

14.2 Transport Rules

14.2.1 Purpose

Ease of accessibility for people and goods by all modes of transport to all parts of the District is essential to the social, cultural and economic well being of the community. Accessibility is dependent on an efficient and safe transport network and the availability of safe and suitable loading and parking. Protection is provided for pedestrians on major traffic routes.

14.2.2 Activities

14.2.2.1 Permitted Activities

Any activity which complies with all the **Site Standards** specified below and is not listed as a **Controlled** or **Discretionary** Activity shall be a **Permitted Activity**.

14.2.2.2 Controlled Activities

The following shall be **Controlled Activities** provided they are not listed as a **Discretionary Activity** and comply with all the relevant **Site Standards**. The matter in respect of which the Council has reserved control and listed with each **Controlled Activity**:

i **Car Parking Areas in the Town Centre, Business, Industrial A, and Industrial B Zones, Ballantyne Road Mixed Use Zone, Corner Shopping Centre Zone and Activity Area 2 of the Kingston Village Special Zone.**

Car parking areas in respect of their access, location, landscaping, separation from pedestrians, compatibility with surrounding activities and method of provision in the Town Centre, Business, Industrial, Corner Shopping Centre Zones and Activity Area 2 of the Kingston Village Special Zone.

ii **Off-Site Parking within Frankton Flats Special Zone (B)**

Any off-site parking located within Activity Areas C1 and C2 is a Controlled Activity provided it complies with the following standards:

- (a) It is located so that all the “off-site” car parking spaces allocated to the development are within a 200m walking distance of the boundary of the development; and
- (b) It is secured by a legally binding agreement attached to the relevant land titles that guarantees the continued availability of the parking for the units the off-site parking is intended to serve.

Failure to comply with these standards triggers a requirement for land use consent as a restricted discretionary activity. Council has restricted discretion to:

- (i) the accessibility of the car park in relation to the nature of the activity and the nature and execution of any legal agreement.

iii **Travel Demand Management - Frankton Flats Special Zone (B)**

(a) **Permitted Activities - Travel Demand Management**

Any residential activities and any non-residential activity that provides fewer than 25 car parks for staff and/or visitors.

Note: Car parks to accommodate vehicles that are part of the activity itself are not to be counted when determining the number of staff/visitor parks.

(b) **Controlled Activities - Travel Demand Management**

Any non-residential activity which has 25 or more car parks for visitors and/or staff shall be a Controlled Activity with the matters over which Council reserves control:

- (i) The number, location and design of facilities to promote walking and cycling by customers and workers;
- (ii) Methods to manage use of car parking; and

- (iii) Monitoring of outcomes.

Information Requirement Rule 14.2.2(iii) Travel Demand Management – Frankton Flats Special Zone (B)

Information required in relation to Rule 14.2.2(iii) Travel Demand Management – Frankton Flats Special Zone (B)

- (a) A Travel Plan shall be submitted as part of the application. The Travel Plan shall include:
 - (i) The expected number of workers present during different times of the day and the week
 - (ii) Measures to promote reduced use of car travel by employees, including:
 - a. Providing facilities for walkers and cyclists including change facilities and lockers;
 - b. Encouraging car pooling and public transport use through managing car parking; and
 - c. Promoting travel outside peak hours, including telecommuting and flexible work hours.
 - (iii) Measures to promote reduced car use by customers including:
 - a. measures to improve the attractiveness of alternative modes including provision of bike stands and safe and attractive pedestrian paths to public roads and public transport stops; and
 - b. effective use of car parks provided for customers, such as signage, space for drop off and pick up, time limits and enforcement processes.
 - (iv) Monitoring of the above.

14.2.2.3 Discretionary Activities

The following shall be **Discretionary Activities**:

- i **Car parking for Non-Identified Activities**
Car parking for any activity not identified in Table 1, and which is not a permitted or controlled activity within the zone in which it is located.
- ii Any activity which does not comply with the following **Site Standards** shall be a **Discretionary Activity** with the exercise of the Council's discretion being restricted to the matter(s) specified in that standard.

14.2.3 Non-Notification of Applications

An application for a resource consent for the following matters may be considered without the need to obtain a written approval of affected persons and need not be notified in accordance with Section 93 of the Resource Management Act 1991, unless the Council considers special circumstances exist in relation to any such application.

- i All applications for **Controlled** and **Discretionary** Activities.

14.2.4 Site Standards

14.2.4.1 Parking and Loading

- i **Minimum Parking Space Numbers**
Activities shall provide on-site parking space in accordance with Table 1 **except for**:
 - (a) Activities in the Town Centre Zones, (excluding the Town Centre Transition sub-zone and the Town Centre Lakeview sub-zone), which shall be subject to the existing car parking requirements.

Table 1 - Parking Space Requirements

Note: GFA = Gross Floor Area
PFA = Public Floor Area

ACTIVITY	PARKING SPACES REQUIRED FOR:	
	RESIDENTS/ VISITOR	STAFF/ GUEST
Visitor Accommodation - unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins): HDR Subzone A; Queenstown HDR Subzones B, B1, C	1 coach park per 30 units. (4)	
Visitor Accommodation (guest room type construction, e.g. hotels)	1 coach park per 50 guest rooms	
Visitor Accommodation (Backpacker Hostels)	1 coach park per 50 guest rooms	
Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (unit type construction)	A maximum of 1 per night up to 15 units, and a maximum of 1 per 2 nights thereafter, for guests. In addition, a maximum of 1 per 10 units for staff. A minimum of 1 coach park is provided per 30 units.	
Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (guest room type construction)	A maximum of 1 per 3 guest rooms up to 60 guest rooms, and a maximum of 1 per 5 guest rooms thereafter. A minimum of 1 coach park is provided per 50 units.	
Motor vehicle repair and servicing	2 per establishment for heavy commercial vehicle parking	

ACTIVITY	PARKING SPACES REQUIRED FOR:	
	RESIDENTS/ VISITOR	STAFF/ GUEST
Drive-through facility	5 queuing spaces per booth or facility	
Sports fields	2 coach parks per hectare	
Convention Centre	One coach park per 50 people the site is designed to accommodate.	

Table 1C - Three Parks Zone: Minimum Car Parking Space Requirements

Note: Where an activity is not specifically listed below, the requirements in Table 1 shall apply.

