

9.7.1.2 Loading

- a) The following shall be the minimum number of loading spaces to be provided in respect of:
- i) any retail, industrial storage, or industrial activity:

Gross Floor Area of Activity (sq.m)	No. of Loading Spaces
0 - 5,000	1
5,001 - 10,000	2
Over 10,000	3 + 1 per 7,500 sq.m.

- ii) other activities (except that no loading space is required for accommodation comprising five or less self-contained units):

Gross Floor Area of Activity (sq.m)	No. of Loading Spaces
0 - 20,000	1
20,001 - 50,000	2 (one on-street for courier services)
Over 50,000	3 + 1 per 37,160 sq.m (one on-street for courier services)

- b) On those sites where access is restricted under Rule 9.7.1 (refer Figure 9.1) and alternative access is not possible, the loading requirements of any proposal on these sites shall be deemed to be satisfied.
- c) The loading requirements in this rule do not apply to port and harbour facilities for the handling of any seaborne cargoes, workshops and slipways and industrial storage associated with the harbour or port which are located in the Port Precinct.

9.7.1.3 Bus and Coach Parking

The following shall be the minimum number of bus and coach spaces to be provided in respect of:

- i) Hotels and serviced Apartments: 1 space for every 200 rooms.
- ii) Entertainment facilities (excluding cinema complexes): 1 space for every 450 seating capacity.

9.7.2	STANDARDS FOR FORMATION OF PARKING AND LOADING AREAS
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9.7.2.1 Fractional Spaces

Where an assessment of the permitted parking or required loading standards results in a fractional space, any fraction under one half shall be disregarded and any fraction of one half or more shall be counted as one space.

9.7.2.2 Assessment of Floor Area

The area of any required loading and permitted parking space or spaces and of vehicular access drives and aisles provided within a building shall be excluded from the assessment of gross floor area (as defined in this Plan) of that building for the purpose of ascertaining the total number of spaces required or permitted.

9.7.2.3 Size of and Access to Parking and Loading Spaces

A. Every permitted parking and/or required loading space shall:

- a) have dimensions in accordance with Figure 9.2 Manoeuvring & Parking Space Dimensions;
- b) be provided with such access drives and aisles as necessary for vehicles travelling to and from the road, and for the manoeuvring of vehicles within the site. In determining the extent of area required for manoeuvring space, the Council will be guided by the 90 and 99 percentile car and truck tracking curves shown in Figures 9.4, 9.5 and 9.6.
- c) In applying the tracking curves:
- the clearances identified in Figures 9.4 and 9.5 shall be maintained between the vehicle tracking area curve and any fixed object.
 - for public and customer car parking and for activities in (d (i)) below, the 99 percentile tracking curves shall apply.
- d) be located on the same site as the activity to which it relates, be available at all times and shall have adequate useable access to that activity or building. Each loading space shall be adjacent to an adequate area for goods handling and shall be convenient to any service area or service lift.
- In addition every loading space shall be of useable shape and shall be of the following dimensions:
- for passenger transport stations and other similar activities, not less than 9m in depth.



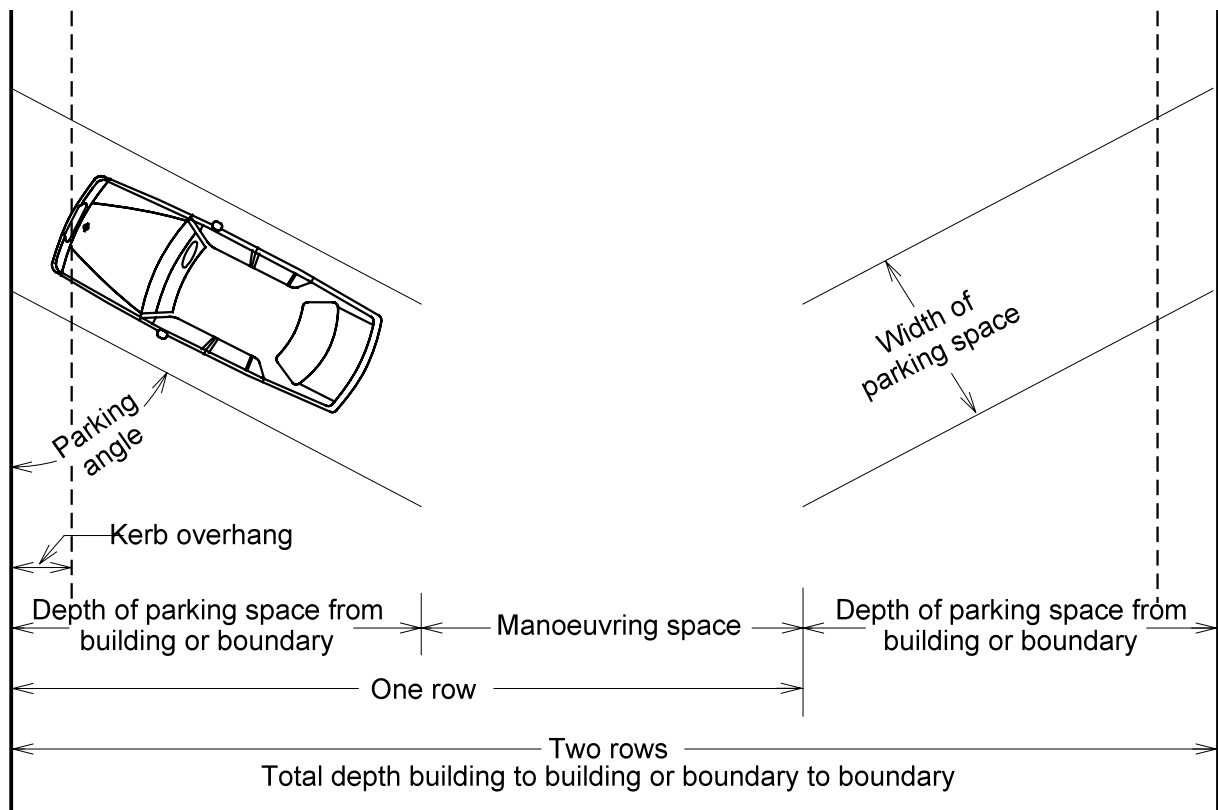
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- ii) for retail, offices, residential, industrial storage, industry, services and other similar activities, not less than 8m in depth.
- iii) for offices and other activities, where the gross floor area is not greater than 1500 m², and where on-street space is available for occasional servicing by larger vehicles, 6m long, 3.0m wide, 2.6m high.
- iv) notwithstanding anything to the contrary in the foregoing clauses, for articulated vehicles, not less than 11m in depth.
- v) for adequate manoeuvring, not less than 3.5m in width, or such greater width as is required.
- vi) not less than 3.8m in height.
- vii) for service and manoeuvring areas the gradient shall not exceed 1:12.5. Gradients shall be kept to a minimum.

