

16.2 TRANSPORT (ACCESS, PARKING AND TRAFFIC)

*Refer to Policy sets 5.2, 6.1, 6.3, 6.5, 7.3, 7.4, 8.1, 8.2, 9.1 – 9.3, 11.1, 11.2, 13.1.
Refer to Rule sections 16.3, 17.1 – 17.8, 17.12, 18.8.*

16.2.1 Scope of Section

This section deals with access, parking and traffic effects of land uses throughout the District. Information required with resource consent applications is stated in Chapter 19.

16.2.2 Land Use

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16.2.2.1 Permitted Activities (Land Use – Vehicle Access Considerations)

Any land use is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

Access and Vehicle Crossings

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- (a) The site of the activity is provided with an access and crossing, laid out and constructed in accordance with the matters listed in Figure 16.2A.

Figure 16.2A: Nelson Tasman Land Development Manual 2019 Access and Vehicle Crossing Standards

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MATTER	NTLDM REFERENCE
General	4.10.2.1 (a) – (e), 4.10.2.3 and 4.10.2.4 – 4.10.2.8
Higher speed environments	4.10.2.2
Grade and gradient design	4.10.3.2 – 4.10.3.4
Spacing	4.10.2.3 and 4.10.7
Tracking and turning	4.10.6
Sight distances	4.10.4

- (b) Visibility from the access and crossing complies with 4.10.4.1 and 4.10.4.2 of the Nelson Tasman Land Development Manual 2019.

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- (c) The design of the access and crossing complies with:

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EITHER:

- (i) Standard 4.10.5.1 of the Nelson Tasman Land Development Manual 2019 and the following conditions:
- (a) is located in the Residential, Papakainga, Rural Residential, Rural 3, Rural 1 or Rural 2 zone;
 - (b) gains access from a residential lane, local road or sub-collector road;
 - (c) does not cross a cycle path that is less than 3 metres from the property boundary; and
 - (d) is not a commercial activity,

OR

- (ii) Figure 4-11 of the Nelson Tasman Land Development Manual 2019.

- (d) There is no direct access onto the Richmond Deviation (SH6).

- (e) The site of the activity is in the Open Space, Recreation or Conservation zone, and the access and crossing complies with the following:

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- (i) The set of standards in Table 4-11 of the Nelson Tasman Land Development Manual 2019 that are applicable to the zone adjoining or surrounding the Open Space, Recreation or Conservation Zone site; and
- (ii) Where more than one other zone adjoins or surrounds the site, the applicable standards are the set with the widest crossing.

Advice Notes:

1. Where the state highway is a Limited Access Road, it is not considered a road for the purposes of access and approval is required from the NZ Transport Agency for an access under the Government Rooding Powers Act 1989.
2. Where private access is required from the state highway, or where the development will impact on an intersection or any part of the state highway, the NZ Transport Agency standards require consideration. Consultation with the NZ Transport Agency is recommended in these cases.

- (f) Stormwater from any access is either: C10 10/07
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 - (i) discharged to a Council-maintained stormwater drainage network that has the capacity to receive the additional stormwater; or
 - (ii) the discharge complies with section 36.4 of this Plan.
- (g) Any stormwater drainage feature that forms part of the stormwater drainage network is physically and legally protected from future development that may adversely affect the efficient functioning of the network. C7 7/07
Op 10/10
- (h) Stormwater from any access with an area greater than 200 square metres in the Richmond West Development Area Mixed Business, Rural Industrial and Light Industrial zones (except in the Light Industrial Zone location at Beach Road as shown on the planning maps) is collected and conveyed through a stormwater interceptor treatment device so that any sediment, hydrocarbon or floating debris that may be present in the stormwater is able to be substantially retained by such a device before there is any discharge to the Council-maintained stormwater drainage network. C10 10/07
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Note: Design information for stormwater interceptor treatment devices and stormwater treatment and collection systems is provided in the current Council's Engineering Standards and Policies.
- (i) Where a vehicle crossing from an arterial or distributor road gives access to a car parking area containing more than 20 spaces, a queuing area at least 15 metres long is provided for vehicles entering the site. The queuing area length is measured from the road boundary of the site to the first point at which a vehicle can turn into a parking space or aisle. C10 10/07
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On-site Turning