ACTIVITY	PARKING SPACES REQUIRED FOR:	
	RESIDENTS/ VISITOR CARPARKS	STAFF/ GUEST CARPARKS
Visitor Accommodation-unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins): In the LDR subzone	2 per unit; and On sites containing more than 30 units, the site's access and space must be arranged so that a design tour coach can enter and park.	
In the MDR, Tourism and Community Facilities, and the Commercial Core subzones	On sites containing more than 30 units, the site's access and space must be arranged so that a design tour coach can enter and park	

ii Parking Requirements within Frankton Flats Special Zone (B)

- (a) Activities within Activity Areas C1, C2, D and E1 shall provide:
- (i) Not more than the maximum number of on-site parking spaces listed in Table 1D below;

Table 1D – Frankton Flats Special Zone (B)

Activity	Maximum parking spaces required
Industrial and Service Activities	3.5 per 100m ² of gross floor area used for maintaining, repairing, manufacturing, fabricating, processing, transporting or packing goods, plus 1 per 100m ² of storage space.
Commercial Activities	2.25 per 100m ² GFA
Residential	2 per residential unit
Retail	5 per 100m ² GFA
Visitor Accommodation	For motels: 1.5 per unit For hotels: 1.5 per 3 rooms up to 60 rooms thereafter 1.5 per 5 rooms plus 1 coach park per 50 guest rooms. For all other unit type visitor accommodation 1.5 per unit.
Healthcare Services	2.5 per FTE professional staff, 1.5 per FTE other staff member
Restaurants	5 per 100m ² PFA (excl toilets) plus 1.5 per 100m ² PFA for staff with a minimum of two

- (b) Activities within Activity Area E2:

Within Activity Area E2 car parking requirements are based on the floor area of the buildings, not the activity, as follows:

Floor Level	Maximum Parking Spaces to be Provided
Ground Floor units	4 spaces per 100m ² of GFA
Upper floor units, including mezzanines	3 spaces per 100m ² of GFA

iii Parking requirements within Frankton Flats Special Zone (B)

Any activity which does not comply with Rule 14.2.4.1 ii “Parking requirements within Frankton Flats Special Zone (B)” shall be a Restricted Discretionary Activity with the Council’s discretion restricted to:

- Traffic management in the vicinity
- Effective use of land
- Demand for public transport and measures to reduce demand for travel
- Management of car parking, including shared parking arrangements.

iv Location and Availability of Parking Spaces

- (a) Any space required by this Plan for off-street loading shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods or any other use. Any staff parking required by this rule is to be marked on the space and shall be provided on-site.
- (b) All required heavy vehicle parking or loading space shall be located so that its use by those vehicles complies with the relevant noise emission standards for the activity to which the parking relates, and to ensure that no vehicle is required to carry out any reverse manoeuvring onto or from any road other than a service lane.

- (c) No parking space shall be located on any access or outdoor living space required by the Plan. Each parking space shall have unobstructed vehicular access to a road or service lane.
- (d) Parking areas and loading areas may be served by a common manoeuvre area which shall remain unobstructed.
- (e) Residential and visitor accommodation units may provide some or all of their parking requirement “off-site”, on another site, in accordance with the following:
 - (i) If development in any Sub-Zone of the High Density Residential Zone is located within 400m of an established public transit route (as shown in Appendix 4 Interpretive Diagrams 12: Proximity to Established Public Transport Routes – Queenstown), then some or all of the parking requirement may be provided off-site.
 - (ii) All other developments may provide up to one-third of their parking requirement off-site.
 - (iii) Off-site parking in relation to the above must be:
 - a. Dedicated to the units within the development, and
 - b. Located so that all the “off-site” car parking spaces allocated to the development are within a 200m walking distance of the boundary of the development, and
 - c. With guarantees of the continued availability of the parking (or an equal alternative) for the units the off-site parking is intended to serve.
- (f) Rooftop carparking shall be a restricted discretionary activity.

v Size of Parking Spaces

All provided parking spaces other than for residential units, and associated manoeuvring areas are to be designed and laid out in accordance with the requirements in Appendix 7.

vi Parking Area and Access Design

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with the standards contained in NZS4404:2004, and

All shared vehicular access serving residential and/or visitor accommodation units in the High and Low Density Residential Zones shall be in accordance with the standards set out in NZS4404:2004 except for developments identified in the table below:

The Greater of the Actual Number of Units Served or; the Potential Number of Units served by the Access as a Permitted or Controlled Activity	FORMED WIDTH (m)	LEGAL WIDTH (m)
1 to 6	3.5	4
7 to 12	5	6

Where the shared vehicle access adjoins a local distributor or higher road in the hierarchy, including a State Highway, it shall have a 5m formed width and a 6m legal width for a minimum length of 6m as measured from the legal road boundary.

No private way or private vehicle access or shared access shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.

Private shared vehicle access shall have legally enforceable arrangements for maintenance put in place at the time they are created.

Formed access widths for 1 to 6 units shall provide passing bays at intervals no greater than 25 metres (end of one passing bay to the beginning of the next) along the length of the access way. Passing bays shall be at least 8 metres long and at least 2.5 metres wide, plus any tapers desired.

The access width rules provided above do not apply at the time of subdivision to developments authorised and implemented under

existing and live resource consents at the time of adoption of these rules.

The access width rules provided above do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.

Note: Calculation of maximum developable capacity shall require, where necessary, creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development.

In the **LDR and MDR subzones of the Three Parks Zone and in the Northlake Special Zone**, all back lanes serving residential units shall be in accordance with the standards set out in NZS4404:2004 except as identified in the table below:

The actual number of units serviced or the potential number of units serviced by the back lane as a permitted or restricted discretionary activity, whichever is the greater.	Minimum legal width	Maximum legal width
Back lanes servicing 1 to 16 residential units	5 metres	6 metres

Provided that:

- (a) Where any back lane adjoins a local distributor or higher road in the hierarchy, including a State Highway, it shall have a 6m legal width for a minimum length of 6m as measured from the legal road boundary.
- (b) No back lane shall serve sites with a potential to accommodate more than 16 residential units on the site and adjoining sites.
- (c) Back lanes shall have legally enforceable arrangements for maintenance put in place at the time they are created.

vii Gradient of Car Parks

Car parking areas shall have a gradient of no more than 1 in 20 in any one direction.

viii Car Spaces for People with Disabilities

- (a) Car parking areas shall include accessible parking spaces provided at the rate specified below:
- (b) Where two or more activities are located on one site, the activity with the greater mobility parking requirement is the number of mobility parks required.

Table 1. Mobility Parking Space Requirements

Note: GFA = Gross Floor Area, PFA = Public Floor Area

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
Residential units:	High Density Residential (HDR) Zone and Queenstown Town Centre Lakeview sub-zone i. Subzone A- Queenstown & Wanaka; Subzones B, B1, C Queenstown only unless listed in ii below and the Queenstown Town Centre Lakeview sub-zone	1 to 10 units – no requirement 11 to 50 units – 1 space Up to 100 units – 2 spaces Plus 1 for every additional 50 units	No requirement
	ii. Queenstown Subzone B, C: Thompson St-Lomond Cres-Glasgow St; and Queenstown Subzone C: Vancouver Drive-Belfast Tce; Aspen Grove	1 to 8 units – no requirement 9 to 40 units – 1 space Up to 80 units – 2 spaces Plus 1 for every additional 40 units	1 to 40 units – no requirement 41 to 200 units – 1 space Up to 400 units – 2 spaces Plus 1 for every additional 200 units
	All Other Zones & Wanaka HDR Sub-zones B, C	1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units	No requirement
	Residential Flat	1 to 10 residential flats – no requirement 11 to 50 residential flats – 1 space Up to 100 residential flats – 2 spaces Plus 1 for every additional 50 residential flats	No requirement
	Elderly Persons Housing	1 to 10 residential units – no requirement 11 to 50 residential units – 1 space Up to 100 residential units – 2 spaces Plus 1 for every additional 50 residential units	No requirement
	Homestays and Registered Homestays	1 to 10 bedrooms used for homestay – no requirement 11 to 50 bedrooms used for homestay – 1 space Up to 100 bedrooms used for homestay – 2 spaces Plus 1 for every additional 50 bedrooms used for homestay	No requirement

