hierarchy in Appendix 2.5.1, shall be in accordance with the dimensions shown in Appendix 14.1-3. Access in relation to Collector or Arterial Road intersections as defined in the Transport Hierarchy in Appendix 2.5-1 shall be subject to Road Safety Audit as deemed necessary by the Road Controlling Authority.

Outcome

Safe access will be provided for vehicular traffic entering and exiting sites.

Access to any property shall not be sited within 30 metres of an intersection of a State Highway.

(b) Rural Residential, Rural, Plains and Special Character Zones

Access to any property shall be sited a minimum of 100 metres from an intersection of a State Highway.

(3) Access to property Industrial 2 (Irongate) and

Deferred Industrial 2 (Irongate)

Except where the Engineering Code of Practice driver sightline requirements are greater:

- (a) The minimum separation distance between access points shall be:
 - Maraekakaho Road – 100m.
 - any other road – 15m.
- (b) No access located on Maraekakaho Road shall be closer than 100m to an intersection
- (c) No access located on a local road or district collector road shall be closer than 30m to Maraekakaho Road

14.1.8.2 SAFE SIGHTLINE DISTANCES

- (1) Intersections shall be located to ensure that Safe Sightline Distances are maintained. For accessways fronting a Local, Collector or Arterial Route (as defined in the Transport Hierarchy in Appendix 2.5-1) compliance with Austroads standards is deemed an acceptable means of compliance.
- (2) For accessways and intersections fronting a State Highway compliance with Tables II and III, and Diagram I (Section 18) of the Transit New Zealand Highway Planning under the Resource Management Act 1991 Manual, February 1994 is deemed an acceptable means of compliance.

Outcome

Visibility will be maintained at accessways, along roads and at the intersections of roads.

14.1.8.3 LOADING

(1) All Activities except Residential Activities

(a) Provision of Loading Spaces

- (i) Every owner or occupier who proposes to construct or substantially reconstruct or add to a building on any site, or change the activity carried out on the site shall provide a loading space. The loading space shall provide for the suitable or efficient accommodation of any loading or fuelling of vehicles which are likely to arise from the use of any building or activity carried out on the site, except where a service lane is designated or provided, or where the site has Designated Retail Frontage (see Appendix 9.3 - 1). Separate loading spaces shall be provided for each occupier of the site if there are more than one.
- (ii) Every loading space, together with access, shall be designed so that it is not necessary to reverse vehicles either on to or off the street.
- (iii) The provision of a loading space in respect of any site may be made as part of the side and/or rear yard space, but not the front yard space of that site.

Outcome

The unloading, loading, refuelling and maintenance of all vehicles will be carried out wholly on the site without causing any obstruction on footpaths or road reserves.

Outcome

Traffic and pedestrian safety will be maintained.

Outcome

The level of amenity of sites will be enhanced by limiting vehicular disturbance to the rear and side of sites.

- (iv) The method of loading shall ensure that the footpath or access to adjacent properties shall remain clear at all times and ensure traffic safety is maintained on the roads.

Outcome

Traffic and pedestrian safety will be protected, and nuisances to adjoining sites will be avoided, without obstructing footpaths or road reserves.

- (b) Design of Loading Spaces

The design of loading spaces and the layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and the functional design of the building. The layout shall be of sufficient size to accommodate the following design vehicles:

Outcome

The design of loading spaces shall be sufficient to meet the needs of the activities occurring on the sites.

- (i) Activities requiring loading facilities or servicing from heavy vehicles shall comply with the "90 Percentile Design Two Axled Truck". The dimensions and turning circle of this vehicle are in Appendix 14.1-1.
- (ii) Where articulated vehicles or trucks and trailers are anticipated the layout shall be designed to accommodate such vehicles. (Appendix 14.1-1)

14.1.8.4 PARKING

(1) Provision of On-Site Parking

Every owner or occupier who proposes to construct or substantially reconstruct, alter or add to a building on any site, or change the activity carried out on any land or in any building, shall provide suitable areas on the site for parking, in accordance with the requirements listed in Table 14.1.8.3-1 below.

Outcome

The parking needs generated by activities will be catered for on their sites.

Where more than one activity occurs on a site, the total parking requirements for that site shall be equal to the sum of individual parking requirements for each activity.

