

6 GENERAL RULE

6.7 VEHICLE ACCESS AND LOADING

6.7.1 ISSUES, OBJECTIVES, POLICIES AND METHODS

See Part B(8).

6.7.2 RULES FOR VEHICLE ACCESS AND LOADING

(1) Size of and Access to Parking and Loading Spaces

Every parking and/or loading space shall have dimensions in accordance with the following or in accordance with any relevant car parking standard such as the New Zealand Building Code Clause D1, Australian Standard 2890.1 - 1993 or other standards:

(a) Table for Manoeuvring and Parking Space Dimensions

Parking Angle	Stall Width	Aisle Width	Aisle Run	Stall Depth	Overhang	Wheel-stop depth	Inter-lock depth	Stall Depth
90°	2.500	8.500	2.500					
	2.700	8.100	2.700					
	2.900	7.700	2.900	5.000	0.800	4.200		
	3.000	7.500	3.000					
60°	2.500	4.500	2.900				1.250	5.550
	2.700	4.000	3.100				1.350	5.650
	2.900	3.500	3.400	5.400	0.800	4.600	1.450	5.750
	3.000	3.500	3.500				1.500	5.800
45°	2.500	3.800	3.500				1.800	5.300
	2.700	3.500	3.800				1.900	5.400
	2.900	3.500	4.200	5.000	0.700	4.300	2.050	5.550
	3.000	3.500	4.200				2.100	5.600

Parallel Parking: Stall Length = 6.100, Stall Width = 2.500, Aisle Width = 3.700 (All measurements are in metres.)

- (i) Two way flow is permitted with 90° and parallel parking.
 - (ii) Stall widths shall be increased 300 mm where they abut obstructions such as columns or walls.
- (b) Where parking for people with disabilities is required parking spaces shall be not less than 3.6 metres wide.

(c) **Tracking Curves**

Be provided with such access drives and aisles as are necessary for ingress and egress of vehicles to and from the road, and for the manoeuvring of vehicles within the site. In applying the tracking curves the following specifications shall apply:

- (i) Where vehicles normally manoeuvre at speeds of less than 10km per hour a minimum clearance of 300 millimetres shall be maintained between the vehicle tracking area curve and any fixed object.
- (ii) Where vehicles normally manoeuvre at speeds greater than 10km per hour a minimum clearance of 600 millimetres shall be maintained between the vehicle tracking curve and any fixed object.
- (iii) For public and customer car parking and for activities in Rule (3) below where access is not gained directly from a state highway, the 90 percentile tracking curves shall apply; in all other situations including within buildings, the access and circulation ramps shall be designed to the 99 percentile tracking curve (see following Figure 3(a) and (b)).