B. Every required bus/coach parking space shall:

- a) have minimum dimension of 11 m x 3.5 m with a vertical clearance of 3.8 m.
- b) be provided with such access drives and aisles as necessary for vehicles travelling to and from the road, and for the manoeuvring of vehicles within the site. In determining the extent of area required for manoeuvring space, the Council will be guided by the bus tracking curve shown in Figure 9.6a.
- c) In applying the tracking curves:
 - i) the clearances identified in Figures 9.6a shall be maintained between the vehicle tracking area curve and any fixed object.
- d) be located on the same site as the activity to which it relates, be available at all times and shall have adequate useable access to that activity or building.

Figure 9.2 Manoeuvring and Parking Space Dimensions



Parking Angle	Width of Parking Space	Kerb Overhang	Depth of Parking Space	Manoeuvring Space	Total Depth One Row	Total Depth Two Rows
90° Regular Users*	2.3(a)	1.0	4.9	8.3	13.2	18.1
	2.4(b)	“	“	7.1	12.0	16.9
	2.5	“	“	6.7	11.6	16.5
	2.6	“	“	6.3	11.2	16.1
	2.7	“	“	5.9	10.8	15.7
	≥2.75	“	“	5.9	10.8	15.7
90° Casual Users*	2.5	1.0	4.9	8.1	13.0	17.9
	2.6	“	“	7.1	12.0	16.9
	2.7	“	“	6.7	11.6	16.5
	≥2.75	“	“	6.6	11.5	16.4
75°	2.3(a)	1.0	5.2	7.0	12.2	17.4
	2.4(b)	“	“	6.5	11.7	16.9
	2.5	“	“	6.0	11.2	16.4
	2.6	“	“	5.7	10.9	16.1
	2.7	“	“	5.0	10.2	15.4
	≥2.75	“	“	4.3	9.5	14.7
60° (3)	2.3(a)	1.0	5.2	5.0	10.2	15.4
	2.4(b)	“	“	4.6	9.8	15.0
	2.5	“	“	4.1	9.3	14.5
	2.6	“	“	3.5	8.7	13.9
	2.7	“	“	3.3	8.5	13.7
	≥2.75	“	“	3.2	8.4	13.6
45° (3)	2.3(a)	0.8	4.9	3.3	8.2	13.1
	2.4(b)	“	“	2.9	7.8	12.7
	2.5	“	“	2.7	7.6	12.5
	2.6	“	“	2.5	7.4	12.3
	2.7	“	“	2.4	7.3	12.2
	≥2.75	“	“	2.3	7.2	12.1
30° (3)	2.3(a)	0.6	4.0	2.5	6.5	10.5
	2.4(b)	“	“	2.4	6.4	10.4
	2.5	“	“	2.4	6.4	10.4
	2.6	“	“	2.4	6.4	10.4
	2.7	“	“	2.3	6.3	10.3
	≥2.75	“	“	2.3	6.3	10.3
Parallel (3)	5.9	0.4	2.5	3.6	6.1	8.6
	6.1	“	“	3.3	5.8	8.3
	6.3	“	“	3.0	5.5	8.0