Outcome

The amount of carparking required will reflect the needs generated by activities carried out on the site.

In assessing the number of spaces to be provided with respect to the floor area of any building, vehicle access and parking spaces contained within the building shall not be included in the area. Where the number of spaces is based on the person capacity or other factor not directly related to floor area, such spaces shall be assessed following receipt of a written statement from the owner, lessee or proprietor of the premises stating the number of persons which the activity or proposed activity will accommodate.

Table 14.1.8.3-1 CARPARKING SPACE REQUIREMENTS

TYPE OF ACTIVITY	MINIMUM NUMBER OF CARPARKING SPACES
• Retail Shops	1 space per 33m ² gross floor area
• Banks (excluding office areas)	1 space per 33m ² gross floor area
• Administrative, Commercial and Professional Office Areas	1 space per 50m ² gross floor area
• Medical Centres, Veterinary Centres, Hospitals and Hospices in Commercial Zones.	1 space per 50m ² gross floor area
• Medical Centres, Veterinary Centres, Hospitals and Hospices in Residential Zones (excluding Health Care Services located on land identified in Appendix 8.0-4).	4 spaces per practitioner
• Health Care Services located on land identified in Appendix 8.0-4.	Clinical Services 1 space per 50m ² gross floor area. Ancillary Support 1 space per 75m ² gross floor area. Administration 1 space per 50m ² gross floor area. Places of Assembly 1 space per 100m ² gross floor area.
• Motor Vehicle Showrooms, Car Sales Yards, Motor Vehicle Hire Areas	1 space per 100m ² gross floor, display area
• The Workshop Areas of Service Stations and Garages.	1 space per 20m ² workshop gross floor area (each service or lubrication bay may be counted as one space)
• Cafes and Restaurants	1 space per 4 seats, plus 1 space per 2 staff
• Premises used for the sale of liquor, excluding cafes, restaurants and bottle stores	1 space per 6m ² gross public floor area
• Supermarket	1 space per 18m ² gross floor area
• Supermarkets within a Megacentre	1 space per 20m ² gross floor area
• All other Commercial Activities, Commercial Service Activities and Suburban Commercial Activities not listed above • Emergency Service Facilities	1 space per 50m ² gross floor area
• Homes For the Aged	1 space per 10 residents the facility is designed to accommodate, plus 1 space per 2 staff
• Boarding Houses and Hostels	1 space for every 3 persons the facility is designed to accommodate, plus one space per 2 staff
• Education Facilities	1 space per classroom plus 1 space per five classrooms
• Daycare Centre	1 space per 2 staff
• Visitor Accommodation (excluding hostels), Camping Grounds and Caravan Parks	1 space per bedroom or unit, plus 1 space per 2 staff
• Dwellings, Retirement Villages and Secondary Residential Buildings	1 space per household unit (can include spaces within garages or carports)
• Home Occupations	1 space per employee not resident on the site
• Romanes Drive Recreation Club Area	1 space per 50m ² gross floor area
• Recreation Activities, Entertainment Activities, Places of Assembly	1 space per 10 seats the facility is designed to accommodate. Where a building is not intended for seating, 5 spaces per 100m ² gross floor area. Plus 0.1 spaces per 100m ² of recreation space or playing fields

• Industrial Activities (not listed separately)	1 space per 2 persons usually employed on the site at any one time.	
• Industrial 3 Activities	1 space per 105m ² of saleyard area	
• Industrial 4 Activities	1 space per 3 persons usually employed on the site.	
• Industrial 5 Activities	95 spaces for activities existing prior to (the Operative date of the Hastings District Plan). Any new, proposed activities shall comply with the relevant requirements listed above	
• Network Utilities	All permanent employee parking requirements shall be provided on the site.	
• Regional Sports and Recreation Facility	Minimum number of car parking spaces required where the maximum car parking requirement has not been reached (required to be provided for staging of specified activities only)	
With regard to the regional sports and recreation facility, maximum car parking requirement for the site is 584 car parks. Additional car parking for major events will be made available as a Controlled Activity.	Soccer pitches	18 per pitch
	Athletics grandstand	1 per 10 seats
	Netball courts	14 per court
	Tennis courts	3 per court
	Gym	4.5 per 100m ²
	Indoor Sports Facility	5 per 100m ²
	Velodrome	1 per 10 seats
	Minimum number of bus parking spaces required (required to be provided for staging or specified activities).	
	Soccer Pitches	5
	Athletics Grandstand	5
Netball Courts	5	