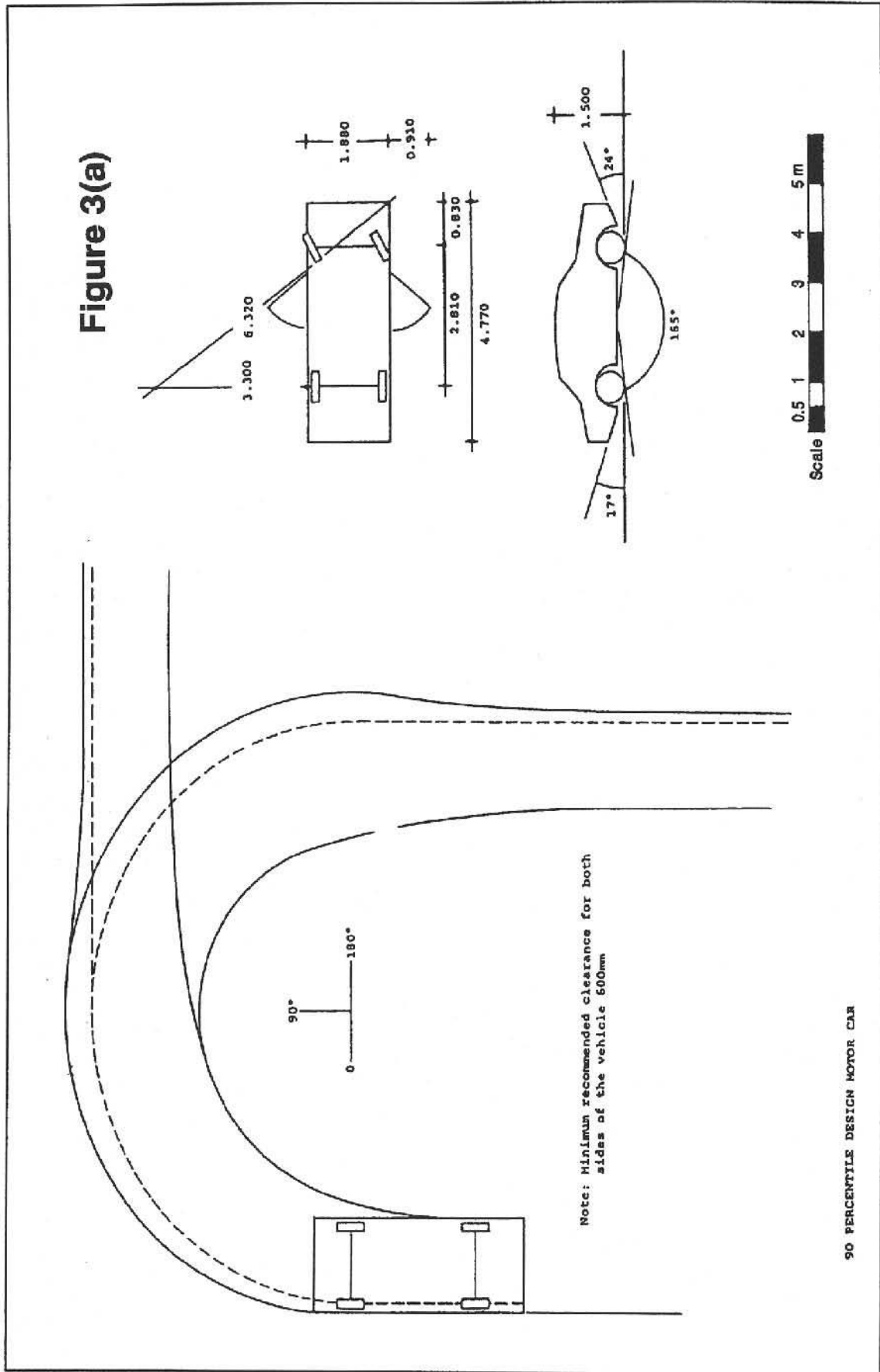
(2) Every parking and/or loading space shall be located on the same site as the activity to which it relates, be available at all times for both visitor and staff use and shall have adequate usable access to that activity or building unless parking is not permitted to be provided on that site or a cash contribution has been accepted in lieu of parking. Each loading space shall adjoin an adequate area for goods handling and shall be convenient to any service area or service lift.