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
Visitor Accommodation	Wanaka Low Density Residential Zone and Wanaka High Density Residential Subzones B&C	1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units	No requirement
	Queenstown Low Density Residential Zone and Queenstown High Density Residential Zone Subzone B, C: Thompson St-Lomond Cres-Glasgow St; and Subzone C: Vancouver Drive-Belfast Tce; Aspen Grove	1 to 8 units – no requirement 9 to 40 units – 1 space Up to 80 units – 2 spaces Plus 1 for every additional 40 units	1 to 40 units – no requirement 41 to 200 units – 1 space Up to 400 units – 2 spaces Plus 1 for every additional 200 units
	All Other Zones; HDR Subzone A; Queenstown HDR Subzones B, B1, C not listed above	1 to 10 units – no requirement 10 to 85 units – 1 space Up to 185 units – 2 spaces Plus 1 for every additional 100 units.	1 to 100 units – no requirement 101 to 500 units – 1 space Up to 1000 units – 2 spaces Plus 1 for every additional 500 units
	Visitor Accommodation (guest room type construction, e.g. hotels)	1 to 30 guest rooms – no requirement 31 to 210 guest rooms -1 space Up to 310 guest rooms – 2 spaces Plus 1 for every 250 additional guest rooms	1 to 200 units – no requirement 201 to 1000 units – 1 space Up to 2000 units – 2 spaces Plus 1 for every additional 1000 units
	Visitor Accommodation (Backpacker Hostels)	1 to 50 beds – no requirement 51 to 250 beds – 1 space Up to 500 beds – 2 spaces Plus 1 for every additional 250 beds.	1 to 200 beds – no requirement 201 to 1000 beds – 1 space Up to 2000 beds – 2 spaces Plus 1 for every additional 1000 beds
	Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (unit type construction)	No requirement	No requirement
	Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (guest room type construction)	No requirement	No requirement
	Commercial	Commercial Activities (except for the Queenstown Town Centre Lakeview sub-zone where there is no minimum parking requirement)	1 to 250m ² GFA – no requirement 251m ² to 1250m ² GFA – 1 space Up to 2500m ² GFA – 2 spaces Plus 1 for every additional 1250m ² GFA.
Comprehensive Residential Development within the Low Density Residential Zone – excluding Wanaka		1 to 8 units – no requirement 9 to 40 units – 1 space Up to 80 units – 2 spaces Plus 1 for every additional 40 units	1 to 40 units – no requirement 41 to 200 units – 1 space Up to 400 units – 2 spaces Plus 1 for every additional 200 units
Wanaka		1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units	No requirement

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
	Industrial Activity	No requirement	<p>For areas used for manufacturing, fabricating, processing, or packing goods:</p> <p>1 to 250m² GFA – no requirement 251m² to 1250m² GFA – 1 space Up to 2500m² GFA – 2 spaces Plus 1 for every additional 1250m² GFA.</p> <p>For areas used for storage space:</p> <p>1 to 250m² GFA – no requirement 251m² to 5000m² GFA – 1 space Up to 10,000m² GFA – 2 spaces Plus 1 for every additional 5000m² GFA.</p>
	Industrial Activity-Frankton	No requirement	<p>1 to 334m² GFA – no requirement 335m² to 1667m² GFA – 1 space Up to 3334m² GFA – 2 spaces Plus 1 for every additional 1667m² GFA</p> <p>For unit storage businesses</p> <p>1 to 100 storage units – no requirements 101 to 500 storage units – 1 space Up to 1000 storage units – 2 spaces Plus 1 for every 500 storage units</p>
	Meeting places and entertainment facilities	1 to 100m ² PFA or 100 seats (whichever is greater) – no requirements 101m ² to 500m ² PFA or 101 to 500 seats (whichever is greater) – 1 space Up to 1000m ² PFA or up to 1000 seats (whichever is greater) – 2 spaces Plus 1 for every additional 500m ² PFA or 500 seats (whichever is greater)	No requirement

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
	Motor vehicle repair and servicing	For servicing area: 1 to 250m ² GFA – no requirement 251m ² to 1250m ² GFA – 1 space Up to 2500m ² GFA – 2 spaces Plus 1 for every additional 1250m ² GFA.	For workshop area: 1 to 250m ² GFA – no requirement 251m ² to 1250m ² GFA – 1 space Up to 2500m ² GFA – 2 spaces Plus 1 for every additional 1250m ² GFA.
	Drive-through facility	No requirement	No requirement
	Sports fields	Up to 0.5 hectares – no requirement >0.5ha to 2.5 hectares – 1 space Up to 5 hectares – 2 spaces Plus 1 for every additional 2.5 hectares	No requirement
	Hospitals	1 to 50 beds – no requirement 51 to 250 beds – 1 space Up to 500 beds – 2 spaces Plus 1 for every additional 250 beds.	1 to 25 beds – no requirement 26 to 125 beds – 1 space Up to 250 beds – 2 spaces Plus 1 for every additional 125 beds.
	Health Care Services	1 to 5 professional staff – no requirement 6 to 25 professional staff – 1 space Up to 50 professional staff – 2 spaces Plus 1 for every additional 25 professional staff	1 to 10 professional staff – no requirement 11 to 50 professional staff – 1 space Up to 100 professional staff – 2 spaces Plus 1 for every additional 50 professional staff PLUS: 1 to 20 full time equivalent staff – no requirement 21 to 100 full time equivalent staff – 1 space Up to 200 full time equivalent staff – 2 spaces Plus 1 for every additional 100 full time equivalent staff OR: 1 to 10 consulting rooms – no requirement 11 to 50 consulting rooms – 1 space Up to 100 consulting rooms – 2 spaces Plus 1 for every additional 50 consulting rooms whichever is the greater.

TRANSPORT - RULES

14

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
	Offices	1 to 500m ² GFA – no requirement 501m ² to 2500m ² GFA – 1 space Up to 5000m ² GFA – 2 spaces Plus 1 for every additional 2500m ² GFA	No requirement
	Restaurants (except for in the Queenstown Town Centre Lakeview sub-zone)	1 to 250m ² PFA – no requirement 251m ² to 1250m ² PFA – 1 space Up to 2500m ² PFA – 2 spaces Plus 1 for every additional 1250m ² PFA	1 to 1000m ² PFA – no requirement 1001m ² to 5000m ² PFA – 1 space Up to 10,000m ² PFA – 2 spaces Plus 1 for every additional 5000m ² PFA
	Taverns or Bars (except for in the Queenstown Town Centre Lake view sub-zone)	1 to 125m ² PFA – no requirement 126m ² to 625m ² PFA 1 space Up to 1250m ² PFA – 2 spaces Plus 1 for every additional 625m ² PFA	1 to 1000m ² PFA – no requirement 1001m ² to 5000m ² PFA – 1 space Up to 10,000m ² PFA – 2 spaces Plus 1 for every additional 5000m ² PFA
	Educational	1 to 100 students over 15 years of age – no requirement 101 to 500 students over 15 years of age – 1 space Up to 1000 students over 15 years of age – 2 spaces Plus 1 for every additional 500 students over 15 years of age	1 to 20 staff – no requirement 21 to 100 staff – 1 space Up to 200 staff – 2 spaces Plus 1 for every additional 100 staff
	Daycare facilities	No requirement	1 to 100 children – no requirement 101 to 500 children – 1 space Up to 1000 children – 2 spaces Plus 1 for every additional 500 children
	Rural selling places	1 to 200m ² GFA and outdoor display area – no requirement 201 to 1200m ² GFA and outdoor display area – no requirement Up to 2450m ² GFA and outdoor display area – no requirement Plus 1 for every additional 1250m ² GFA	No requirement
	Home Occupation (in addition to residential requirements) (except for in the Queenstown Town Centre Lakeview sub-zone)	No requirement	No requirement