Table 14.1.8.3-2 CARPARKING SPACE REQUIREMENTS FOR LARGE FORMAT RETAILING ACTIVITIES WITHIN THE LARGE FORMAT RETAIL ZONE

TYPE OF ACTIVITY	SIZE (m ²)	MINIMUM NUMBER OF CARPARKING SPACES
Slow Trade Retailer	Over 1000m ²	1 space per 40m ² retail gross floor area
Fast Trade Retailer	Over 1000m ²	1 space per 25m ² retail gross floor area
Megacentre	1000 – 10,000m ² gross floor area	1 space per 25m ² retail gross floor area
	10,000 – 20,000m ² gross floor area	1 space per 28m ² retail gross floor area
	20,000 – 30,000m ² gross floor area	1 space per 30m ² retail gross floor area
	Over 30,000m ² gross floor area	1 space per 33m ² retail gross floor area

Ancillary Activity*	N/A	1 space per 50m ² gross floor area
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*For the purposes of applying this rule ancillary activity means both ground and mezzanine floors used for storage purposes, ablution and inwards goods areas.

When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half shall be disregarded, and fractions of one half or more shall require an additional parking space.

The provision of parking on a site may be made as part of any required yard space of the zone, except that the parking space shall be exclusive of land required for service lane or road, and shall not form any part of open space provided to meet any minimum open space, landscaping and/or specific performance standards of the zone where the site is located.

Any on-site parking made available to comply with these standards shall remain undiminished by the subsequent erection of any structure, storage of goods or any other use.

(a) Exemptions From The Above On-Site Parking Requirements

For sites in the Hastings Central Commercial Zone, which have Designated Retail Frontage (see Appendix 9.0-1(B)) (Section 9.3 Central Commercial Zone), the following exemptions from the above on-site parking requirements shall apply:

Outcome
Activities located on sites in the Central Commercial Zone of Hastings, with Designated Retail Frontage, will be fully or partly exempt from providing on-site parking, in order to maintain a compact Central Retail Core, and continuous retail frontage.

- (i) For sites located in the area identified as 'A' in Appendix 9.0-1(C) (Central Commercial Zone), an exemption of 100% from the above standards for on-site parking standards shall apply. Where any on-site carparking provision is made it shall be provided to the rear of the sites and the general standards above shall apply.
- (ii) For sites located in the areas identified as 'B' in Appendix 9.0-1(C) (Central Commercial Zone), an exemption of 50% from the above on-site standards shall apply, provided that:
 - Any on-site parking shall be located to the rear of sites; and
 - Permitted activities within existing buildings in this area shall have a 100% exemption from the above on-site parking standards.

(b) For sites within the Commercial Precinct, Flaxmere Village Centre Zone, the following exemptions shall apply from the 30th July 2012:

Outcome
Commercial activities located within small-scale new buildings and within existing buildings will be fully exempt from providing on-site parking in order to maximise the intensity and compactness of commercial activities, maintain a continuous retail frontage and encourage more efficient use of the existing car parking supply within the Commercial Precinct of Flaxmere Village Centre Zone.

- (i) For new Commercial Activities that occupy a new building with a gross floor area which is less than 300m² an exemption of 100% from the above on-site parking standards shall apply; and
- (ii) For new Commercial Activities that occupy an existing building (including those over 300m² gross floor area) an exemption of 100% from the above on-site parking standards shall apply.
- (iii) Where alterations associated with new or

existing Commercial Activities are occurring required parking will apply to the floor area of addition only and not retrospectively to existing floor area.

