

**Chapter 61****TRANSPORT****61.1 INTRODUCTION**

Transportation links are of vital importance to our community allowing interaction of people and goods both within and between districts. Napier City is the transportation centre for Hawke's Bay with port, airport, and rail operations the focus for many of the export driven industries that are located on the Heretaunga Plains.

In resource management terms the transport network is a physical resource that requires careful management to ensure that it will continue to meet the requirements of present and future generations and also to ensure that the adverse effects on the environment are successfully avoided, remedied or mitigated.

Within Napier City, both businesses and private individuals are highly dependent on private motor vehicles as opposed to public transport, as the principal mode of transport. The environmental effects of motor vehicle use includes exhaust fumes, noise, dust, and vibration. The effects of traffic on the road network and the environment are real and include aspects such as safety, and physical environmental effects such as stormwater runoff and changes to amenity values. Requirements for on -site parking, planned access, and on site manoeuvring, mitigate the effects on the efficient use of the road network.

In order to mitigate these adverse effects and provide for the efficient movement of vehicles careful network modelling has been undertaken. This recognises the energy efficiency objectives that are included in the Regional Policy Statement. The computer traffic model used in the 1997 Napier Road Network Study and more recently the 2012 Regional Land Transport Strategy 2012-2042 allows the effects of various growth scenarios to be accurately assessed over the entire network (including state highways). The 1999 Urban Growth Strategy Review has guided the City's greenfields development over the past 15 years. The Heretaunga Plains Urban Development Strategy adopted in 2010 builds on the 1999 strategy and looks out to 2045. All of this information has been used for the long term planning of the City's transportation network and this is identified in the Essential Services Development Report - Roads and Transportation 2000. The district plan incorporates the network hierarchy and the strategic routes identified in the Essential Services Report.

The Port of Napier is a physical resource that has important economic and social benefits for the City. The district plan recognises the role of the port in the region and makes provision for its operations recognising that it may expand while ensuring that any adverse environmental effects are avoided, remedied, or mitigated.

Similarly, the airport is an integral part of the transportation network and its operations have been provided for within the boundaries of a separate zone. The environmental effects of the airport have been recognised with rules to safeguard the health and wellbeing of adjacent residents.

In addition, both the port and airport must be permitted to operate in a reasonable manner. Provisions are made in the Plan to signal to land users wishing to locate in close proximity to these facilities, that a higher level of environmental effects, principally noise, may be experienced and that they should protect themselves from these adverse environmental effects.

The rail network is another component in the transportation system and is an essential part of Napier's transport network. Rail has important linkages with road, sea and air and

recognition needs to be given to the effects of inappropriate development on the use of the railway network. Planning for each of these transport components must be integrated, to recognise the inter relationships that exist.

Public Transport, footpaths, walkways and cycle-ways are also components of the transportation system. The Council is actively promoting these forms of transport, especially in recreational terms. The plan identifies walkways / cycle-ways on public land, and future linkages are also shown.

## **61.2 RESOURCE MANAGEMENT ISSUES**

The following resource management issues have been identified as significant for Transportation matters.

### **61.2.1 Managing the effects of traffic and the identified transport network on the environment.**

Identifying the adverse effects caused by traffic and the road network allows the Council to plan for traffic routes that have less significant effects while also being efficient and effective in terms of getting traffic to destinations safely and in a cost effective manner. Effects such as noise and vibration must be balanced against the energy efficiency objectives that are promoted in the Regional Policy Statement. Traffic safety effects can be managed by a range of means that might include appropriate standards on access, parking, sight-lines and signs.

### **61.2.2 Managing the effects of land uses and development on transportation networks.**

The City's transportation networks are an important resource within and beyond the boundaries of Napier City itself. The transportation networks enable the movement of goods and people throughout the community. The road network provides the principal means of such movement and is also the primary corridor for network utility operations. Inappropriate land use and development can compromise the safety and efficiency of transportation networks (including rail network). In particular, poor design and location of vehicle access to and from the road network and near railway lines and level rail crossings can create adverse effects on the network's safety and efficiency.

### **61.2.3 A planned road network that gives certainty to road users and the public.**

The identification of a road hierarchy and the strategic routes, identify the function of each of the roads in the City. This gives road users and the public the certainty that they need to make various business, property (both investment and lifestyle) and environmental decisions. The Napier Road Network Study 1997 modelled traffic patterns up to the year 2016. The road network requirements have been analysed in terms of strategic routes. Nine strategic routes identified in the NRNS study have been adopted by the Council and should be protected from reverse sensitivity land uses. Physical improvements to the road network could be considered to avoid, remedy or mitigate the effects of traffic on strategic routes.

### **61.2.4 Integrated management of the Port of Napier.**

The Port of Napier is a regional facility and as such it has linkages that require recognition in the Plan. These include relationships with other transport networks and with management functions. The future development of the Port is reliant on the road transport and rail network for receiving and distributing its cargo. The maintenance of an efficient and effective road transport and rail network is vital to the Port and planning and development must be carried out in an integrated manner. The Port has its own

development plan that will be central to achieving integrated management.