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
	Community Care Activities	1 to 60 residents – no requirement 61 to 300 residents – 1 space Up to 600 residents – 2 spaces Plus 1 for every additional 300 residents	1 to 60 residents – no requirement 61 to 300 residents – 1 space Up to 600 residents – 2 spaces Plus 1 for every additional 300 residents
	Service Stations	1 to 250m ² GFA used for retail sales – no requirement 251m ² to 1250m ² GFA used for retail sales – 1 space Up to 2500m ² GFA used for retail sales – 2 spaces Plus 1 for every additional 1250m ² GFA used for retail sales PLUS: 1 to 5 air hoses – no requirement 5 to 25 air hoses – 1 space Up to 50 air hoses – 2 spaces Plus 1 for every additional 25 air hoses	No requirement
	Service Activities	1 to 1000m ² – no requirement 1001m ² to 5000m ² – 1 space Up to 10,000m ² – 2 spaces Plus 1 for every additional 5000m ²	1 to 1000m ² – no requirement 1001m ² to 5000m ² – 1 space Up to 10,000m ² – 2 spaces Plus 1 for every additional 5000m ²
	Warehousing	No requirement	1 to 500m ² GFA – no requirement 501m ² to 2500m ² GFA – 1 space Up to 5000m ² GFA – 2 spaces Plus 1 for every additional 2500m ² GFA PLUS: 1 to 1000m ² outdoor storage area – no requirement 1001m ² to 5000m ² outdoor storage area – 1 space Up to 10,000m ² outdoor storage area – 2 spaces Plus 1 for every additional 5000m ² outdoor storage area

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
	Convention Centre	1 to 100 persons – no requirement 101 to 500 persons – 1 space Up to 1000 persons – 2 spaces Plus 1 for every additional 500 persons OR: 1 to 100m ² of public floor area – no requirement 101m ² to 500m ² of public floor area – 1 space Up to 1000m ² of public floor area – 2 spaces Plus 1 for every additional 500m ² of public floor area Whichever is greater.	No requirement
	Commercial Recreational Activities within the Lakeview sub-zone	1 to 50 people – no requirement 51 to 250 people – 1 space Up to 500 people – 2 spaces Plus 1 for every additional 250 people.	No requirement

Table 1A - Remarkables Park Zone: Mobility Parking Spaces Required

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
	Residential Units Activity Area 1 All other Activity Areas	Activity Area 1 1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units All other Activity Areas 1 to 10 units – no requirement 11 to 50 units – 1 space Up to 100 units – 2 spaces Plus 1 for every additional 50 units	No requirement
	Commercial and Entertainment Activities (a) where “commercial” involves bulk retail stores in excess of 500m ² that sell fast-moving, high volume goods (b) all other retail outlets and other commercial activities for the purpose of this provision	1m ² – 250m ² – no requirement 251m ² – 1,250 m ² – 1 space Up to 2,500m ² – 2 spaces Plus 1 for every additional 1250 m ² 1m ² – 500m ² - no requirement 501m ² – 2,500 m ² – 1 space Up to 5,000m ² – 2 spaces Plus 1 for every additional 2500m ² Note: all areas are calculated according to GFA	No requirement
	Healthcare Services	1 to 5 professional staff– no requirement 5 to 25 professional staff – 1 space Up to 50 professional staff– 2 spaces Plus 1 for every additional 25 professional staff	1 to 10 full time equivalent staff member – no requirement 11 to 50 full time equivalent staff member – 1 space Up to 100 full time equivalent staff member – 2 spaces Plus 1 for every additional 50 full time equivalent staff member

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
	Restaurants	1m ² – 500m ² - no requirement 501m ² – 2,500m ² – 1 space Up to 5,000m ² – 2 spaces Plus 1 for every additional 2500m ² Note: all areas are calculated according to PFA	1m ² – 1,000m ² - no requirement 1,001m ² – 5,000m ² – 1 space Up to 10,000m ² – 2 spaces Plus 1 for every additional 5,000m ² Note: all areas are calculated according to PFA

Table 1B – Mount Cardrona Station Special Zone – On-site mobility parking space requirements

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
	Residential units up to and including 150 m2 gross floor area (excluding garage areas).	<p>Residential units</p> 1 to 10 units – no requirement 11 to 50 units – 1 space Up to 100 units – 2 spaces Plus 1 for every additional 50 units PLUS <p>Visitor units</p> 1 to 50 beds – no requirement 51 to 250 units – 1 space Up to 500 units – 2 spaces Plus 1 for every additional 250 units.	No requirement
	Residential unit greater than 150 m2 gross floor area (excluding garage areas).	<p>Residential units</p> 1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units PLUS <p>Visitor units</p> 1 to 50 beds – no requirement 51 to 250 units – 1 space Up to 500 units – 2 spaces Plus 1 for every additional 250 units.	No requirement

	ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
	Secondary unit	1 to 10 units – no requirement 11 to 50 units – 1 space Up to 100 units – 2 spaces Plus 1 for every additional 50 units	No requirement
	Visitor accommodation – unit type construction	1 – 10 units – no requirement 11 – 100 units – 1 space Up to 200 units – 2 spaces Plus 1 for every additional 100 units	1 to 100 units – no requirement 101 to 500 units – 1 space Up to 1000 units – 2 spaces Plus 1 for every additional 500 units
	All other activities	Refer to Table 1	No requirement

Table 1C - Three Parks Zone: Minimum Mobility Parking Space Requirements

Note: Where an activity is not specifically listed below, the requirements in Table 1 shall apply.

ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
Residential units: In the LDR subzones	Residential units 1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units Residential flats 1 to 10 flats – no requirement 11 to 50 flats – 1 space Up to 100 flats – 2 spaces Plus 1 for every additional 50 flats	No requirement
In all other subzones	1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units except that where the site is within 400m of an existing, regular, public transport stop which is regularly serviced this may be reduced to 1.25 per unit; and 1 per residential flat	None, except that where the mobility parking provision has been reduced (due to the site being located within 400m of an existing regular, public transport stop which is regularly serviced), further mobility parking is required as follows: 1 to 40 units – no requirement 41 to 200 units – 1 space Up to 400 units – 2 spaces Plus 1 for every additional 200 units

ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
<p>Visitor Accommodation- unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins): In the LDR subzone</p> <p>In the MDR, Tourism and Community Facilities, and the Commercial Core subzones</p>	<p>1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units</p> <p>1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units</p> <p>except that where the site is within 400m of an existing, regular, public transport stop which is regularly serviced this may be reduced as follows: 1 to 8 units – no requirement 9 to 40 units – 1 space Up to 80 units – 2 spaces Plus 1 for every additional 40 units</p>	<p>No requirement</p> <p>None, except that where the mobility parking provision has been reduced (due to the site being located within 400m of an existing regular, public transport stop which is regularly serviced, further mobility parking is required as follows:</p> <p>1 to 40 units – no requirement 41 to 200 units – 1 space Up to 400 units – 2 spaces Plus 1 for every additional 200 units</p>
<p>Visitor Accommodation (Backpacker Hostels) – In all subzones NB – Refer Table 1 for other types of Visitor Accommodation.</p>	<p>1 to 50 beds – no requirement 51 to 250 beds – 1 space Up to 500 beds – 2 spaces Plus 1 for every additional 250 beds.</p>	<p>1 to 200 beds – no requirement 101 to 1000 beds – 1 space Up to 2000 beds – 2 spaces Plus 1 for every additional 1000 beds</p>
<p>Large format retail, except supermarkets</p>	<p>1m² to 435m² – no requirements 436m² to 2,175m² – 1 space Up to 4,350m² – 2 spaces</p> <p>Plus 1 for every additional 2,175m² up to 20,000m² (when the retail space in the commercial core subzone)</p>	<p>1 to 100 full time equivalent staff – no requirement 101 to 500 full time equivalent staff – 1 space Up to 1,000 full time equivalent staff – 2 spaces Plus 1 for every additional 500 full time equivalent staff</p> <p>OR:</p> <p>1m² to 3,000m² GFA – no requirement 3,001m² to 15,000 GFA – 1 space Up to 20,000m² GFA – 2 spaces (when the retail space in the commercial core subzone) whichever is the greater.</p>

ACTIVITY	RESIDENTS/VISITOR	STAFF/GUEST
Supermarkets	1m ² – 200 m ² – no requirement 201m ² – 1,000m ² – 1 space Up to 2,000m ² – 2 spaces Plus 1 for every additional 1000m ² Note: all areas are calculated according to PFA	1 to 100 full time equivalent staff – no requirement 101 to 500 full time equivalent staff – 1 space Up to 1,000 full time equivalent staff – 2 spaces Plus 1 for every additional 500 full time equivalent staff OR: 1m ² to 3,000m ² GFA – no requirement 3,001m ² to 15,000 GFA – 1 space Up to 20,000m ² GFA – 2 spaces (when the retail space in the commercial core subzone) whichever is the greater.
Specialty retail and commercial activities not otherwise listed in Table 1 or this table	1m ² – 250m ² – no requirement 251m ² – 1,250m ² – 1 space Up to 2,500m ² – 2 spaces Plus 1 for every additional 1250m ² (Up to 20,000m ² GFA – 2 spaces (when the retail space in the commercial core subzone))	1 to 100 full time equivalent staff – no requirement 101 to 500 full time equivalent staff – 1 space Up to 1,000 full time equivalent staff – 2 spaces Plus 1 for every additional 500 full time equivalent staff OR: 1m ² to 3,000m ² GFA – no requirement 3,001m ² to 15,000m ² GFA – 1 space Up to 20,000m ² GFA – 2 spaces (when the retail space in the commercial core subzone) whichever is the greater.
Service Activities	1m ² – 1,000m ² - no requirement 1,001m ² – 5,000m ² – 1 space Up to 10,000m ² – 2 spaces Plus 1 for every additional 5,000m ² Except that there is no residential/visitor mobility parking requirement for that area used for the maintenance and repairing of goods Note: all areas are calculated according to GFA	Area used for the maintenance and repairing of goods 1m ² – 250m ² – no requirement 251m ² – 1,250m ² – 1 space Up to 2,500m ² – 2 spaces Plus 1 for every additional 1250m ² Area used for any other form of service activity 1m ² – 1,000m ² - no requirement 1,001m ² – 5,000m ² – 1 space Up to 10,000m ² – 2 spaces Plus 1 for every additional 5,000m ² Note: all areas are calculated according to GFA

Table 1D – Frankton Flats Special Zone (B)

Within Activity Area E2 accessible parking requirements are based on the floor area of the buildings, not the activity, as follows:

Floor Level	Minimum accessible parking spaces
Ground Floor units	1m ² to 500m ² GFA – no requirement 501m ² to 2,500m ² GFA – 1 space Up to 5,000m ² GFA – 2 spaces Plus 1 space for every additional 2,500m ² GFA
Upper floor units, including mezzanines	1 to 667m ² GFA – no requirement 668m ² to 3334m ² GFA – 1 space Up to 6667m ² GFA – 2 spaces Plus 1 for every additional 3334m ² GFA.

- (c) Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly signed.

ix Reverse Manoeuvring

Where off-street manoeuvring facilities are required, a 90th-percentile car shall be able to manoeuvre into and out of any required parking spaces with only one reverse manoeuvre.

- (a) Off-street manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off a State Highway or arterial road.

- (b) Off-street manoeuvring shall be provided to a 90th-percentile car to ensure that no car is required to reverse either onto or off any collector road where:
 - (i) the frontage road speed limit is 80km/h or greater, or
 - (ii) six or more parking spaces are to be serviced by a single accessway, or
 - (iii) three or more residential units share a single accessway, or
 - (iv) the activity is on a rear site
- (c) Off-street manoeuvring shall be provided for a 90th-percentile car to ensure that no car is required to reverse either onto or off any local road where:
 - (i) ten or more parking spaces are to be serviced by a single accessway, or
 - (ii) five or more residential units share a single accessway, or
 - (iii) the activity is on a rear site

Note: refer to 14.2.4.1 ii (b) and 14.2.4.1 xi (b) (iv) for reverse manoeuvring provisions for heavy vehicles and loading spaces. A list of Arterial and Collector roads and a definition of Local roads is contained in Appendix 6.

x Residential Parking Spaces

- (a) Any residential parking spaces for Class 1 and Class 2 users provided (see definitions in Appendix A7), shall have the following minimum internal dimensions:

	WIDTH	DEPTH
Single	3.1m	5.5m
Double	5.6m	5.6m

Note: A row of three parking spaces would require a total width of 8.7m and not the minimum 7.5m width indicated by Table 1 in Appendix 7. A row of more than three parking spaces would use Table 1 widths for the intervening spaces between the two end parking spaces of 3.1m each. The last spaces at the end of each row shall be counted as single spaces to provide sufficient width to fully open vehicle doors in the end parking spaces.

- (b) The minimum width of the entrance to a single garage shall be no less than 2.4 m wide. The manoeuvring area from the property boundary to the garage entrance shall be designed to accommodate a 90 percentile car as set out in Appendix 7.
- (c) Where two parking spaces are provided for on a site containing only a single residential or Visitor Accommodation unit, the two parking spaces may be provided in tandem.

xi Queuing

On-site queuing space shall be provided for all vehicles entering a parking or loading area. The required queuing space length shall be in accordance with the Table 2 below, except that where the parking area has more than one access the required queuing space may be divided between the accesses. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.

Except:

This Rule shall not apply to vehicles entering a parking or loading area gaining access from Local Access Roads within Activity Area 1 of the Mount Cardrona Station Special Zone.