(c) Within the Retail Precinct, Havelock North Village Centre Zone, the following exemptions shall apply:

- (i) For separate Commercial Activities that occupy a new building or use any part or parts of a new building with a useable area less than 300m², an exemption of 100% from the standard 14.1.8.4(1) shall apply.
This exemption shall only apply once to a title and cannot be used to stage a number of new buildings on a title (with each building having a useable area of less than 300m²); and
- (ii) For new Commercial Activities that occupy a building (including those over 300m² gross floor area) that existing prior to 24th March 2012 an exemption of 100% from the above on-site parking standard shall apply.
- (iii) Where any on-site carparking is supplied, it shall be located to the rear on the site and standard 14.1.8.4(4) shall apply.

Outcome

Commercial activities located within small-scale new buildings and within existing buildings will be fully exempt from providing on-site parking in order to maximise the intensity and compactness of commercial activities, maintain a continuous retail frontage and encourage more efficient use of the existing car parking supply within the Retail Precinct of Havelock North Village Centre Zone.

(2) Parking Spaces For People With Disabilities

Developers, owners or occupiers when constructing carparks, shall make provision for paraplegic carparks in compliance with Appendix 14.1-2 and be clearly marked or signposted as such.

Outcome

Provision will be made for paraplegic carparks within on-site carparking areas where appropriate.

(3) Jointly Used Parking Areas

The Council may permit two or more developers, owners or occupiers to construct a parking area for their common use, where the number of spaces provided is the sum of their individual parking requirements under the District Plan.

Outcome

Parking requirements for individual activities may be achieved by way of the use of off-street joint parking areas shared with other activities.

The Council shall require written documentation of the agreement or arrangement entered into for the provision of the joint parking, as well as a legal undertaking or other form of guarantee from the parties concerned acknowledging their responsibility to provide and maintain the amount of parking required by this Section of the District Plan.

Should circumstances change with respect to the right of any developer, owner or occupier to use the joint parking area, the developer, owner or occupier shall notify the Council of the change within 7 days of the change occurring. The Council will reserve

the right to re-impose the individual parking requirements of this plan where a joint parking area is no longer available for use.

(4) Design and Construction of Parking Areas

(a) Vehicle Dimensions

Parking spaces provided shall be of a sufficient size and suitable layout to accommodate a “90 Percentile Design Motor Car” as shown in Appendix 14.1-2. The design for any critical access conditions, such as a ramp included as part of a parking building shall be adequate for a “99 Percentile Design Motor Car” (refer also to general performance standard 14.1.8.1). The dimensions and turning circle of the vehicle are shown in Appendix 14.1-1(A).

Outcome

The design of parking areas will be sufficient to meet the needs of activities occurring on sites.

(b) Parking Spaces For Residential Activities

Parking spaces for residential activities in any Residential zone shall have a minimum internal dimension of 3.0 m (width) by 5.5 m (length).

(c) General Design And Construction Details

All public and required parking areas, and any outdoor display areas (such as car, caravan or boat sales yards) shall comply with the following general requirements:

- (i) Parking areas in any Commercial or Industrial Zone shall be formed and sealed with an all-weather surface.

Outcome

Parking areas will not create a dust nuisance nor permit vehicles to carry deleterious material, such as mud, stone, chip or gravel, on to a public street or footpath.

- (ii) Parking areas shall be designed and constructed to ensure that stormwater runoff from the parking area does not adversely affect adjoining properties.

Outcome

Parking areas will be suitably formed and drained so as not to create any adverse effects on adjacent sites.

- (iii) Parking areas, together with access and turning space, shall be designed to ensure that vehicles are not required to reverse either on to or off a street, provided that this requirement shall not necessarily apply in any residential zone where a single access serves not more than two residential buildings.

Outcome

Pedestrian and traffic safety will be maintained.

Vehicles using the parking area shall be prevented from entering or leaving the site except by the access drive.

- (iv) Where a public or non-residential parking area is within or adjoins a residential zone a 1.8 metre high, fully enclosed screen shall be

Outcome

The visual amenities of adjoining residential activities will be maintained.

erected or a landscape strip of a minimum width of 5 metres adjoining the boundary of the residential zone shall be provided. These requirements may be reduced or waived with the consent of the adjoining neighbour.