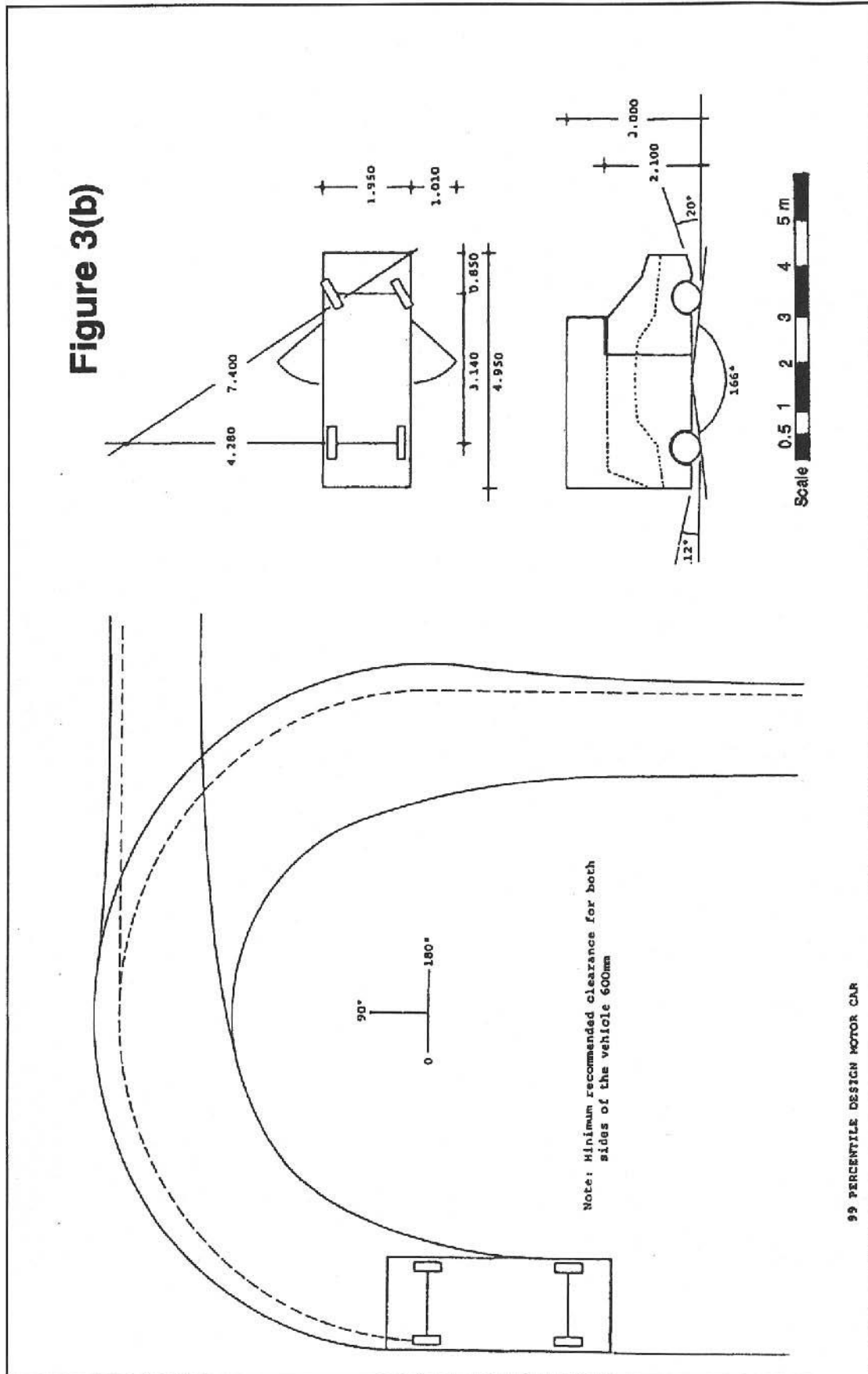
(3) In addition every loading space shall be of usable shape and shall be of the following dimensions.

- (a) For transport depots and other similar activities, not less than 9 metres depth.
- (b) For retail premises, travellers accommodation, offices, warehouses, bulk stores, industry, servicing premises and other similar uses, not less than 8 metres in depth.
- (c) Offices and other non-goods handling activities, where the gross floor area is not greater than 1500 square metres, and

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where on-street space is available for occasional servicing by larger vehicles, 6 metres long, 3.0 metres wide, 2.6 metres high (van loading space).





- (d) Notwithstanding anything to the contrary in the foregoing clauses, where articulated vehicles are used or are intended to be used in connection with any site, sufficient loading spaces not less than 11 metres in depth shall be provided for the purpose.
- (e) No loading space shall be less than 3.5 metres in width.
- (f) No loading space shall be less than 3.8 metres in height.
- (g) Gradients shall be kept to a minimum. For service and manoeuvring areas the gradient shall not exceed 1:12.5.

(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 a sealed surface, drained, marked out or delineated, and maintained.

This rule shall not apply in the Commercial Zones in Temuka, Geraldine and Pleasant Point and in the Industrial L and Industrial H Zones except for the access point which must be formed, sealed and drained for a distance of not less than 9 metres from the boundary line of the property for a width of 6 metres or the width of the crossing apron or access to roads with kerb and channel, whichever is the greater. Also this rule shall not apply in Rural and Recreational 3 Zones unless a condition of a resource consent or another rule in the District Plan requires it. The remainder of the parking and loading space or spaces, access drives, manoeuvring areas and aisles in these Zones shall be suitably surfaced so as to be available for use in all weather conditions usually experienced in the locality.