Table 2 - Queuing Space Lengths

NUMBER OF PARKING SPACES	MINIMUM QUEUING LENGTH
3 – 20	6m
21 – 50	12m
51 – 100	18m
101 – 150	24m
151 – or over	30m

xii Set Down Areas

All educational and health facilities or activities must provide an on-site manoeuvre area to allow vehicles to set down and pick up children or patients. Such areas shall be provided to ensure that no vehicle is required to reverse either onto or off the site.

xiii Loading Areas

- (a) The following provisions shall be made for off-street loading on every site in the Business, Industrial A, Industrial B, Frankton Flats Special Zone (B), Town Centre, Frankton Corner Shopping Centre Zones and Activity Area 2 of the Kingston Village Special Zone except on sites where access is only obtained from the following roads:
- Queenstown Mall
 - Beach Street
 - Shotover Street
 - Helwick Street
 - Buckingham Street
 - Camp Street
 - Rees Street
 - Marine Parade
 - Church Street

- (b) Every loading space shall be of the following dimensions:

ACTIVITY	MINIMUM SIZE
Transport depots or similar	9m length 3.5m wide 3.8m high
Retail premises, offices, warehouse, bulk stores, industries, service industries and similar	8m length 3.5m wide 3.8m high
Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high

Notwithstanding the above:

- (i) where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided.
- (ii) Each loading space required by the Plan shall have unobstructed vehicular access to a road or service lane.
- (iii) Parking areas and loading areas may be served in whole or in part by a common manoeuvre area which shall remain unobstructed.
- (iv) No vehicle is allowed to reverse manoeuvre into or out of a loading space from a State Highway, arterial road or collector road.

xiv Surface of Parking and Loading Areas

- (a) The surface of all parking, loading and associated access areas shall be formed, sealed or otherwise maintained so as not to create a dust or noise nuisance, to avoid water ponding on the surface and to avoid run-off onto adjoining roads.
- (b) The first 6m of such areas (as measured from the road boundary) shall be formed and surfaced to ensure that material such as

mud, stone chips or gravel is not carried onto any footpath, road or service lane.

xvi Landscaping

- (a) **Other than** for residential activities and activities within the Town Centre, Business, Industrial and Corner Shopping Zones, every outdoor car park area shall include landscaping at a minimum rate of 6% of the total area of the car park or 1.5m² per parking space, whichever is the lesser.
- (b) Landscaping may be provided in strips or blocks provided the minimum internal dimension of any strip or block shall be not less than 1.5m.
- (c) Where an area contains five or more outdoor car parking spaces as part of a Comprehensive Residential Development in the Low Density Residential Zone, landscaping shall be provided at a rate of 1.5 m² per parking space. Where the parking area is located along a site boundary, the landscaping shall be provided in a strip along the boundary.

xvii Illumination

All parking and loading areas, excluding those for residential use which are designed to accommodate 5 or more vehicles and which are used at night, shall be illuminated to a minimum maintained level of 3 lux, with high uniformity, during hours of operation.

14.2.4.2 Access

i Length of Vehicle Crossings

- (a) The following crossing lengths shall apply as measured at the property boundary:

LAND USE	LENGTH OF CROSSING (m)	
	Minimum	Maximum
Residential	3.0	6.0
Other	4.0	9.0

(b) The length of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped curb.

ii Design of Vehicle Crossings

Vehicle crossings providing access to a road in a Rural Zone shall comply with the standards in Appendix 7 (Diagram 2, 3 or 4 depending on the activity served by the access).

For all other accesses the design of the vehicle crossing shall be such that:

- (a) the access crosses the property boundary at an angle of 90 degrees plus or minus 15 degrees;
- (b) the vehicle crossing intersects with the carriageway at an angle of between 45 degrees and 90 degrees;
- (c) roading drainage shall be continuous across the length of the crossing;
- (d) all vehicular accessways adjacent to State Highways shall be sealed from the State Highway boundary to the edge of carriageway in accordance with Transit New Zealand's standards.

iii Maximum Gradient for Vehicle Access

(a) The maximum gradient for any private way used for vehicle access shall be 1 in 6.

- (b) In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:
 - (i) The average gradient over the full length of the private way does not exceed 1 in 6; and
 - (ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and
 - (iii) The private way is sealed with a non-slip surfacing.
- (c) Vehicle break-over angles shown in Appendix 7 shall not be exceeded.

For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.

iv Minimum Sight Distances from Vehicle Access

- (a) The minimum sight distance from any access, as set out in the Table 3 below must be complied with.
- (b) The sight distances in Table 3 shall be measured from the points shown on Diagram 1 in Appendix 7 and shall apply to all roads.

Table 3 - Minimum Sight Distances from Access

SPEED LIMIT (km/hr)	SIGHT DISTANCE (m)	
	Residential Activity	Other Activities
50	45	80
60	65	105
70	85	140
80	115	175
90	140	210
100	170	250
110	210	290
120	250	330

v Maximum Number of Vehicle Crossings

Subject to Site Standard 14.2.4.2(viii) in respect of State Highways, the maximum number of crossings shall be as provided for in Table 4 below.

Table 4 - Maximum Number of Vehicle Crossings

FRONTAGE LENGTH (m)	TYPE OF ROAD FRONTAGE		
	Local	Collector	Arterial
0 - 18	1	1	1
19 - 60	2	1	1
61 - 100	3	2	1
Greater than 100	3	3	2

vi Distances of Vehicle Crossings from Intersections

No part of any vehicle crossing shall be located closer to the intersection of any roads than the distances permitted in Table 5 below.

Table 5 - Minimum Distance of Vehicle Crossings from Intersections

Roads with a speed limit of less than 100 km/hr

FRONTAGE ROAD	INTERSECTING ROAD		
	Arterial	Collector	Local
Arterial	40	40	40
Collector	35	30	30
Local	25	25	25

Roads with a speed limit equal to or greater than 100 km

FRONTAGE ROAD	INTERSECTING ROAD		
	Arterial	Collector	Local
Arterial	100	100	100
Collector	75	60	60

Local	50	50	50
-------	----	----	----

Note: Distances shall be measured parallel to the centre line of the carriageway of the frontage road from the centre line of the intersecting road. Where the roadway is median divided the edge of the dividing strip nearest to the vehicle crossing shall for the purposes of this control be deemed the centre line.

Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances a single vehicle crossing may be constructed provided it is located adjoining an internal boundary of the site in the position which most nearly complies with the provisions of Table 5.

vii Service Stations

In addition to compliance with the above rules, all service station development shall comply with the following rules:

- (a) The canopy shall be setback 2m from the road boundary.
- (b) Accessways into Service Stations shall comply with the following minimum separation distances from other driveways.
 - Between driveways for residential activities - 7.5m
 - Between driveways for other activities - 15m
- (c) The width of any driveway into a Service Station shall comply with the following:
 - One way - 4.5m min and 6.0m max.
 - Two way: - 6.0m min and 9.0m max.

Any one way entrance or exit shall be signposted as such.
- (d) The road boundary of the site shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points.

- (e) Pumps shall be located a minimum of 4.5m from the road boundary and 12m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling.
- (f) A minimum path width of 4.5m shall be provided for vehicles through the service station forecourt.
- (g) Tanker access to bulk tank filling positions shall ensure tankers drive in and out in a forward direction, without the need for manoeuvring either on the site or adjacent roadways. Where this cannot be achieved tankers shall be able to be manoeuvred so they can drive out in a forward direction.

Tankers discharging shall not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service.

The minimum path and loading bay widths for tankers shall be 4.5m with a minimum inside turning radii of 7.5m.

viii Minimum distance between Vehicle Crossing onto State Highways

The minimum distance between any two vehicle crossings (regardless of the side of the road on which they are located), either single or combined, onto any State Highway situated in those areas zoned Rural General, Rural Lifestyle, Rural Residential, Gibbston Character, Ski-Area Sub-zone and Resort on the planning maps attached to this plan, shall be 200 metres.

14.2.4.3 Three Parks Zone - Bicycle Parking Standards

i Table 1D - Minimum bicycle parking space requirements.