- (v) A reservoir space shall be provided within public carparks to prevent vehicles queuing on the street. *Outcome*
The safety and efficiency of the roading network will be maintained.
- (vi) Provision shall be made for the illumination of access drives and pedestrian areas within public carparks. Such illumination is to be directed away from adjoining residentially zoned sites. *Outcome*
The safety and security of motorists and pedestrians will be maintained. Nuisance to nearby residential properties from spillage of light will be avoided.
- (vii) Non-residential parking spaces required to be sealed by standard 14.1.8.3 (4)(c)(i) shall be marked out and where there is a separate requirement for staff parking such spaces shall be clearly identified. *Outcome*
The efficiency of carparks will be maintained allowing them to operate at maximum capacity. This will minimise the need for on-street carparking.

14.1.9 SPECIFIC PERFORMANCE STANDARDS AND TERMS

The following Specific Performance Standards and Terms apply.

14.1.9.1 ACCESS

(1) Vehicle Standing Bay

(a) Residential Zones

In all residential Zones, a 5 metre long Vehicle Standing Bay shall be located within the Vehicle Access to all garages and carparks.

Outcome
In the Residential Zone all loading, unloading and parking will be carried out wholly on the property without causing an obstruction over footpaths or road reserves.

14.1.10 ASSESSMENT CRITERIA - RESTRICTED DISCRETIONARY ACTIVITIES

Explanation of Assessment Criteria:

For Restricted Discretionary Activities, the following identify those matters which Council has restricted its discretion over in assessing resource consent applications.

14.1.10.1 GENERAL

- (a) Whether the configuration of the site or the manner of development of a group of small sites, makes it impractical, or delays, the provision of parking spaces.
- (b) Whether it is unlikely that the parking spaces can be satisfactorily provided on the site.

- (c) Whether the floor area of a proposed non-residential building is less than 200m² and the site is not part of a major development, and at the same time vehicles parked on the street in connection with the site would not create an undue traffic hazard or adversely affect the free flow of traffic on the street.
- (d) Where joint use of a parking area is made between two or more developers, whether a partial or complete waiver of the parking requirements can be made where it can be shown that the parking demand of one or more of the developers occurs at a different time of day from that of the remaining developers. The Council may re-impose the individual parking requirements should circumstances change with respect to the right of any developer to use the joint parking area.
- (e) Written documentation of the agreement or arrangement entered into for the provision of the joint parking, as well as a legal undertaking or other form of guarantee from the parties concerned acknowledging their responsibility to provide and maintain the amount of parking proposed, will be required.
- (f) Whether the site is to be used for elderly persons housing.
- (g) Whether a residential site is inaccessible to vehicular traffic.
- (h) Whether a set back will be required for on-street parking, with or without a change in the number of spaces to be provided and the need for the full cost to be borne by the owner or developer.
- (i) Whether a financial contribution in cash will be required, in lieu of the parking, with the amount being equivalent to the cost of purchasing land nearby and forming the number of carparking spaces not provided on the site.
- (j) In the Retail Precinct of Havelock North, when, under Section 14.2.8.4(1)(c) the carparking exemption does not apply, a carparking assessment from a suitably qualified person shall be submitted with a resource consent application which demonstrates the extent to which the development meets the objectives of the Havelock North Village Centre Zone and policies of the Retail Precinct without significantly impacting upon the availability of the on-street carparking resource with the Havelock North Village Centre.
- (k) In the Retail Precinct of Havelock North, residential activities are expected to meet the minimum carparking requirements under Section 14.2.8.4(1). For an exemption to the residential carparking requirements to be granted, a suitable and convenient alternative car parking resource will need to be made available.