- (5) Parking areas must be kept clear and available at all times, free of impediment, for vehicles used in conjunction with the particular activity to which the parking spaces relate on the site, and must not be used for the deposit or storage of any goods or materials or for any other purpose.

(6) **Grades**

The maximum gradients for parking surfaces and floors are 1:6 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.

(7) **Screening of Spaces**

See General Rule 6.19.

(8) **Kerbs**

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

(9) **Road Widening Designations**

No required parking or loading spaces, manoeuvring area, or part thereof shall be located on road designated for road widening.

(10) **Vehicle Access to Sites**

All loading areas shall be provided on the site, or sufficiently close to the site (but not on any road or service lane) to ensure the ready use of such loading facilities by vehicles in conjunction with the site.

(11) Every parking or loading space shall have an approved vehicle access.

NOTE: See sections 228 and 1806 of the Timaru District Council Bylaws.

(12) Where on any site access is from a National, or Regional, or District Arterial or Principal Road sufficient space shall be provided so that no reverse manoeuvring onto or off the road is necessary.

6.7.3 PERFORMANCE STANDARDS FOR ALL ZONES EXCEPT RURAL ZONES AND RECREATION 1 AND 3 ZONES

(1) **Reverse Manoeuvring**

For all non-residential uses, where any parking or loading spaces are required, sufficient space shall be provided on the site so that no reverse manoeuvring onto or off the road is required.

(2) **Driveway Width**

Where parking for two or more household units or two or more parking spaces for any other activity are required by the Plan either for a single site or for multiple sites using the same access, vehicle ingress and egress shall be formed, sealed and drained for a minimum distance of 9 metres from the road boundary.

- (3) Where vehicle ingress and egress to 3 or more household units is provided by a single access or driveway, then access shall have a minimum width of 6 metres for a minimum distance of 9 metres from the road boundary.
- (4) In Residential Zones, the provision for the parking of vehicles for three or more household units shall include sufficient manoeuvring space so that no reversing of vehicles onto or off the road is required.
- (5) **Driveway Formation**
- In Residential Zones where two or more household units are located on the same site or are using the same areas (such as two or more sites sharing a driveway) the whole of the area used as driveways, aisles, manoeuvring areas and parking spaces shall be formed, sealed and drained (see General Rule 6.7.3(7)).
- (6) **Gradient of Access**
- Access shall be generally formed to a lesser grade than 1 in 5 from a transitional curve from the back of the footpath or where there is no footpath, from a level approved by Council. Where, because of topography a grade of 1 in 5 or better cannot be achieved, a steeper grade may be allowed provided Council's prior consent to a discretionary activity is obtained. In those instances Council may impose specific conditions as to layout and surfacing.
- (7) Except that where the gradient of access is greater than 1 in 8 the first 9 metres of the access drive from the road shall be formed, sealed and drained and on site provision shall be made so that no reverse manoeuvre onto or off the site is required.
- (8) **Vehicle Crossings**
- In Residential Zones and the Rural Residential (Brookfield Road) Zone, up to a 6 metres width of vehicle crossings may be provided for every site.
- (9) In Commercial and Industrial zones, vehicle crossings shall be provided so as to provide for two way traffic onto and off the site, except where a site is served by a service lane.
- (10) Where the location of a vehicle crossing providing for access from the road to any site would be likely to cause a traffic hazard, Council may require further or other provision to be made for access to the site or may prohibit such access and any parking or loading.

(11) **Distance from Intersections**

Vehicle crossings shall be located as far as is practicable from intersections and in no case shall any vehicle crossing be located closer than 10 metres to an intersection as measured from the intersection point of the prolongation of the road reserve boundaries or in such a position as to create a traffic hazard.

(12) **Minimum Distance between Crossings**

A minimum distance of 7 metres shall be maintained between vehicle crossings serving the same site.

(13) **Sites Fronting National, or Regional, or District Arterial or District Principal Roads**

With the exception of the Commercial 2A Large Format Store (Retail Park) Zone, where any site fronting a Primary Road (National Route, Regional Arterial, District Arterial or Principal Road) has frontage to a Secondary Road (Collector or Local Road or a Service Lane), all vehicle access to the site (providing for either ingress or egress) shall be provided to the Secondary Road. A Secondary Road is defined in General Rule 6.6.2(3).