ACTIVITY	Type 1	Type 2	Type 4
Commercial Activities, other than those which are more specifically defined elsewhere in this table.	2 bike spaces (i.e. 1 stand) for the first 125m ² of GFA used for retail and 1 space for every 125m ² of GFA used for retail, thereafter	Nil	1 bike space per 10 on-site workers
Offices	2 bike spaces (i.e. 1 stand) for the first 500 m ² GFA and 1 space for every 500m ² GFA, thereafter	Nil	1 bike space per 10 on-site workers
Industrial and service activities	Nil	Nil	1 bike space per 10 on-site workers
Restaurants, Cafes, Taverns and Bars	2 bike spaces (i.e. 1 stand) for the 125 m ² PFA and 1 space for every 125m ² GFA, thereafter	Nil	1 bike space per 10 on-site workers
Hospitals	1 bike space per 25 beds	Nil	1 bike space per 10 on-site workers
Daycare facilities	2 bike spaces per centre	Nil	1 bike space per 10 on-site workers
Places of assembly, community activities, and places of entertainment.	2 bike spaces per 500 m ² located directly outside the main entrance or ticket office.	1 per 50m ² PFA or 50 seats, whichever is greater	1 bike space per 10 on-site workers
Educational facilities	2 bike spaces per office	Nil	1 bike space per 8 students and on-site workers
Sports fields	2 bike spaces per hectare of playing area	Nil	

Clarification of the Table

1. Refer below for the design standards and definitions for the various types of cycle parking
2. PFA = Public Floor Area. This shall be taken to mean the GFA of all public areas. Refer to Section D for the definition of 'public area'.

3. Refer to Section D for a definition of ‘on site workers’.
4. Where an assessment of the required parking standards results in a fractional space, any fraction shall be counted as one space.
5. Definitions of the various types of bicycle parking are as follows:

Customer/Visitor Short-Term Bicycle Parking (Type One)	Means bicycle parking provided outside destinations where visitors are only expected to stay for five to 30 minutes.
Customer/Visitor Short to Medium-Term Bicycle Parking (Type Two)	Means bicycle parking provided outside destinations where customers/ visitors are expected to stay for 30 minutes to three hours.
Private Long-Term Bicycle Parking (Type Four)	Means bicycle parking that is high security and limited access parking provided by private companies or organisations for use by employees or students who work/study on the site.

ii Design standards for Type One cycle parking – Customer/Visitor Short-Term Bicycle Parking.

Type 1 bicycle parking shall be located within 10 metres of the main pedestrian entrance(s) to the building(s), except:

- (a) In relation to the Commercial Core, Type One bicycle parking shall consist of at least one bicycle stand (2 bicycle parks) located every 50 metres within the road reserve and public space and this shall be identified at the ODP approval stage.

Note: This rule does not apply where the development does not include a building (as in the case of some sportsfields or some community facilities, for example),

iii Design standards for Type 2 Customer/Visitor Short to Medium Term Bicycle Parking

Type 2 bicycle parking shall be located within 25m of the destination, or so that it is closer than the nearest carpark (excluding disabled carparks), whichever is the lesser, except:

- (a) Within any pedestrian-only mall within the Commercial Core, Type Two bicycle parking shall be provided in clusters near the different entrances to the pedestrian mall.

iv Design standards for Type Four – Private Long-Term Bicycle Parking

Type 4 bicycle parking shall be provided at all employment centres and schools within the zone, in the following manner:

- (a) Large developments with more than 30 on-site workers shall provide their own separate facilities on site. Note: Refer to the interpretation of “on site worker
- (b) Smaller businesses with less than 30 on-site workers may utilise a centralised facility, provided it is located within 50 metres of the business.

Note: Type 4 parking will normally take the form of a bike locker, limited access enclosure, or bike station.

14.3 Resource Consents - Assessment Matters: Transport

14.3.1 General

- (i) The following Assessment Matters are other methods or matters included in the District Plan, in order to enable the Council to implement the Plan’s policies and fulfil its functions and duties under the Act.
- (ii) In considering resource consents for land use activities, in addition to the applicable provisions of the Act, the Council shall apply the relevant *Assessment Matters* set out in Clause 14.3.2 below.

- (iii) In the case of *Controlled and Discretionary Activities*, where the exercise of the Council's discretion is restricted to the matter(s) specified in a particular standard(s) only, the assessment matters taken into account shall only be those relevant to that/these standard(s).
- (iv) In the case of *Controlled Activities*, the assessment matters shall only apply in respect to *conditions* that may be imposed on a consent.
- (v) Where an activity is a *Discretionary Activity* because it does not comply with one or more relevant Site Standards, but is also specified as a *Controlled Activity* in respect of other matter(s), the Council shall also apply the relevant assessment matters for the Controlled Activity when considering the imposition of conditions on any consent to the discretionary activity.

14.3.2 Assessment Matters

In considering whether or not to grant consent or impose conditions, the Council shall have regard to but not be limited by the following specific assessment matters:

i **Controlled Activity - Parking Areas, Location and Method of Provision**

Conditions may be imposed to ensure that the car parking is:

- (a) sited within easy walking distance of the development.
- (b) clearly associated with the development through signage or other means.
- (c) legally bonded to the development.
- (d) surrounded by appropriate land use activities with which the car parking is compatible.
- (e) designed so access is suitable to provide for the safety and efficiency of traffic and pedestrians.

ii **Controlled Activity and Site Standard - Landscaping**

- (a) The ability of car parking to comply with provisions of Site Standard 14.2.4.1(xvi).
- (b) The effect of any reduced landscaping, especially the provision of trees, in terms of the scale and appearance of car parking.
- (c) The extent to which the site is visible from adjoining sites, particularly those in the Residential Low Density and Residential High Density 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 landscaping would impede visibility of motorists leaving a site to the frontage road or impede an adjacent footpath.

iii **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. In general on-street parking is not considered an alternative.
- (c) Whether there is another site in the immediate vicinity that has available parking or loading spaces which are not required at the same time as the proposed activity. In such a situation the

Council will require the associated parking or loading spaces to be secured in some manner.

- (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, bus transportation.
- (e) Whether the Council is anticipating providing public car parking that would serve the vicinity of the activity.
- (f) 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 not providing the required parking or loading space.
- (g) 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.
- (h) 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.
- (i) Whether there is efficient public transport within the vicinity of the proposed activity.
- (j) The proximity of residential areas, visitor accommodation, commercial offices or other mixed use developments to the proposed activity, and the ability for people to walk to and from the site.
- (k) Where there is any consideration to any requirement for coach parking recognition be given to the availability of designated coach parking provided off site.
- (l) Where a reverse manoeuvre is undertaken from a rear site whether the effects are mitigated by the width of access and visibility at the road boundary.