14.1.10.2 ACTIVITIES WHICH DO NOT COMPLY WITH THE DISTANCE FROM INTERSECTION STANDARD 14.1.8.1(2)

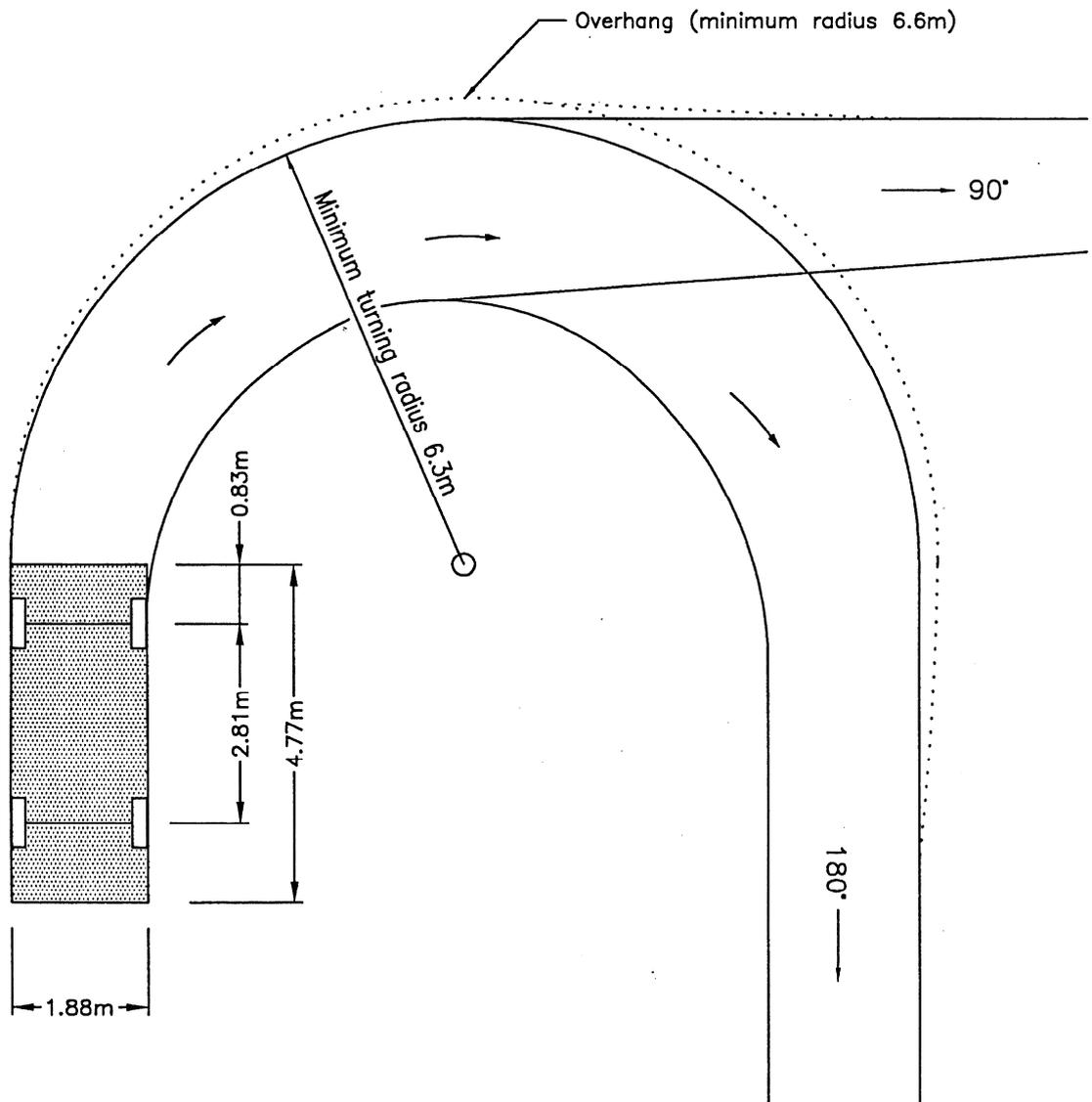
- (a) Whether the dimensions of the site or the location of buildings or other physical features of land or buildings or proposed buildings preclude a reasonable compliance with the minimum standard for distance from the road intersection.
- (b) The current and expected traffic volume of the street which the property fronts, and whether the proposed location of the vehicle access and the expected traffic generated from the activities on the property will have no significant effect on the safety or efficient operation of the road intersection.

14.1.10.3 LOADING SPACES WHICH DO NOT COMPLY WITH STANDARD 14.1.8.3

- (a) Whether the site is of insufficient size and/or frontage and/or covered by buildings that the provision of off-street loading, in accordance with the General Performance Standards in Rule 14.1.8.2(iii), is not practical or possible.