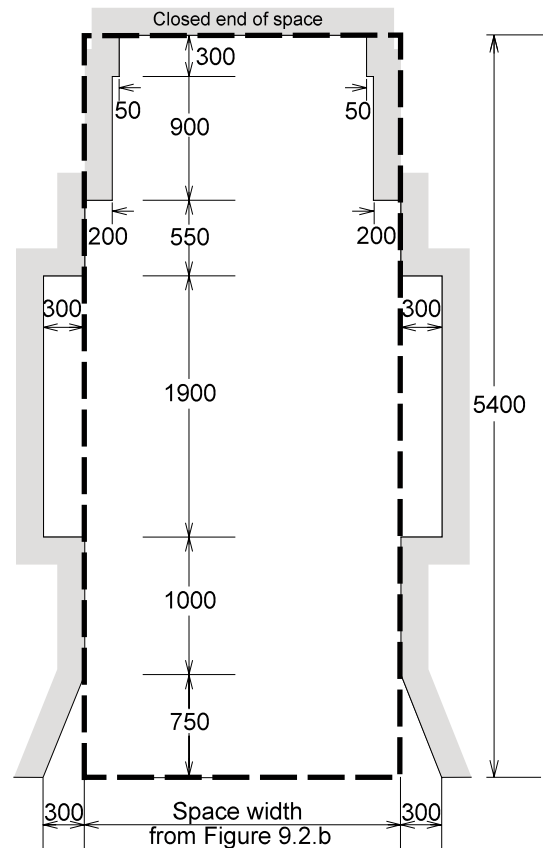
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- * Regular users are people whose regular use gives them a familiarity with the building that permits smaller safe clearances between vehicles and parts of buildings. Casual users are people (usually short-term visitors) who would not be familiar with the building layout.

NOTES:

- Stall widths of 2.3m should only be used where users are familiar with the carpark, and parking is long term. This stall width does not meet the requirements of the Building Code.
- Stall widths of 2.4m should generally only be used where users are familiar with the carpark. This stall width does not meet the requirements of the Building Code for Casual Users.
- Minimum aisle widths are 3.5m for a one-way aisle, and 5.5m for a two-way aisle. Where an aisle serves more than 50 spaces, it should be designed as a circulation route in which case the minimum width for a two-way aisle increases to 6.5m. Note that the Building Code requires an extra 0.8m width where pedestrians use a vehicle circulation route.
- Stall widths shall be increased by 0.3m where they abut obstructions such as columns or walls.
- All overhang areas shall be kept clear of objects greater than 150mm in height.
- Where parallel end spaces have direct access through the end of the stall the length of the stall may be reduced to 5.4m.
- One-way traffic is assumed for angle spaces.
- Carparks shall have a height of at least 2.3m over the full area of the space, except where special provision is made to divert "over-height" vehicles, in which case the minimum height may be reduced to 2.1m.
- The Building Code may require carpark spaces to be provided for people with disabilities. Details of the requirements for these spaces may be found in the Building Code or NZS 4121.
- Linear interpolation is permitted for stall width, parking angle and aisle width.
- Carpark spaces which comply with the preferred design envelope of Figure 9.3 are deemed to comply with the dimensions of Figure 9.2.

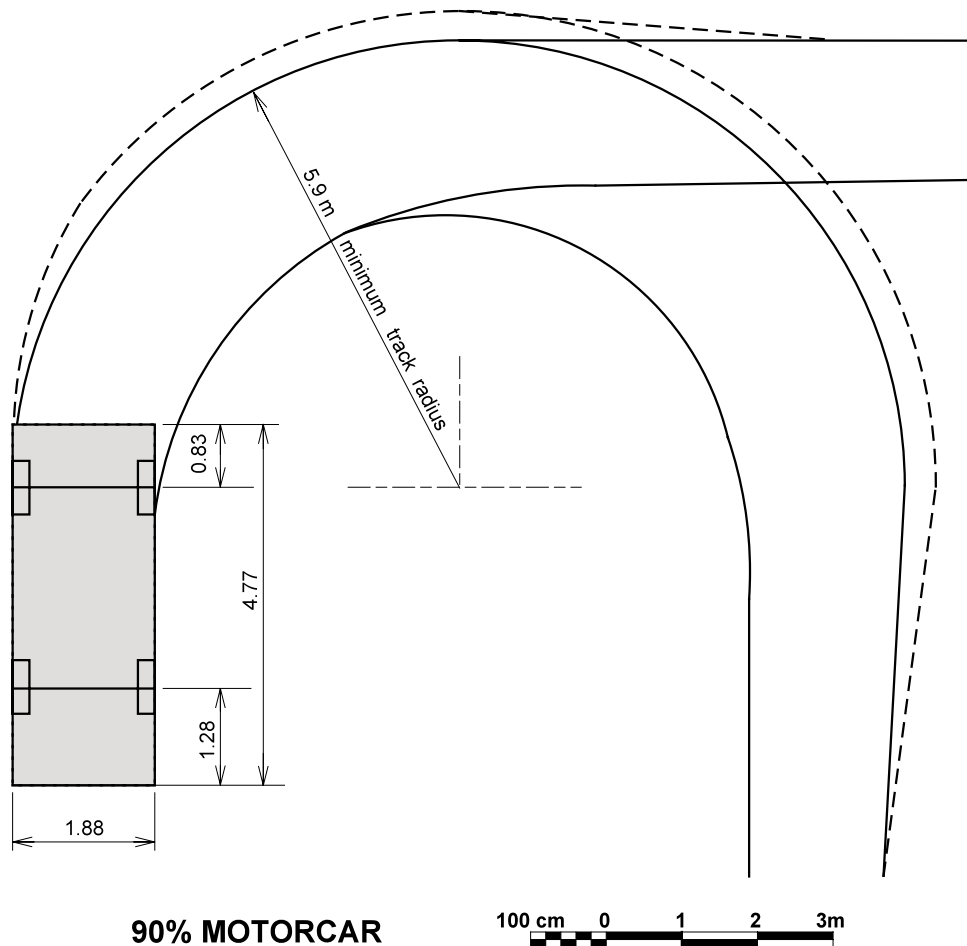
Figure 9.3
Preferred Design Envelope around vehicle