- (j) On-site manoeuvring space is provided on any site for the largest class of vehicle likely to need access to the site on a regular, frequent or predictable basis, so that a vehicle does not need to reverse to or from any road; except that this requirement does not apply to a site containing only a single dwelling that has access from a collector, access road or access place. C69 6/19
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Location of Gates

- (k) Any gate is hung to open into the site, and is set back sufficiently to ensure that the largest class of vehicle likely to need access to the site on a regular, frequent or predictable basis can be stopped off the road carriageway while the gate is being opened or shut. C69 6/19
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16.2.2.2 Permitted Activities (Land Use – Traffic)C19 5/10
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Any land use is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

- (a) Activities undertaken on RT 3C/906 (Appleby Highway, Appleby) do not exceed 60 vehicle trips per day. Compliance with this rule will be demonstrated by the maintenance of records of vehicle trips by the site operator, to be available for inspection on the request of the Council or the NZ Transport Agency at any reasonable time.

Frontage to Unformed Legal Roads

- (b) Vehicular access to the site of any activity is by formed legal road, or by an existing right-of-way or other legally enduring instrument over another property.

Traffic Sensitive Activities

- (c) Any elderly persons' housing, or any hospice, rest home or day care facility is not located on a site with frontage or access to an arterial road.
- (d) The activity is not a public transport depot.

16.2.2.3 Permitted Activities (Land Use – Provision for Parking and Loading)

Any land use is a permitted activity that may be undertaken without a resource consent, if it complies with the following conditions:

- (a) The activity is not car parking in the: C10 10/07
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- (i) Richmond West Development Area (except in the Light Industrial Zone location at Beach Road as shown on the planning maps); C19 5/10
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- (ii) Mapua public car parks; or C22 2/11
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- (iii) Mapua Commercial Zone; NPS-UD
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- where more than five parking spaces are provided under condition (d) of this rule.

- (b) The activity does not use parking spaces on another site, except where the title of the site of the activity and the title of the site on which the parking for that activity is provided, are amalgamated or otherwise encumbered so that one site cannot be disposed of independently of the other.

[Condition (c) deleted]

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- (d) Condition (b) above does not apply to the activities permitted by rule 17.12.2.1 for the Golden Edge Rural Industrial Zone where: C69 6/19
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- (i) all vehicle parking is to be off road and contained within Lot 1 DP 18146 and Lots 1, 2 and 4 DP 18918 (Lower Queen Street, Richmond) as shown in the annotated area on the planning maps and subject to condition (b) of this rule. NPS-UD
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[Condition (d)(ii) and Figure 16.2C deleted]

Size of Parking Spaces

- (e) Any parking space and associated manoeuvring area (other than for residential activities) is designed to accommodate a 90 percentile design motor car in accordance Schedule 16.2A. C69 6/19
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- (f) Any residential car park is 5 metres x 3 metres, but where two car parks are side-by-side, the combined area may be 5 metres x 5 metres.

Provision for Loading

- (g) Any non-residential activity contains a loading area for vehicles servicing the activity.
- (h) Any loading area is at least 7.5 metres long and 3.5 metres wide, with a clear height of not less than 3.8 metres; except for activities of less than 1500 square metres gross floor area, where a loading area must not be less than 6 metres x 3.5 metres x 2.6 metres.
- (i) Any industrial or commercial activity, where the access frontage road is an arterial, distributor or collector road, contains a loading area with on-site turning for at least a 90-percentile truck as defined in Schedule 16.2A.