- (b) The level of vehicular activity likely to be generated by the activity on the site and whether a kerb-side loading space can be provided which is of sufficient capacity to accommodate the activity. The minimum dimensions for a kerb-side loading space shall be 3.5 metres wide, 3.5 metres high and 7 metres deep, measured from the street boundary.
- (c) The need to require the developer to enter into an agreement with adjacent owners to provide and maintain a jointly used loading space.
- (d) The current and expected traffic volume on the street which the loading space will front, and whether the operations of the loading space will have a significant effect on the safety or efficient operation of the street.
- (e) In the Flaxmere Commercial Precinct, the extent to which loading and servicing can be limited to those hours that are outside peak use time for pedestrians.

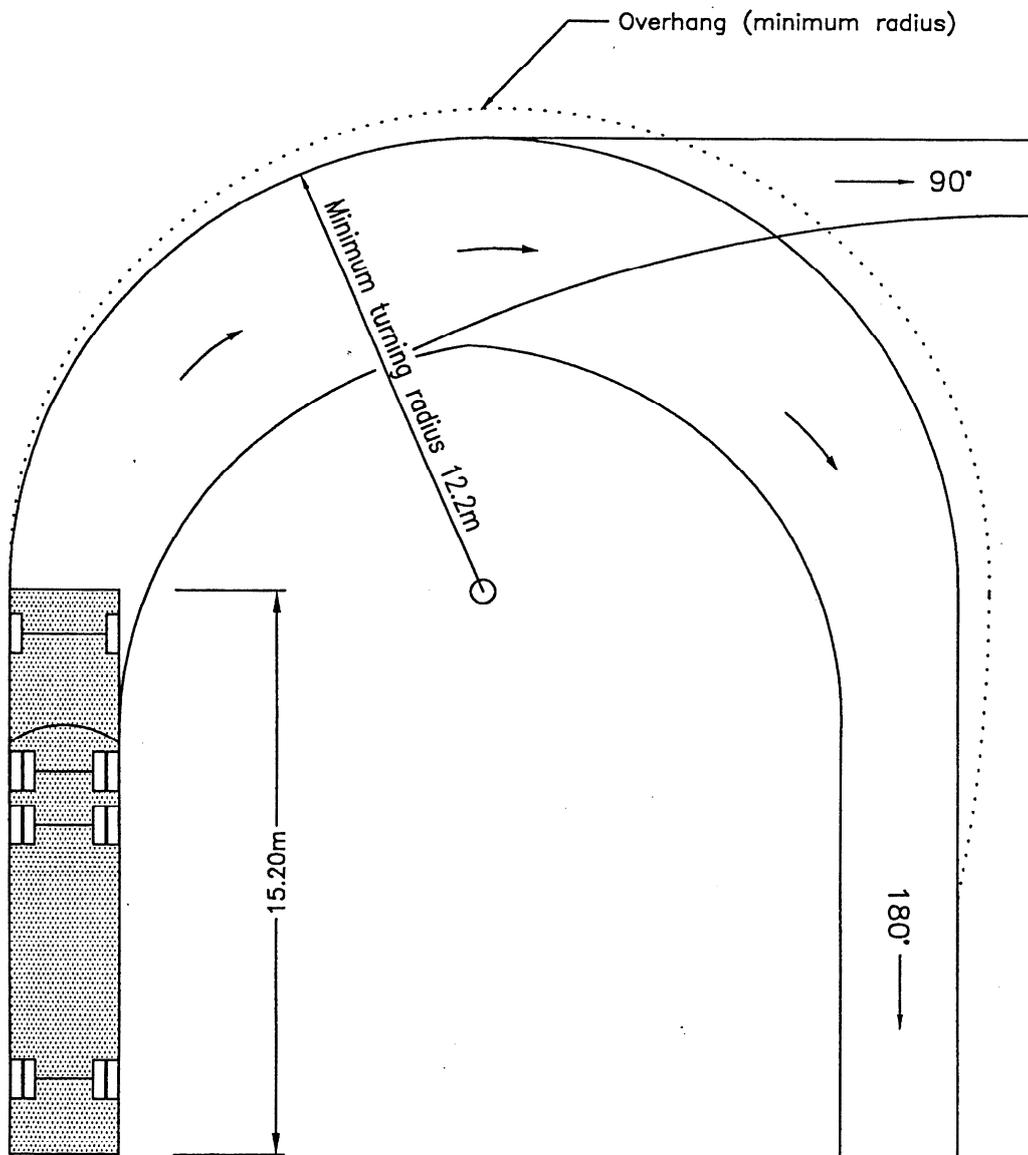
MINIMUM RADIUS TRACKING CURVE FOR 90 PERCENTILE CAR



SCALE 1:100

- NOTE:
- * Minimum recommended clearance for both sides of the vehicle is 600mm
 - * Minimum turning radius – required extent of hard surface
 - * Minimum overhang radius – area required to be kept clear of obstruction

