

Update Parking provisions to implement NPSUD

The changes are shown as 'Tracked changes' (ie. additions are underlined while deletions are ~~struck through~~).

Part B8 Rooding

Issues

- (4) Where on-site parking is provided but insufficient onsite parking manoeuvring and loading area is available, vehicles ~~are parked on roads.~~ will utilise areas on roads. This can reduce the capacity of the road network and can reduce the amenity and safety of the road network for all road users.

Explanation

The current climate of rising car usage, coupled with an increasing awareness of people's responsibilities to the local and global environment, means the need for sustainable management of the District's transportation system is of immediate concern.

Transportation, in its role as both an activity and as an effect of other activities, can impact adversely on the environment of the District. The use of the transportation resource can incur noise and air quality levels above those normally accepted. The construction of the transportation system can impact adversely on existing communities and ecological habitats. Road traffic as a prime component of transportation and as an effect of land use activities can impact adversely on the amenities of an area in terms of noise, dust, dirt, fumes, visual intrusion and traffic congestion. The Plan must adopt a transportation management approach which adequately protects and encourages the enhancement of the environment

Policies

- (18) To require land use activities to provide adequate ~~parking-~~ vehicle manoeuvring and loading facilities on site where needed.

Principal Reason

Where inadequate ~~parking-on-site manoeuvring~~ and loading facilities are provided, the safety and efficiency of the road network become compromised by the manoeuvring of vehicles into and from on-street parking spaces.

It is considered that the provision of manoeuvring and loading areas parking is primarily the responsibility of the property owner or occupier.

- (19) ~~To allow developers to provide a cash contribution in lieu of onsite parking where they are unable to comply with Policy (18) because of rules in the District Plan or other site constraints.~~

~~This option may be exercised only at the discretion of the Council unless the development is in an area where private parking is not permitted. Factors to be considered by the Council are:~~

- ~~the availability of land nearby for the Council to develop~~
- ~~the relative efficiency of the site if it provided parking~~
- ~~the impact on the efficiency of the roading network if onsite parking is not provided~~
- ~~any effect on heritage or townscape values from parking~~
- ~~any conflicts with pedestrian or vehicle traffic safety~~

~~Principal Reason~~

~~In order to minimise the adverse effects of vehicles crossing main retail frontages or busy footpaths, or if a small or unusual shaped site is being developed, the developer may pay a cash contribution to the Council's Parking Development fund instead of providing the required parking spaces. This contribution would then be used to develop or maintain Council car parks in the area of the development.~~

- (20) To allow developers to share private car parking to meet their District Plan the development requirements.

Principal Reason

This will promote the efficient use of the land available for car parking where the peak parking demand for the developments do not coincide. When considering an application to share parking, the Council will take account of the following factors:

- the proximity of all developments to the car parking area*
- the legal agreement to use the car parking*
- the combined parking demand (not to exceed the capacity of the car park at any time)*
- the operating and peak operating hours of developments*

- (21) To manage the adverse environmental effects associated with the provision of private access to allotments and household units by establishing thresholds below which allotments and/or household units shall be served by private access of a minimum width. Proposals that exceed these thresholds shall provide for vehicle access by way of a road.

When considering applications for resource consent, the Council shall consider the following:

- What are the anticipated numbers of vehicles, cyclists and pedestrians that will use the access/road?
- Will the access/road be no-exit or allow through traffic?
- Is there potential to become more than a local no-exit road?
- What is the proposed speed restriction if it is to be a public road?
- What are the anticipated parking ~~requirements~~ demand on the access/road?
- What are the anticipated traffic enforcement requirements if it is to be a public road?
- Will emergency and other services vehicles such as postal and rubbish collection use the access/road?
- Is there potential for further subdivision and/or building development?
- What is the standard of existing adjoining roads?
- Will upgrading of adjoining roads will be needed?
- What are the traffic volumes on adjoining roads?
- Are there intersections in the vicinity?
- Is there any potential for increased traffic volumes?
- Are there urban areas in the vicinity, and adjoining properties with household units?
- Are there any potential impacts on ecosystems, drainage patterns, and/or the amenities of adjoining properties?
- Should a sign be established identifying that the access way is "Private"?

Explanation and Principal Reason

Thresholds or limits to the number of household units and/or allotments served by private accesses have been developed in part on the basis of the Council's experience over many years of roading and traffic management, and to provide consistency with subdivision and land use rules. In the past where thresholds have been exceeded management issues have arisen over time.

Allotments unable to achieve a frontage to a legal road at the time of subdivision must provide vehicle access by way of a private access or road. Some provision is made for sharing of private accesses but once thresholds are exceeded roads must be established unless the adverse effects of such a proposal can be adequately avoided, remedied or mitigated.