Note: Not to scale
Dimensions in millimetres
The preferred design envelope provides for structural elements to be clear of all four side doors whereas the standard provides for the opening of the front door only (when nose in)



Figure 9.4 Vehicle Tracking Curve

**Legend**

- Wheel tracks
- - - - Front overhang

Clearances:

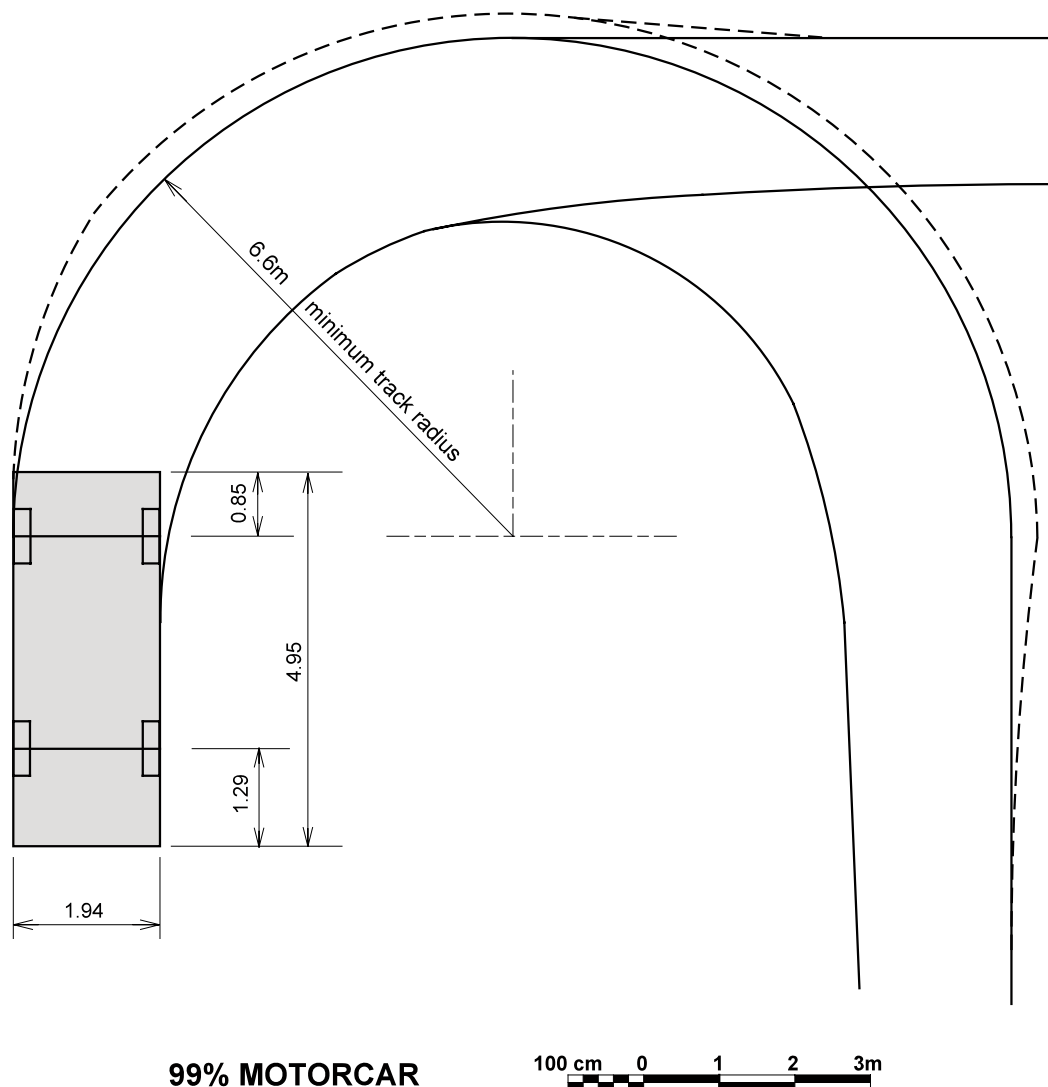
Speeds less than 10km/hr: 300mm minimum on each side of vehicle.

Speeds greater than 10km/hr: 600mm minimum on each side of vehicle.

NB: Absolute minimum radius - inappropriate for speeds > 10km/hr.