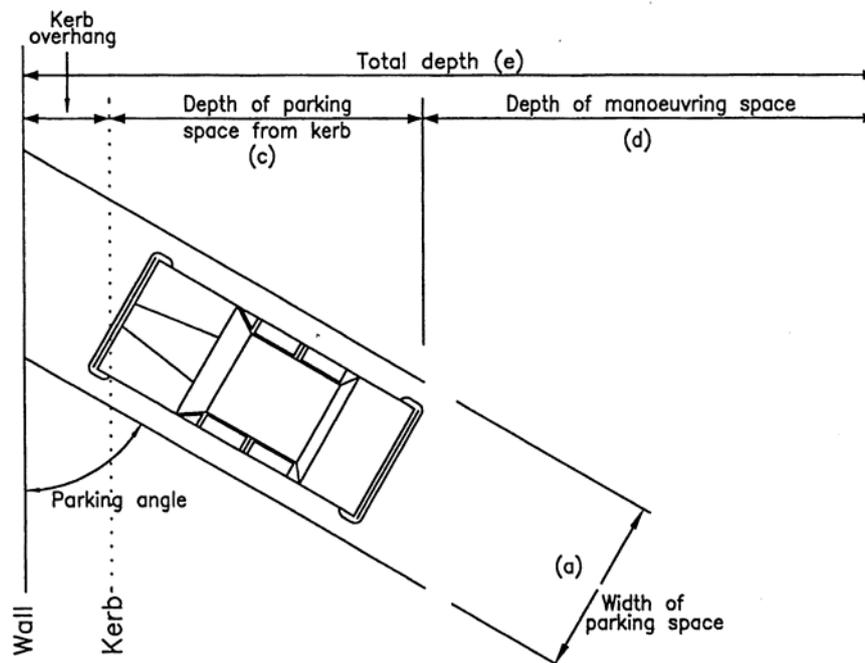
MINIMUM RADIUS TRACKING CURVE FOR 90 PERCENTILE SEMI-TRAILER



SCALE 1:200

- NOTE:
- * Minimum recommended clearance for both sides of the vehicle is 600mm
 - * Minimum turning radius – required extent of hard surface
 - * Minimum overhang radius – area required to be kept clear of obstruction

CAR PARKING DIMENSIONS



Type of Parking		Stall Width (a)	Stall Depth		Manoeuvre Aisle Width (d)	Total Depth (e)
			from wall (b)	from kerb (c)		
Parking Angle	Type	ALL MEASUREMENTS ARE IN METRES				
90°	Nose in	2.5	4.9	3.9	7.7	12.6
		2.6			7.0	11.9
		2.8			6.6	11.5
75°	Nose in	2.5	5.2	3.9	6.3	11.5
		2.6			5.2	10.4
		2.8			4.1	9.3
60°	Nose in	2.5	5.2	4.2	4.1	9.3
		2.6			3.5	8.7
		2.8			3.2	8.4
45°	Nose in	2.5	4.9	4.1	2.6	7.5
		2.6			2.4	7.3
		2.8			2.3	7.2
30°	Nose in	2.5	4.0	3.4	2.4	6.4
		2.6			2.4	6.4
		2.8			2.3	6.3
0°	Parallel	2.5	Stall length 6.1		3.7	

Note: Ministry of Transport recommends a minimum manoeuvre aisle width of 3.7m
 Disabled persons stall width is 3.6m. All other specifications as in the table above.
 Disabled persons parking for vehicles requiring wheelchair access shall be provided as follows:
 1 space for up to 10 total spaces provided
 2 spaces for up to 100 total spaces provided
 1 extra space for every additional 50 spaces

MINIMUM DISTANCE OF A VEHICLE CROSSING FROM AN URBAN INTERSECTION