- (m) The extent to which the visual amenity of surrounding public spaces may be adversely affected by rooftop parking, and the potential for mitigation of rooftop parking.
- (n) The extent to which visitor accommodation can demonstrate a lesser parking demand and/or can demonstrate that potential for conversion to permanent residential accommodation is precluded.

iv Parking and Loading Area and Entranceway Design

- (a) Any adverse effects on the safety and security of people and vehicles using the facility.
- (b) The extent to which the safety of pedestrians, both on and off the site will be affected.
- (c) Any adverse effects on the amenity and character of surrounding properties and public areas.
- (d) The extent to which there could be any adverse effect on the safety and efficiency of the frontage road.
- (e) The extent to which any reduction in the design characteristics could result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient or unsafe be used by vehicles or pedestrians.
- (f) Any cumulative effect of the reduction in the design characteristics in conjunction with the effects generated by other activities on the frontage road.

v Access

- (a) Whether adequate sightlines are available from alternative access points.
- (b) The extent to which the safety and efficiency of the adjoining road would be compromised by an access point located closer to an

- intersection or with lesser unobstructed site distances, than is permitted by the Plan.
- (c) The extent to which conflicts between vehicles could be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.
 - (d) Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road.
 - (e) Whether the speed and volume of vehicles on the road could increase the adverse effects of the access on the safety of road users.
 - (f) Whether the geometry of the road could mitigate the adverse effects of the access.
 - (i) Whether there is efficient public transport within the vicinity of the proposed activity.
 - (j) The proximity of residential areas, visitor accommodation, commercial offices or other mixed use developments to the proposed activity, and the ability for people to walk to and from the site.
 - (k) Where there is any consideration to any requirement for coach parking recognition be given to the availability of designated coach parking provided off site.
 - (l) Where a reverse manoeuvre is undertaken from a rear site whether the effects are mitigated by the width of access and visibility at the road boundary.
 - (m) The extent to which the limited width of an access is mitigated by sufficient on-site manoeuvring.
 - (n) The likelihood of future development which could result in increased traffic generation.
 - (o) The extent to which the reduced width of an access is mitigated by the provision of passing areas and/or turning heads.
 - (p) The extent to which the proposed development:
 - (i) Is in accordance with an approved structure plan or overall development plan for the area,
 - (ii) Can prove that the site will contain fewer units, to be controlled by subdivision covenants, vesting of land as reserve, or other appropriate measures, and
 - (iii) Can prove that any adjoining land may be more reasonably and economically accessed by an alternative route or that the development of adjoining land is so unlikely as to make provision for future access unreasonable.
 - (q) Whether the reduced access width avoids turns requiring such methods as mirrors or signalling devices, where the removal, vandalism or malfunctioning of such methods may lessen public safety and convenience.
 - (r) Where the anticipated use of accessways is to a multi-unit residential or visitor accommodation development, where reduced access widths may be considered because the development includes ready access to parking and building entry points.
 - (s) Whether there is the possibility of redesign of the development to avoid or mitigate reasons advanced for creation of narrower accessways than required, even though such redesign may result in fewer units.
 - (t) The extent to which the reduced access widths form part of a structure plan development adopting the “new urbanism” design style, where it is appropriate to provide for lesser access widths in order to enhance urban amenity values.

vi Maximum Gradient for vehicle access

- (a) The design of access including the length, width and curvature and the steepness of the access adjacent to the road.
- (b) Whether the vehicle access will have a non-slip surface such as bituminous chipseal, asphalt, concrete or interlocking paving blocks.
- (c) The likelihood of ice and snow accumulation, taking into account elevation and orientation and whether the vehicle access is heated or covered to prevent accumulation of ice and snow.
- (d) Effects on pedestrian and traffic safety including whether vehicles are likely to have reduced control or impaired sightlines.
- (e) The degree of difficulty for vehicles entering/exiting the site and the potential for increased on-street parking with resulting impacts on traffic safety and residential amenity.
- (f) The transitions between gradients taking into account vehicle break-over angles and potential damage to road and non-slip surfaces.

vii Vehicle Orientated Commercial Activities including Service Stations and Rural Selling Places

- (a) The design and layout of accesses, manoeuvring aisles, car parking and loading areas and the potential effect of these on the safety and efficiency of the frontage road.
- (b) Provision for the safe movement of pedestrians about the site and on the adjacent frontage road.
- (c) The safety and efficiency of the access taking into account the 85th percentile speed on the frontage road, available visibility, road geometry, vehicle volumes on the frontage road.
- (d) The relative proximity of other accesses or road intersections and the potential for cumulative adverse effects on the safety and efficiency of the frontage road.

- (e) Any proposed on-site, design or on road works to mitigate any potential adverse effect of the access on the safe and efficient functioning of the frontage road.
- (f) The degree to which the location of the site in combination with the position of any proposed and existing access points will affect the safe and efficient movement of traffic onto and off the site and along the adjoining roadway taking into account the following matters:
 - the types of manoeuvres anticipated to be undertaken at the intersection
 - the forms of control at adjacent intersections
 - the functions of the frontage road and any intersecting roads
 - the speed and volumes of through traffic
 - the physical features of the roadway, ie number of lanes, visibility
 - whether the driveway will be on an upstream or downstream side of the intersection.
- (g) The ability for vehicles to queue and be serviced on-site without affecting the safe movement of vehicles or pedestrians along the adjoining road or footpath or the movement of vehicles and pedestrians using the facilities on the site.
- (h) The external appearance of any building and its visual impact from the road and its proximity to residential areas.
- (i) The degree to which tankers may enter and exit the site without excessive manoeuvring or disruption to vehicles being serviced on the site or serving the activity or the safe movement of vehicles along the adjoining road.

viii In the **Three Parks zone**, whether proposed initiatives which discourage private car use and encourage alternative modes of transport justify a reduction in the parking requirements.

(ix) Frankton Flats Special Zone (B)

(a) Parking Within Frankton Flats Special Zone (B)

Additional Parking Spaces

- (i) The effects of additional car parking on traffic generation and consequent effects on the efficient functioning of the road network.
- (ii) Safety and efficiency of access into and out of the site.
- (iii) Extent of reduction in demand for public transport/walking and cycling.
- (iv) Whether any actions are to be taken to manage travel demand generated by the additional parking such as set out in a Travel Plan.
- (v) Fewer Parking Spaces.
- (vi) Availability of bus services and provision of additional facilities for pedestrians/cyclists.
- (vii) Potential for spillover parking and effects on efficiency of the transport network and amenity.
- (viii) Any specific features of the activity.
- (ix) Travel demand management benefits as set out in a Travel Plan.
- (x) Extent of any grouped parking and benefits from multi-use of parks.

(b) Off Site Parking within Frankton Flats Special Zone (B)

- (i) The effectiveness of the agreement in ensuring ongoing provision of the car parking given possible changes in use and ownership.
- (ii) The nature of the activity and whether off-site provision at a greater distance than 200m will result in employees and/or customers not using the parking to be provided.

(c) Travel Demand Management within the Frankton Flats Special Zone (B)

- (i) Cycle parking for visitors/customers should:
 - a. Be located within 20m of the main building entrance;
 - b. Involve stands that support the bicycle frame and front wheel; and
 - c. Enable bikes to be securely locked.
- (ii) Cycle parking for employees shall be within a secure, covered area. In general the rate for staff should be 1 space per 10 employees. At a minimum, for developments accommodating up to 40 staff, one unisex shower should be provided where the shower and associated changing facilities are provided independently of gender separated toilets; or a minimum of two showers (one separate shower per gender) with associated gender separated changing facilities.
- (iii) The nature and extent of facilities to promote walking and cycling, including change/locker spaces for workers and the design of the development in relation to a safe and barrier free walking environment for customers/visitors.
- (iv) Measures to promote effective use of car parking resources, including the nature and extent of measures to reduce use by employees during peak times.

- (v) Means of monitoring and reporting on travel plan outcomes.