Figure 9.5 Vehicle Tracking Curve



Legend

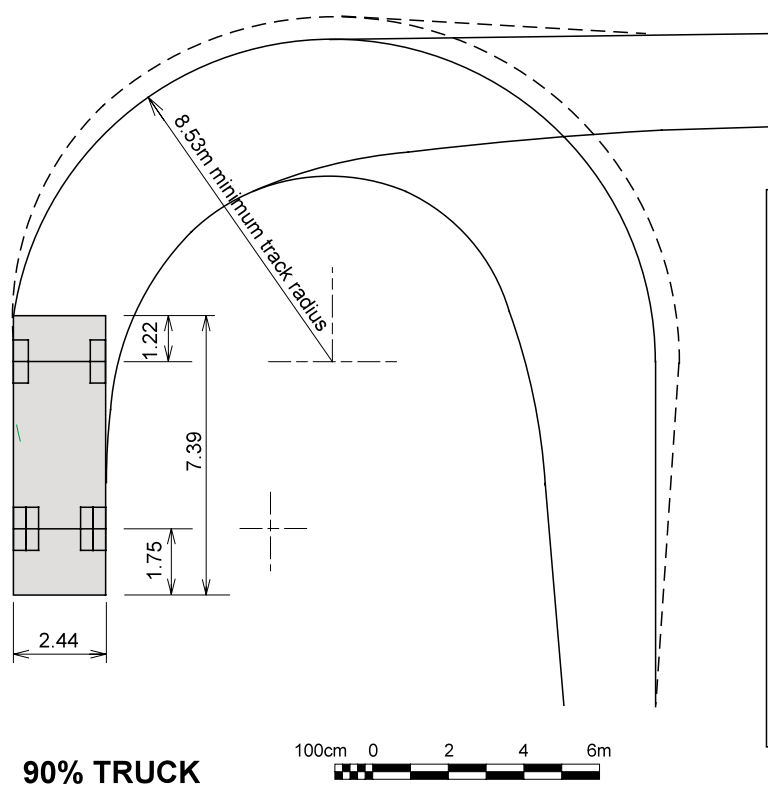
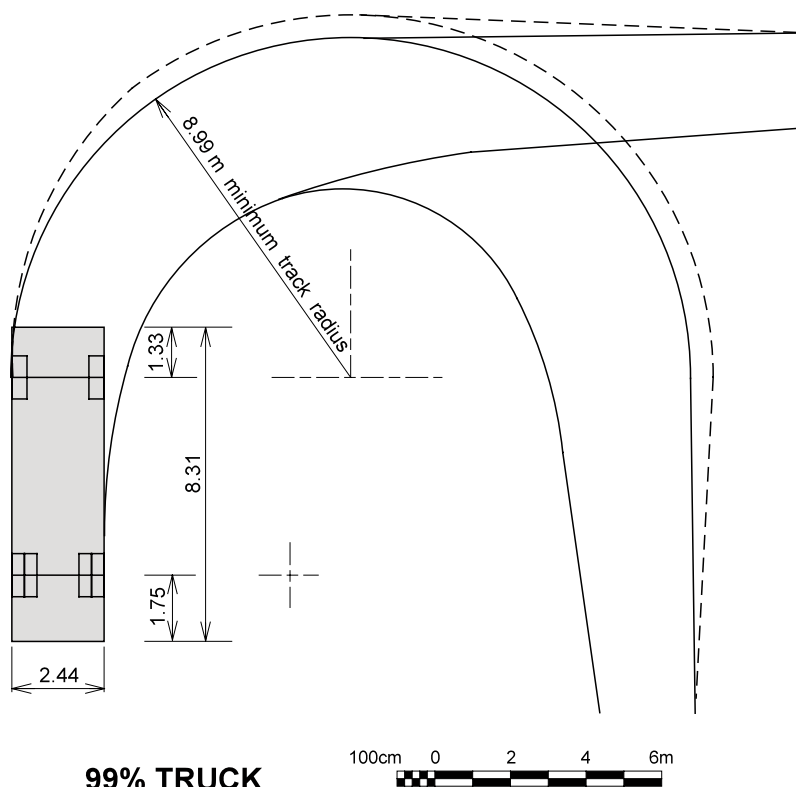
- Wheel tracks
- - - - - Front overhang

Clearances:

Speeds less than 10km/hr: 300mm minimum on each side of vehicle.
 Speeds greater than 10km/hr: 600mm minimum on each side of vehicle.
 NB: Absolute minimum radius - inappropriate for speeds > 10km/hr.



Figure 9.6 Vehicle Tracking Curves

**Legend:**

- tracks
 - - - - front overhang

Clearances:

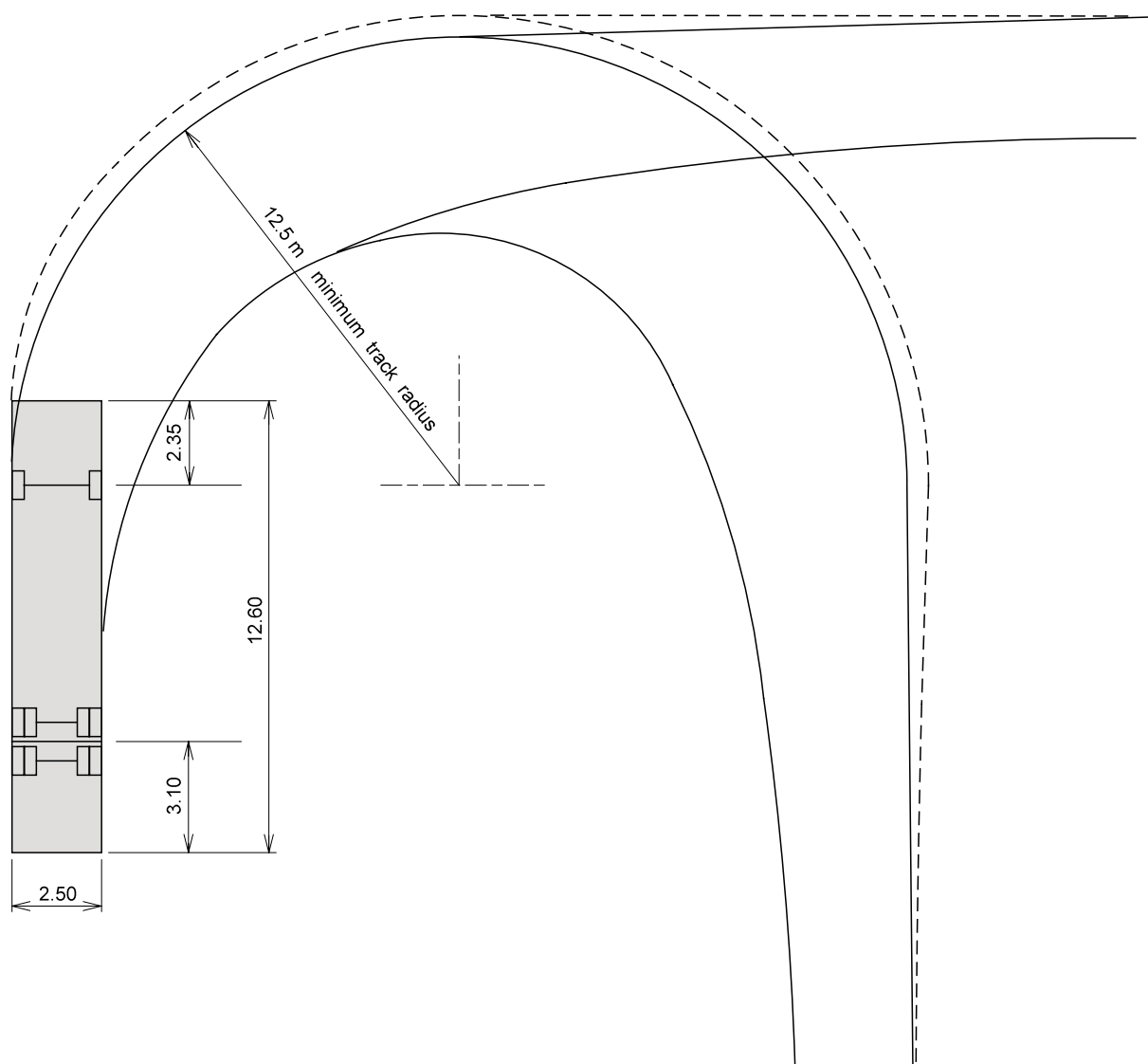
Speeds less than 10km/hr:
 600mm minimum on each
 side of vehicle

Speeds greater than 10km/hr:
 1m minimum on each
 side of vehicle

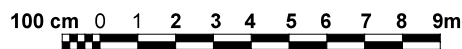
NB: Absolute minimum
 radius - inappropriate for
 speeds > 10km/hr



Figure 9.6a Vehicle Tracking Curves



TOUR COACH



Legend

- Wheel tracks
- Front overhang

Clearances:

Speeds less than 10km/hr: 600mm minimum on each side of vehicle.

Speeds greater than 10km/hr: 1m minimum on each side of vehicle.

NB: Absolute minimum radius - inappropriate for speeds > 10km/hr.



9.7.2.4 Formation and Availability of Parking and Loading Spaces

The whole of the parking and loading space or spaces, access drives, manoeuvring areas and aisles shall, before the commencement of the activity to which those parking and loading spaces relate, and thereafter for as long as that activity is continued, be formed, provided with an all weather surface, drained, marked out or delineated, and maintained, all to the satisfaction of the Council.

Required loading areas must be kept clear and available at all times, free of charge and impediment, for vehicles used in conjunction with the particular activity to which the loading spaces relate on the site, and must not be used for the depositing or storage of any goods or materials or for any other purpose.

9.7.2.5 Grades

The maximum gradients for parking surfaces and floors are 1:16 transversely, and 1:20 longitudinally along the direction of the space, although on steep sites a gradient of 1:12.5 will be acceptable for manoeuvring areas.

9.7.2.6 Screening of Spaces

Where four or more parking spaces are provided on a site which is adjacent to or faces residential precincts or Open Space Precincts 1 and 2, the area comprising such spaces shall be screened from accommodation or open space sites by a solid wall or walls or an effective screen or screens not less than 1.8m in height, constructed of concrete, brick, stone, timber or such other materials as are approved by the Council. Any such wall or screen shall be constructed and erected to the satisfaction of the Council. This rule does not apply to land in the Port Precinct.

9.7.2.7 Kerbs

Where a parking or manoeuvring area is adjacent to a road, a kerb or similar barrier, not less than 150mm high and at least 600mm from the road boundary, shall be provided on those parts of the frontage not used for vehicular access.

9.7.2.8 Building Line Designations

No required parking or loading spaces, manoeuvring area, or part thereof shall be located between any building line designation and the road alignment shown on Planning Overlay Map No 7.

9.7.3 ACCESS

9.7.3.1 Access to Sites

- a) Every parking and loading space shall have access from a road, in accordance with the following standards:

- i) For carpark not providing access to loading, an unobstructed carriageway not less than 4.5m wide or entrance and exit carriageways, each not less than 2.4m wide.

- ii) For access to loading, an unobstructed carriageway not less than 6m wide or entrance and exit carriageways, each not less than 3m wide.