Figure 16.2D: Size of Parking Spaces

TYPE OF USER	PARKING ANGLE	STALL WIDTH ③ (METRES)	AISLE WIDTH (METRES)	STALL DEPTH ⑥ (METRES)	OVERHANG (METRES)
Class 1 ①	90 degrees	2.4	7	5	0.8
		2.5	6.6	5	0.8
		2.6	6.2	5	0.8
Class 2 ②	90 degrees	2.5	8	5	0.8
		2.6	7	5	0.8
		2.7	6.6	5	0.8
People with disabilities	90 degrees	3.6	8	5	0.8
All	0 degrees	2.5	3.5 ④ 5.5 ⑤	6.1	
All	30 degrees	2.5	3.5	4.4	0.6
All	45 degrees	2.5	3.8	5	0.7
		2.7	3.5	5	0.7
All	60 degrees	2.5	4.5	5.4	0.8
		2.7	4	5.4	0.8
		2.9	3.5	5.4	0.8
Footnotes:					
①	Class 1 users are medium to long term parking including areas such as places of work.		④	One-way aisle only.	
②	Class 2 users are short-term parking and where goods can be expected to be loaded to or from vehicles.		⑤	Two-way aisle.	
③	Spaces adjacent to walls or columns are 300 millimetres wider.		⑥	Stall depth is 5.8 metres where vehicles park nose-to-nose or tail-to-tail.	

Cycle Parking

- (j) Cycle parking laid out in accordance with Schedule 16.2B is provided.

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Parking for People with Disabilities

- (k) A carparking area must be included for people with disabilities. The dimensions of spaces for disabled people are detailed in Figure 16.2D.

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Note: In accordance with provision D1.3.6 of the Building Act Code, vehicle spaces for use by people with disabilities shall be provided in sufficient numbers.

- (l) Car parking for people with disabilities is located as close as practicable to the activity or building entrance. Each space should be on a level surface and be clearly signed.

Surface of Parking Areas

- (m) The surface of any parking area in the Residential, Central Business, Commercial, Mixed Business, Tourist Services, Light Industrial and Heavy Industrial zones, and for allotments of 5000 square metres or less in the Papakainga and Rural Residential zones, is formed and sealed, and spaces marked on the ground, except that:

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- (i) sealing is not required for parking areas for residential development if no more

	than two spaces are provided for that development; and	
(ii)	marking of spaces is not required for residential development other than compact and comprehensive residential developments where there are more than two units.	C22 2/11 Op 1/15
(n)	The surface of any parking area for any permitted activity in the Rural 1, 2 and 3 zones, and for allotments of more than 5000 square metres in the Papakainga and Rural Residential zones, is formed to an all-weather surface standard and spaces marked out if the number of car parks provided for the activity exceeds four.	C69 6/19 Op 6/20 NPS-UD 9/21
Stormwater for Parking, Manoeuvring and Loading Areas		C10 10/07 Op 3/14
(o)	Except in the Light Industrial Zone location at Beach Road as shown on the planning maps, stormwater from any parking, manoeuvring, and loading area is either:	C7 7/07 Op 10/10
(i)	discharged to a Council-maintained stormwater drainage network that has the capacity to receive the additional stormwater; or	C10 10/07 Op 3/14
(ii)	the discharge complies with section 36.4 of this Plan.	
(p)	Any stormwater drainage feature that forms part of the stormwater drainage network is physically and legally protected from future development that may adversely affect the efficient functioning of the network.	C7 7/07 Op 10/10
(q)	Stormwater in the Richmond West Development Area, Mapua Commercial Zone and Mapua public car parks from:	C10 10/07 Op 3/14
(i)	any parking and manoeuvring area greater than 200 square metres; and	C22 2/11 Op 1/15
(ii)	any loading area where any substance loaded or unloaded has the potential to contaminate the stormwater drainage network; is collected and conveyed through a stormwater interceptor treatment device so that any sediment, hydrocarbon or floating debris that may be present in the stormwater is able to be substantially retained by such a device before there is any discharge to the Council-maintained stormwater drainage network.	
	Note: Design information for stormwater interceptor treatment devices and stormwater treatment and collection systems are provided in the current Council Engineering Standards and Policies.	
	Note: Design information for stormwater interceptor treatment devices and stormwater treatment and collection systems are provided in the current Nelson Tasman Land Development Manual.	C69 6/19 Op 6/20