See Policy (3) in Part B, 9 Services and Other Physical Resources for a provision requiring financial contributions be taken for the roading network.

Methods

- (12) ~~Requiring developers to provide a cash contribution when the development is in an area where private parking is not permitted (see General Rule 6.8).~~

~~Principal Reason~~

~~Along main retail frontages, where there is a high level of pedestrian movement, vehicle crossings giving access to car parks and loading areas undermine pedestrian safety.~~

~~The Council has undertaken to provide a good level of off-street parking for all users of these commercial areas and access to these parking areas can be strictly controlled. The cash contributions from developers may be used to purchase new properties, for parking or to upgrade or maintain existing car parks.~~

~~The Council undertakes to provide a suitable level of off-street parking to meet the needs of all new and existing developments in the zones where vehicle crossings or parking are not permitted.~~

Part D1 Rural Zones

1.11.2 RURAL 2 ZONE (R2)

- 3.2 Any activity listed as a permitted or controlled activity which does not comply with the performance standards for bulk and location of buildings, noise, artificial light and glare, ~~and vehicle parking.~~

Part D2 Residential Zones

2.6 RULES FOR RESIDENTIAL ZONES

2.6.1 RESIDENTIAL 1 ZONE

- 2.2 Boarding houses or hostels associated with educational establishments. Council shall restrict its discretion to the environmental effects associated with open space, noise, parking on-site vehicle manoeuvring, and traffic access.
- 2.3 Additions to existing Emergency Services Facilities. Council shall restrict its discretion to the environmental effects associated with height, parking on-site vehicle manoeuvring and traffic access.

2.6.3 RESIDENTIAL 3 ZONE

2 Controlled Activities

- 2.3 Additions to shops. Council shall restrict its discretion to the environmental effects associated with parking vehicle manoeuvring, vehicle loading, traffic access, and signage.

Part D3 Commercial Zones

3 Commercial Zones

3.5 RULES FOR COMMERCIAL ZONES

3.5.3 COMMERCIAL 1 (TEMUKA)

1.T.5 PERFORMANCE STANDARDS FOR ALL ACTIVITIES IN THIS ZONE

~~5.4 Deleted. No car parking shall be required where the only access to the site would require forming a new vehicle crossing on to King Street (see General Rule 6.8.4).~~

3.5.7 Commercial 2A Zone

6 PERFORMANCE STANDARDS FOR ALL ACTIVITIES IN THE COMMERCIAL 2A LARGE FORMAT STORE (RETAIL PARK) ZONE:

- 6.10 ~~Deleted. Car parking for retail activities in the Commercial 2A Large Format Store (Retail Park) Zone shall be provided at a rate of 2.3 spaces per 100m². All other activities shall provide car parking at the rates specified in Rule 6.8.3 of the District Plan.~~

6 GENERAL RULE

6.8 PARKING

6.8.2 RULES FOR PARKING

- (1) The Performance Standards for Parking in 6.8.3 shall apply where either:
 - (a) An activity is established on a site; or
 - (b) ~~There is a change of activity to one for which more parking spaces are required by the District Plan; or~~
 - (c) ~~A building is constructed, substantially reconstructed, or added to. Where a building is added to~~Additional parking spaces are provided on the site, in this circumstance the parking requirement shall apply to the additional ~~area~~parking spaces.
- (2) ~~On an application for a discretionary activity Council may decide that a lesser standard of parking may be required where it can be shown by the developer that the parking standard is inappropriate.~~

6.8.3 PERFORMANCE STANDARDS FOR PARKING

(1) Where parking spaces are provided, they must meet the requirements of General Rule 6.7 Vehicle Access And Loading.

~~The following performance standards in respect of onsite parking spaces shall be a minimum requirement and shall apply to all activities in all zones:~~

- (1) ~~Household units: 2 spaces for each unit; 1 space for each unit in Residential 2 and Commercial 1A Zones only; 4 spaces for each unit in the Rural Residential (Brookfield Road) Zone only;~~
- (2) ~~Boarding or Lodging Houses, Community Care Facilities or Hostels: 1 space for 4 residents (see also General Rule 6.8.3 (14));~~
- (3) ~~Motels: 1 space for each unit plus 1 additional space per 5 units or fraction thereof. Other travellers accommodation and home stays: 1 space per guest room;~~
- (4) ~~Services Stations; Commercial garages; premises with an Off Licence under the Sale of Liquor Act, and Shops (except those retail shops located outside the Commercial 1A Zone and exceeding 300 square~~

~~metres of gross floor area): 1 space per 50 square metres of gross floor area;~~