- b) All bends in the carriageway are to be designed in accordance with the appropriate design vehicle. In most instances this vehicle will be either the 99 percentile motorcar shown in Figure 9.5, or the 99 percentile truck shown in Figure 9.6. Other vehicle diagrams (eg, large truck and trailer units) are available from Council.

- c) The grade of access shall not be steeper than 1 in 4 for carpark not providing access to loading, and 1 in 8 for access to loading. For curved ramps and driveways, the gradient is measured along the inside radius.

Ramps or driveways terminating on a grade steeper than 1 in 20 prior to the road reserve shall be provided with a platform not steeper than 1 in 20, located adjacent to the road boundary. For land not providing access to loading, the length of the platform shall not be less than 4m, and for land providing access to loading, not less than 6m. Where the driveway gradient is steeper than 1 in 8, a transition section will be required to avoid inadequate ground clearance.

- d) No building or building platform served by the access is to be more than 90m from a fire hydrant.
- e) Where the width of a carriageway is less than 3m it is to be contained within a corridor 4.5m high and clear of buildings or parts of buildings.

Where proposals are unable to meet these standards, a restricted discretionary activity application will be required. In assessing such applications, the Council will consider those matters set out in Clause 9.6.2.1

9.7.3.2 Access to sites with multiple frontage

In addition to the standards in clause 9.7.3.1, where a site has frontage to more than one road and/or service lane, access shall be obtained from the road or service lane that is lower on the road hierarchy as defined by Planning Overlay Map 7 and clause 9.5.1.2. Where the road or service lane frontages all have the same classification in the hierarchy, then vehicular access shall be obtained from the road or service lane carrying the lesser volume of traffic.

Where proposals are unable to meet these standards a restricted discretionary activity assessment will be required. In assessing such applications the Council will consider those matters set out in clause 9.6.2.1.



9.7.3.3 Vehicular access over footpaths

Vehicular crossing over footpaths shall comply with the following standards:

- a) No more than one crossing will be permitted in respect of any site in the pedestrian-orientated area and the precincts or quarters located in the pedestrian-orientated area. Additional crossings may be approved as a restricted discretionary activity.
- b) No more than two crossings will be permitted in respect of any site in the less pedestrian-orientated area and the precincts or quarters located in the less pedestrian-orientated area. Additional crossings may be approved as a restricted discretionary activity.
- c) The maximum width of any crossing at the road frontage boundary of the site shall be 6m.
- d) Notwithstanding anything to the contrary in the foregoing clauses, the total crossing width for any front or corner site shall not exceed 50% of the frontage to any road in which it is placed.
- e) In the case of any property having road frontage or access within any Defined Road Boundary, as specified in Clause 9.7.3.7 a resource consent for a restricted discretionary activity will be required where a vehicular crossing is located within the defined road boundary (see 9.6 and 9.6.2).
- f) Any access shall be so graded as to abut the road boundary at the relative level of the existing footpath.
- g) Where entrance locations are altered, crossings no longer required shall be reinstated as verge and/or footpath and the kerbs replaced. The cost of such work shall be borne by the owner of the property formerly served by the crossing.

Where proposals are unable to meet these standards, a restricted discretionary activity application will be required. In assessing such applications the Council will consider those matters set out in Clause 9.6.2.1

9.7.3.4 Reverse manoeuvring

Where, on any site:

- a) a parking space gains access from a strategic route, regional arterial road or district arterial road; or is located within a Defined Road Boundary, or
- b) four or more parking spaces gain access from a collector, local road, or service lane, or
- c) a loading space gains access from strategic route, regional arterial road, district arterial road or a collector road,

sufficient space shall be provided on the site so that no reverse manoeuvring on or off the road is necessary by the vehicles using the parking or loading space.

Where proposals are unable to meet these standards, a restricted discretionary activity application will be required. In assessing such applications the Council will consider those matters set out in Clause 9.6.2.1

9.7.3.5 Vehicle access restrictions

Certain sites along roads in the Central Area have been identified as having the potential to cause traffic congestion and conflict if vehicle access is developed in an unrestricted manner. Therefore prior to any establishment or construction of vehicle access to any site with frontage to those roads or sections of roads where this provision is applied (see Planning Overlay Map 7), an application for a restricted discretionary activity resource consent must be made. An application will be assessed against the criteria of Clause 9.6.2.1 and if granted, appropriate conditions may be imposed.

9.7.3.6 Interchange controls

Notwithstanding anything to the contrary in this Plan, where the access or proposed access to any site abuts an Interchange Control Area shown on Planning Overlay Map 7, a restricted discretionary activity application will be required and assessed against the criteria outlined in Clauses 9.6.2.1. and 9.6.2.2 (e).