(14) **Rear Access**

In Commercial and Industrial Zones, where suitable and adequate vehicular access to the rear of a site is possible by the use of a service lane, or land over which Rights of Way are held in respect of that site, that means of access to parking and loading spaces (provided for either ingress or egress) shall be used. No additional vehicle access shall be created across the frontage.

6.7.4 PERFORMANCE STANDARDS FOR ALL RURAL ZONES AND RECREATION 1 AND 3 ZONES

(1) **Vehicle Accesses**

All vehicle accesses connecting properties with public roads in these zones shall be designed and constructed in accordance with the Land Transport Safety Authority document "Guidelines for Visibility at Driveways" RTS 6, May 1993 (excluding Figure 3 of that document) unless modified by these rules.

(2) Use of side roads - where a site fronts both a primary road and a secondary road all vehicle access onto and off the site shall be to the secondary road.

- (3) On all primary roads the location and design of new accesses shall be in accordance with Diagrams 1 to 7, whichever is applicable to the circumstances (Diagrams follow this section).
- (4) Where heavy vehicles (such as milk tankers and stock trucks) use the access, the area within the road reserve shall be constructed to the same standard as the adjoining carriageway. In all cases, application to form an access shall be made to the road controlling authority.
- (5) The owner of the property that each access serves shall be responsible for the costs of constructing and maintaining the access(es).

(6) **Roadside Selling Places, Commercial and Industrial Activities**

In addition to the above requirements in 6.7.4(1)-(5) accesses to rural roadside selling places shall be designed and constructed in accordance with the Land Transport Authority document “Guidelines for Establishing Rural Selling Places” RTS 3: 1992 (excluding Figure 3 of that document). This includes roadside stalls and any commercial and industrial land activity that generates a similar type of vehicular activity.

Fire Service Appliance Access in the Geraldine Downs Zone

- (7) Vehicle access shall be in accordance with the New Zealand Standard for Land Development and Subdivision Infrastructure NZS4404:2010.

6.7.5 DISCRETIONARY ACTIVITIES

The following activity is a discretionary activity subject to complying with the General Rules:

- (1) Any proposal which does not fully comply with any part of General Rule 6.7 shall be a discretionary activity.
- (2) With the exception of activities in the Commercial 2A Large Format Store (Retail Park) Zone, and in the Industrial L Zone located at Washdyke between State Highways 1 and 8 and Lot 4 DP 413460 any activity with vehicle access to and/or from a state highway is a discretionary activity where it involves service stations, truck stops, supermarkets, shopping centres, restaurants, retail activities including shops, and places of assembly.

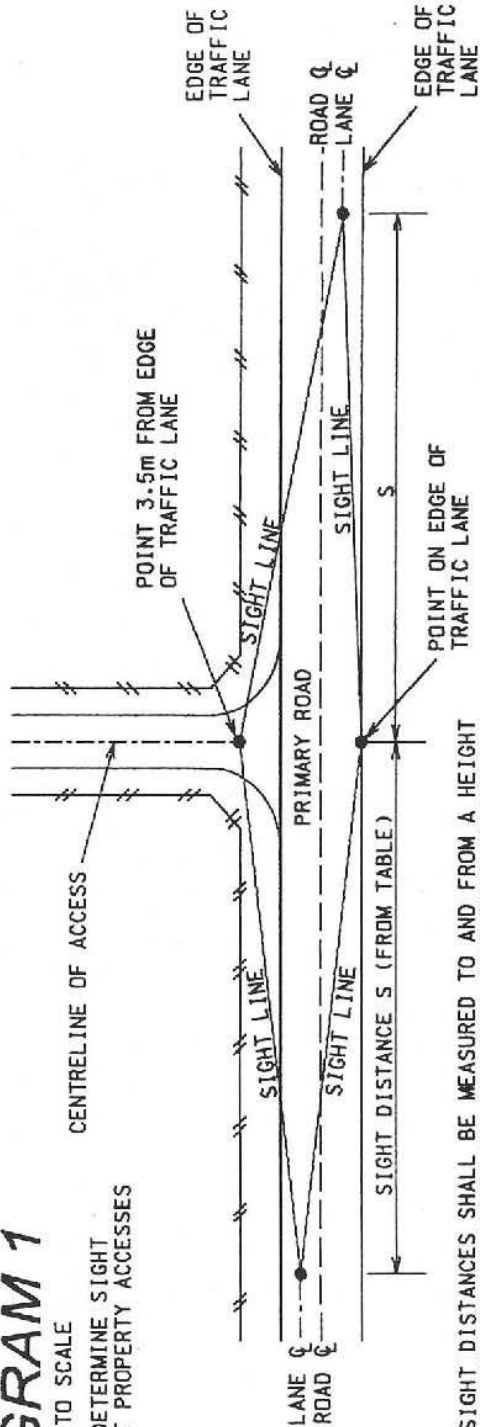
NOTE: When considering applications for discretionary activities regard shall be had to the