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16.2.2.4 Controlled Activities (Land Use - Carparking Layout and Landscape Design in Mapua Public Car Parks, Mapua Commercial Zone and Richmond West Development Area)
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Op 8/12C22 2/11
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Construction and landscape design of a car park in Mapua public car parks, the Mapua Commercial Zone or the Richmond West Development Area (except in the Light Industrial Zone location at Beach Road as shown on the planning maps) is a controlled activity, if it complies with the following conditions:

- (a) The activity complies with conditions (d) to (q) of rule 16.2.2.3.
- (b) Where more than five car parks are provided, the carparking area includes the following features:
 - (i) One specimen tree is planted for every five parking spaces, or where parking spaces are facing in pairs, one specimen tree for every five pairs of parking spaces.
 - (ii) Any trees planted under (i) comply with the following:
 - (a) are species capable of reaching a height of at least 8 metres;
 - (b) are no less than 1.8 metres high at the time of planting, and with a diameter of no less than 50 millimetres at a height of 1 metre;
 - (c) are species capable of growing to 5 metres within 10 years;
 - (d) are located within a protection area having a diameter or dimension of at least 1.8 metres (a minimum area of 2.5 square metres);
 - (e) are distributed throughout the carpark area;
 - (f) comprise a mix of evergreen and deciduous trees.
- (c) Any part of a carparking area (excluding access points) fronting to a road features one specimen tree, meeting conditions (b)(ii)(a) – (d) and (f) along every 10 metres of carparking frontage.
- (d) Trees planted to meet the requirements of condition (c) are planted to separate carparking area activities from pedestrian activities on the street.
- (e) Trees required under conditions (b) and (c), and other plantings where provided, are maintained and replaced where dead, damaged, or diseased.
- (f) Compliance with condition 16.2.2.3(q).

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A resource consent is required and may include conditions on the following matters over which the Council has reserved its control.

Carpark Location

- (1) The location of the car park in relation to:
 - (a) ease of access to the building or outdoor area;
 - (b) integration with the building and street frontage;
 - (c) visual dominance when viewed from the road or adjoining Residential Zone;
 - (d) separation from loading, manoeuvring and storage areas.

Carpark Layout and Design

- (2) The layout and design of the car park in relation to:
- (a) provision of safe and efficient pedestrian access from the car park to the activity, including the use of design elements such as drop down kerbs, paths and raised crossing points to provide safe and comfortable pedestrian access;
 - (b) where the car park is intended to be used during the evenings, the illumination of the car park, adequacy of lighting, including lux levels, position of lighting and avoidance of contrasting light pools of light and darkness;
 - (c) the degree of visibility and passive surveillance of the car park, such as being viewed from windows;
 - (d) the shape of the car park and the ease and safety of entry and egress, and traffic circulation;
 - (e) the extent of separation of pedestrians from vehicles and dedicated pedestrian access and walkways.

Carpark Landscaping

- (3) The landscaping of the car park in relation to:
- (a) the tree species, spacing, height and location within the parking area;
 - (b) tree height and proximity of trees to buildings, and shading effects;
 - (c) the mix of deciduous and evergreen species;
 - (d) the degree of contribution that landscaped areas, including tree planting, makes to breaking up the scale of the car park, creating a pedestrian scale environment, and reducing the visual dominance and stark appearance of large areas of hard surface;
 - (e) the degree of contribution that planting makes to the integration of the car park with the building and assists with reducing visual impacts of bulk and scale; (f) the provision of trees for shading vehicles and creating a comfortable environment, and for lowering stormwater runoff temperatures;
 - (g) the appropriateness of species to the local environment, such as suitability and hardiness;
 - (h) provision of other planting;
 - (i) planting methods; C10 12/09 Op 3/14
 - (j) plant protection methods; C10 10/07 Op 3/14
 - (k) tree root management, including root pit dimensions, soil structure, aeration, irrigation, and proximity to underground services. C10 12/09 Op 3/14

16.2.2.5 Controlled Activities (Land Use – Transport Depots)C19 5/10
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Any public transport depot is a controlled activity, if it complies with the following conditions:

- (a) The activity is not on a site in or adjoining a Residential Zone. C69 6/19 Op 6/20

A resource consent is required and may include conditions on the following matters over which the Council has reserved control:

- (1) Location and design of accesses and on-site parking in order to provide for safe vehicle and pedestrian activity at the site.