- ~~(5) Shops located outside the Commercial 1A Zone, and exceeding 300 square metres of gross floor area: 1 space per 25 square metres of gross floor area;~~
- ~~(6) Offices: 1 space for every 50 square metres of gross floor area;~~
- ~~(7) Places of Assembly: 1 space for every 10 persons assessed on maximum seating capacity; provided that where a church and a hall are erected on the same site the maximum requirements applicable to that site pursuant to this sub-clause shall be the maximum requirements as aforesaid in respect of such church or hall whichever is the greatest;~~
- ~~(8) Cinemas and Theatres: 1 space for every 10 seats the building is designed to accommodate;~~
- ~~(9) (i) Any industry or goods storage use with the gross floor areas set out below shall provide the lesser of either the number of parking spaces indicated:~~

~~Building Floor Area Vehicle Spaces~~

- ~~(a) not exceeding 100m² 2~~
- ~~(b) exceeding 100m² but not exceeding 150m² 3~~
- ~~(c) exceeding 150m² but not exceeding 250m² 4~~
- ~~(d) exceeding 250m² but not exceeding 400m² 5~~
- ~~(e) exceeding 400m² 5 car parks plus 1 car~~

~~park for each 200m² or part thereof in excess of 400m²~~

~~Or 1 space for each employee likely to be employed on the site plus 2 parking spaces;~~

- ~~(ii) In association with any future development on sites legally described as Lot 1 DP 45192, Lot 2 DP 19458 and Lot 1 DP 19458 in the Commercial 2 Zone, that 20% of the parking required shall be marked for staff car parking only.~~

- ~~(iii) In association with any future development on sites legally described as Lots 1-4 DP 413460 and any resultant lots at 300 Hilton Highway in the Industrial L Zone, that 12 car parking spaces/800sq.m and 1 Heavy Goods Vehicle space/1,000sq.m of Building Floor Area shall be provided.~~

- ~~(10) Restaurants and premises with an On-Licence under the Sale of Liquor Act, cafes, and eating places: 1 space for every 5 persons for whom seating is provided for plus 1 space for every 2 staff. Where seating is not provided occupancy shall be assessed on the basis of 1 square metre of bar space per person. In addition to the above requirement, where accommodation is provided, one car parking space shall be provided for every five beds or fraction thereof. Except that in the Commercial 1A, Commercial 1 (Temuka, Geraldine and Pleasant Point) Zones the requirement will be 1 space per 50 square metres of gross floor area;~~
- ~~(11) Health Professionals (including doctors, physiotherapists, naturopaths, veterinary, dentists): 2 public spaces per health professional plus 1 space per health professional plus 1 space per 2 ancillary staff (e.g. 2 doctors and 2 staff = 7 spaces);~~
- ~~(12) Education Facilities (pre-school, primary and secondary): 1 space per staff member and 1 space per 10 students aged 16 and over;~~
- ~~(13) Education Facilities other than pre-school, primary, and secondary: 1 space per staff member plus 1 space per 2 equivalent full-time students;~~
- ~~(14) Community Care, Day Care Centres, and Hospitals: 1 space per staff member (see also General Rule 6.8.3 (2));~~
- ~~(15) Sports Fields: 1 space per 2 persons designed to be accommodated on the site;~~
- ~~(16) Where an assessment of the required parking 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;~~
- ~~(17) The area of any 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 of that building for the purpose of ascertaining the total number of spaces required or permitted.~~

~~NOTE 1: See General Rule 6.19.2 on landscaping of car parks.~~

~~NOTE 2: See General Rule 6.7 for dimensions and formation of car parking spaces, access and manoeuvring areas.~~

6.8.4 CASH IN LIEU OF PARKING

Where parking spaces cannot be located on a site ~~because of a rule in the District Plan or other practical difficulty~~ Council ~~shall~~ may require cash in lieu of parking, based on the potential impact on the amenity and safety of the road network/public parking facilities. Cash in-lieu will be calculated based on the following criteria:

- (1) The area per car parking space is 22 square metres. (This assumes the most efficient possible parking layout using the car parking dimensions including aisles for a 2.5 metres wide car parking space.)
- (2) The value of the land per square metre being developed by the developer for which a contribution is required.
- (3) The number of car parks based on the development demand. requires under the District Plan.
- (4) The cost to form and seal car parks.

The cash contribution shall be calculated according to the following formula: 22 x value of land per m² x number of car parks plus the cost to form and seal car parks plus GST = cash in lieu.

NOTE: The cash contributions will be placed in Council's parking fund for use in providing or upgrading publicly provided car parking facilities in the vicinity of the land to which the contributions relate to.

6.19 Landscaping

6.19.2 RULES FOR LANDSCAPING

- (8) In addition to the above rules one tree shall be planted for every 10 car parking spaces required-provided on the site. Where there are less than 10 car parking spaces no additional trees will be required.