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Performance Standards for vehicle access and loading and the likely use of the site.

DIAGRAM 1

NOT TO SCALE
METHOD TO DETERMINE SIGHT
DISTANCE AT PROPERTY ACCESSSES



NOTE: SIGHT DISTANCES SHALL BE MEASURED TO AND FROM A HEIGHT OF 1.15 METRES ABOVE THE EXISTING ROAD SURFACE AND THE PROPOSED SURFACE LEVEL OF THE SIDE ROAD OR ACCESS. THERE ARE TO BE NO OBSTRUCTIONS TO VISIBILITY INSIDE THE AREA BOUNDED BY THE SIGHT LINES.

POSTED SPEED LIMIT	MINIMUM SIGHT DISTANCE 5 (METRES)	MINIMUM DISTANCE TO EXISTING ACCESS (M) (SAME SIDE OF ROAD)	MINIMUM DISTANCE TO ACCESS LOCATED ON A SECONDARY ROAD TO AN INTERSECTION (M)
50	85	10	10
60	115	15	15
70	140	20	20
80	170	100	30
100	250	200*	30

*There shall be no more than 5 individual accesses along any 1 km section of State Highway (on both sides) measured 500m either side of a proposed access.

<p>DIAGRAM 2</p> <p>2 WAY 4-6m 9m VEHICLE LENGTH 11.0m MAX</p>	<p>DIAGRAM 3</p> <p>2 WAY 4-6m 14m VEHICLE LENGTH 17.0m MAX</p>	<p>DIAGRAM 4</p> <p>6m+ 20.0m VEHICLE LENGTH 20.0m MAX</p>		
<p>MAX. VEHICLE LENGTH 11.0m</p>			<p>MAX. VEHICLE LENGTH 17.0m</p>	<p>MAX. VEHICLE LENGTH 20.0m</p>
<p>DIAGRAM 5</p> <p>VARIES 13.0m VEHICLE LENGTH 11.0m MAX</p>			<p>DIAGRAM 6</p> <p>5.0m+ 18.0m VEHICLE LENGTH 17.0m MAX</p>	<p>DIAGRAM 7</p> <p>6.0m+ 20.0m VEHICLE LENGTH 20.0m MAX</p>
<p>MAX. VEHICLE LENGTH 11.0m</p>			<p>MAX. VEHICLE LENGTH 17.0m</p>	<p>MAX. VEHICLE LENGTH 20.0m</p>
<p>FOR ROADS CARRYING MORE THAN 500 VPD</p>			<p>FOR ROADS CARRYING LESS THAN 500 VPD</p>	
<p>RURAL ACCESSWAY DESIGN</p>			<p>SCALE 1:500</p>	

- NOTES:
1. VEHICLE LENGTHS
11.0m = LARGE SINGLE UNIT TRUCK
17.0m = SEMI TRAILER
20.0m = 'B' TRAIN
 2. DRIVEWAY TO BE SURFACED SIMILAR TO ROAD CARRIAGEWAY FROM EDGE OF SEAL (OR CARRIAGEWAY) TO ROAD BOUNDARY.
 3. DRIVEWAY EDGES MAY BE CURVED.
 4. THE ROAD CONTROLLING AUTHORITY SHALL BE ADVISED PRIOR TO ANY CONSTRUCTION TAKING PLACE.