- (2) The duration of the consent (Section 123 of the Act) and the timing of reviews of conditions and purpose of reviews (Section 128).
- (3) Financial contributions, bonds and covenants in respect of the performance of conditions, and administrative charges (Section 108).

16.2.2.6 Restricted Discretionary Activities (Land Use - General)

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Any land use that does not comply with the conditions of rules 16.2.2.1 to 16.2.2.5 is a restricted discretionary activity.

A resource consent is required. Consent may be refused, or conditions imposed, only in respect of the following matters to which the Council has restricted its discretion:

Access and Vehicle Crossings

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- (1) The location and design of on-site access and vehicle crossings, including dimensions, gradient, surface standard and any effect on the safety and efficiency of traffic on the adjoining road.
- (2) The need to secure registered easements for the use of an access off the site of the activity.
- (3) The adverse effects of an overlength access.
- (4) The adverse effects of an access for more than six users.
- (5) Any mandatory and good practice matters of chapter 4.10 (access, etc.) and 4.12 (parking) of the Nelson Tasman Land Development Manual 2019.

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Parking Areas

- (6) The effects of the trip generation and demand for and supply of parking.
- (7) The securing of rights to use any parking off the site of the activity.
- (8) Special parking needs, such as for people with disabilities, and for cyclists.
- (9) Surface standard for parking areas.
- (10) Any adverse effects from the scale or form of a parking area.

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Roads

- (11) The appropriateness and cost-effectiveness of the formation of any unformed legal road.
- (12) The location and design of any new road formation, including visibility between any intersection or property access and traffic on the road.
- (13) Determining the road hierarchy class of any new road or newly formed road, or any required upgrading of an existing road.
- (14) The need for and extent of any contributions towards the formation of any unformed legal road.
- (15) The location and design of road formation, including driving visibility and any need for improvements at intersections.

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Traffic Effects

- (16) The effects of the design of the road and its traffic flows and types on the adjoining activity.
- (17) The effects of traffic to, from, and within the site on safety and amenity (including dust and noise) for occupants or users of the site and adjoining properties. C69 6/19
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- (18) The potential effect of the activity on the safety and efficiency of the road network.
- (19) The effects of trip generation.
- (20) Traffic effects beyond the site, including effects on carriageway width, alignment and intersections.
- (21) The ability of the site to accommodate parking, loading, manoeuvring and access requirements. C69 6/19
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- (22) Effects of traffic on the pleasantness and vitality of commercial centres and on the environment, in terms of noise, generation of fumes and the safety and efficiency of the road network.

Stormwater

- (23) The location and design of any road, crossing, access or parking area, and associated structures, to manage stormwater quality.

Duration

- (24) The duration of the consent (Section 123 of the Act).

Review

- (25) The purpose and timing of any review of conditions of consent (Section 128 of the Act).
- (26) Financial contributions, bonds and covenants in respect of the performance of conditions, and administrative charges (Section 108).

16.2.20 Principal Reasons for Rules**Dust-free Vehicular Access**

The rule will avoid conflict between users of land either side of an unsealed access where dust effects are an issue. Traffic on unsealed roads can cause dust nuisance for residents and activities alongside roads. In most instances the severity of the dust effect is related to the numbers using the road. However, in the case of dust sensitive crops grown adjacent to unsealed roads, damage may be caused at low levels of vehicle activity.

Access and Vehicle CrossingsC69 6/19
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The Nelson Tasman Land Development Manual 2019 provides mandatory and good practice matters, for the design and construction of vehicle crossings and access points from private property to the transportation network. The implementation of these matters can ensure that safety, effectiveness and efficiency objectives and policies of the Plan can be met.