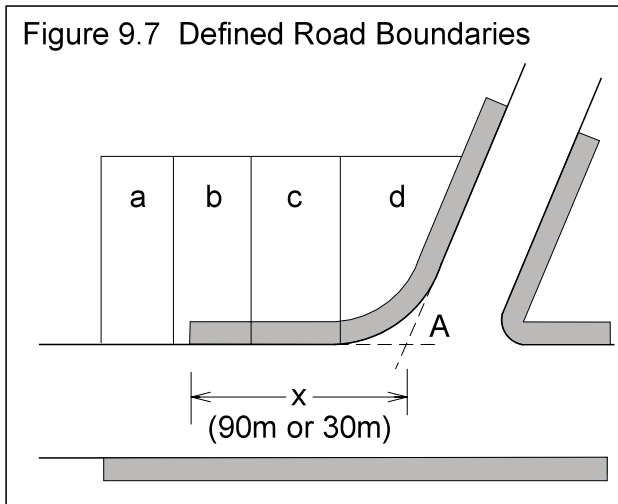
9.7.3.7 Defined road boundary

For the purpose of Clauses 9.6.2 and 9.7.3.4 the following shall be deemed to be a Defined Road Boundary:

- a) Any strategic, regional or district arterial or collector road boundary which is within 90m of its intersection with any other regional or district arterial or collector road and local road boundary.
- b) Any local road boundary which is within 30m of its intersection with any regional or district arterial or collector road boundary.
- c) All the above distances to be measured as follows (see Figure 9.7):
 - i) Project the boundary of the road fronting the relevant property to its point of intersection with the projection of the nearest straight boundary of the nearest confluent or intersecting road (labelled 'A' in Figure 9.7).
 - ii) Measure the distance 'X', along the frontage road boundary.
- d) Any road boundary opposite any of the above road boundaries.



Figure 9.7 Defined Road Boundaries



9.8 HELICOPTERS

9.8.1 OBJECTIVE AND POLICIES

Objective

To ensure that helicopter facilities are compatible with their immediate environs and mitigate adverse effects wherever practicable on the existing or proposed amenity standards of the Central Area.

Policies

- By ensuring that the potential environmental impacts of all proposals for helicopter facilities are thoroughly assessed.
- By imposing restrictions on the type of areas, or in some cases, the total number of facilities for such activities, to ensure that the overall noise environment of the City is controlled.
- By imposing noise controls.

9.8.2 STRATEGY

Helicopters are a recognised mode of transport in the district and are increasingly providing services to and within the district. Helicopter use generates both positive and adverse effects.

The extent and location of demand for on-ground facilities to support helicopter activities is difficult to forecast. Demand could arise in any part of the district, but is generally expected to be concentrated in or near the Central Area.

Helicopter facilities have the potential to cause significant adverse effects to local amenity. To ensure that the adverse effects are minimised the Plan provides for helicopter facilities in two categories. Heliports, which include an area designated for the landing and taking off of helicopters as well as for passenger and cargo facilities and fueling and servicing facilities, are provided for in the Harbour Edge SMA in the Port Precinct only. Helistops which are limited to the landing and taking off of helicopters and do not include fueling or servicing facilities, are provided for as discretionary activities in the Central Area. An application will be assessed against the assessment criteria and appropriate conditions will be imposed to control adverse effects.

Civil Aviation requirements set the safety standards for the airborne operations and on-ground facilities. The Plan will not duplicate these provisions, but will control the location, size and impact of facilities. Particular regard will be paid to minimising the impacts on surrounding properties.

In some parts of the Central Area, helicopter facilities other than for emergency purposes, will be restricted.

9.8.3 RULES - HELICOPTER ACTIVITIES

9.8.3.1 PERMITTED ACTIVITIES

The landing and taking off of helicopters is not a permitted activity in any part of the Central Area and shall not occur as an ancillary activity to any other permitted activity, except as provided for in an approved precinct or quarter plan.

9.8.3.2 DISCRETIONARY ACTIVITIES

- Heliport facilities (including the landing and taking off of helicopters and fuelling and service facilities) as provided for in the Port Precinct. In other parts of the Central Area heliport facilities shall be non-complying activities.
- Helistops (excluding fuelling or service facilities).

9.8.3.2.1 Criteria For assessing discretionary activities

In addition to matters set down in Part 15 of the Plan, the Council will have particular regard to:



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- a) The type and size of facility to be provided and whether it is a private or commercial operation.
- b) The types of machines proposed to be used at the facility and their noise characteristics.
- c) Approach paths to and from all helicopter facilities, other than for temporary or emergency purposes. These shall normally be located so that no Residential or Open Space 1 and 2 Precincts are flown over at lower than 300m above ground level at that point.
- d) Topographical features and existing buildings and their likely effect on visual and noise impacts of the proposal.
- e) Frequency of use with respect to the generation of noise nuisance as a distinct and separate issue from the requirement to meet specified noise performance standards.
- f) Proposals for the monitoring and regular audit of noise and other environmental impacts.
- g) The proximity to and impact on noise sensitive activities or facilities.
- h) Hours of operation and any associated generated effect due to lighting.
- i) Cumulative effect resulting from the location of other helicopter facilities in the general vicinity.
- j) Dust and litter associated with the operation of the facility.

Conditions of consent may be imposed in relation to any of the above matters to control or mitigate any adverse effects on the environment.

9.9 REFERENCES

Reference should also be made to the following parts of the Plan:

- Part 4Strategic Management Areas
- Part 5Activities
- Part 6Development Controls
- Part 7Noise, Signs and Lighting
- Part 8Financial Contributions
- Part 10Heritage
- Part 11Hazardous Facilities and
Contaminated sites
- Part 12Network Utility Services
- Part 13Subdivision
- Part 14Precincts and Quarters

Part 15General Rules/Designations

Part 16Definitions and Interpretations