Parking Requirements

The rule requires that sufficient parking spaces be provided on a given site in order to reduce cross-boundary and on-street effects arising from the parking generated by the activities on the site. The quantity and location of parking provided in accordance with those rules may not be sufficient for the total growth in parking demand that occurs in the District, nor will the rules ensure that parking is provided where it will most efficiently meet the parking needs of the District. Strategies outside the Plan are needed to meet those goals.

In the larger and busier towns of the District, the Council provides public car parking using funds from financial contributions. The increasing provision of outdoor dining facilities generates a car parking need that is not met by a formula that is related only to the area of buildings.

Size of Parking Spaces

Specific dimensional measurements for parking and manoeuvring of motor cars are provided to ensure ease of movement and safety in car parking areas.

Surface of Parking Areas

The appropriate surfacing of parking and loading area ensures that any adverse effects such as dust, mud or noise, created by manoeuvring vehicles are mitigated. These areas also require drainage to ensure that runoff does not cause inundation or scouring on the property or adjoining properties.

Queuing Space on Site

Queuing space at the entrance to car parking areas provides an area off the road for cars to queue while waiting for manoeuvring vehicles, or for a parking space. This protects the safety and efficiency of the frontage road by reducing blocking of traffic lanes and footpath crossings.

Parking for People with Disabilities

The parking provision for disabled persons reflects the need to cater for a specific minority of the population which is dependent on vehicles.

Cycle Parking

The rule encourages the use of cycles for local travel to and from developments of a size that have the potential to attract reasonable numbers of cyclists.

Provision for Loading

The rules will reduce the occurrences of loading vehicles adversely affecting health and safety, and the efficient use of roads.

Traffic Sensitive Activities

The appropriate location of sensitive activities will provide most effectively for both the health and safety of people and their social and economic well-being.

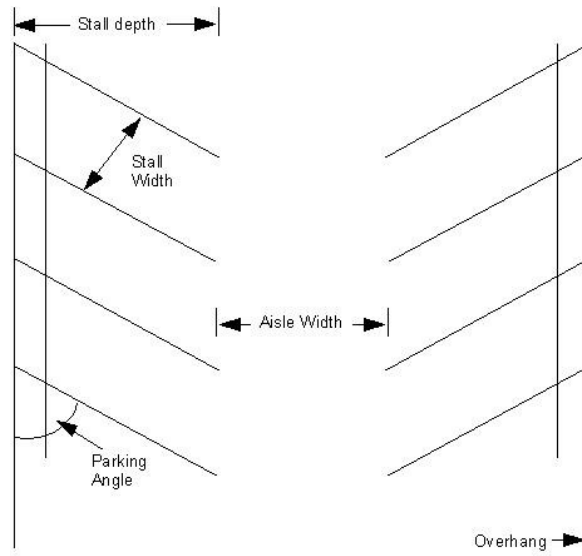
High Traffic-Generating Activity

The principal reason for the rules is to ensure that activities, which generate more than 40 vehicle trips per day, do not conflict with road safety or efficiency.

SCHEDULES

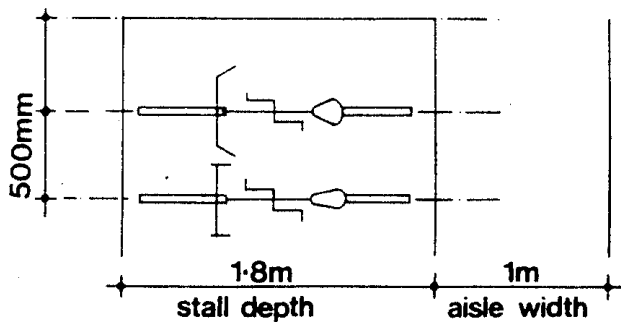
Schedule 16.2A: Example of Parking Layout

Refer to rule 16.2.2.3(e).



Schedule 16.2B: Bicycle Racks

Refer to rule 16.2.2.3



Bicycle parking

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