#### 61.2.5 Maintaining an effective airport operation.

Like the port, the airport is a regional facility and has a level of effects that require careful management. It is fortunate that the Hawke's Bay Airport is in an open environment and is quite well separated from the built up areas of the City. This separation must be maintained to ensure that the airport can be operated in a safe and efficient manner. Planning for the future of the airport and the City must be done in an integrated manner to ensure that the effects and interrelationships are sustainably managed.

#### 61.2.6 Planning for alternatives to traditional transport methods.

The effects of traffic and the road network are very real and it behoves the Council to investigate and encourage means that will reduce the dependency on vehicle use. This could mean greater support for public transport, identifying and creating safe cycle-ways and the creation of walkway systems around and through the City. This may begin as a recreational focus but as the facilities increase and the use also increases these alternatives may increasingly be seen and used as very real options.

Central to an integrated approach is consideration of alternative transport modes. This is an important component in the Napier City Transport Network to achieve its sustainability principles and to support The Napier Cycling Strategy. The changing characteristics of the Napier City Community should be taken into account when considering sustainable transport. The aging of the community will result in less people driving and more pressure being put on pedestrian facilities and the public transport system. Similarly younger generations are less inclined to be car focused and adopt alternative modes more readily.

### OBJECTIVES, POLICIES AND METHODS

The following objectives, policies and methods apply to transportation matters.

#### Objective 61.3

To maintain a safe and efficient transport network that meets the needs of the community and the future growth of Napier without creating significant adverse effects.

*This objective relates to Issues 61.2.1; 61.2.2 and 61.2.3.*

#### Policies

To achieve this objective the Council will:

- 61.3.1 Manage the effects of new transport corridors on residential properties by incorporating measures such as buffers or noise barriers at the planning stage.
- 61.3.2 Inform intending residential property owners adjacent to existing arterial routes, that levels of noise will be higher than that experienced adjacent to other roads in the network.
- 61.3.3 Control the design and location of subdivision, use and development of land so as to minimise traffic patterns that will interfere with the safe and efficient operation of the transport network.

- 61.3.4 Minimise the effects of the road transport network by identifying the purpose of each road within the City and managing the location of land uses appropriate to the purpose.
- 61.3.5 Manage the development of the Port, Airport and Rail networks to avoid, remedy and mitigate any adverse effects on the environment.
- 61.3.6 Avoid, remedy or mitigate the effects of vehicle parking, access and manoeuvring on the transport network.

**Principal Reasons for Adopting Objective and Policies**

*The effects of land uses are much easier to deal with when the land use is being proposed. When planning for any new transport link, a buffer or noise barrier should be considered where practicable to reduce visual, and noise effects, and increase the safety of the transport link by segregating activities. A buffer could take the form of a reserve, which, with landscaping, can significantly improve the amenity of the area and separate any noise sensitive activities from the transport corridor, and a noise barrier could take the form of a raised earth bund or wall/fence, with associated landscaping.*

*In areas where the traffic has increased over time, managing the effects is a lot more difficult. Marine Parade is one example of this situation. In these instances the Council clearly identifies the purpose of this route and this makes it known to the public that a greater level of adverse effects can be expected than on lesser roads in the network.*

*Where land uses are proposed adjacent to the road network, the location and the design may be affected depending on where in the road hierarchy the road adjacent to which the land use is to be located is placed. Generally land uses that generate high levels of traffic should locate adjacent to routes that have the capacity to handle the additional traffic. The greater the volume of traffic within the network, the more important it is to manage the effects of traffic generated by the land use. Rules that control the location of access points, sight distances, and on site parking are all important in these situations.*

*The Council has identified a road hierarchy for the City and this is an important tool for dealing with the effects of the transportation network. It clearly establishes the function of each road and the varying level of effects across the road network. It also gives certainty to the public about the level of effects that they can expect.*

*The Port of Napier, Hawke's Bay Airport and the rail network are central to the economic and social wellbeing of the City. The Council will work with the managers of these networks to ensure that future development will maintain the efficiency of the network while avoiding, remedying or mitigating adverse effects.*

*Parking and manoeuvring on the road network can have a significant adverse effect on the safety of the travelling public. Access to properties is also an issue of traffic safety. The Council will control the effects of these land uses by requiring on- site parking and manoeuvring and by ensuring that access to properties will not have an adverse effect on the travelling public.*

**Methods**

- (1) District Plan Rules.

The District Plan sets standards that are intended to preserve the safety and amenity of road users.

- (2) Other Methods.

The Council has prepared a road network hierarchy that is appended to the District Plan. This has been derived from the Napier Road Network Study, which modelled traffic growth in the City. The Essential Services Development Report for Roads and Transportation is an important information source signalling future network needs. Proposed major new roads are identified by way of designation on the planning maps. The status of the road will be part of the LIM information.

Encourage the transport networks to prepare development plans that signal their future operational needs.

**Reasons for Methods**

*The road network is a physical resource that must be carefully managed. The Plan can deal with the effects of land uses on the road network that are occurring at the present time. However the real benefits for managing the resource come from careful planning of future roading needs. The Essential Services reports give the Council the opportunity to decide what actions need to be taken to overcome the effects that are being encountered today. The use of financial contributions can lead to the mitigation of effects on the roading network arising from the subdivision, use and development of land throughout the City.*

*Providing information on LIM's gives certainty to the applicant of the type of environment that can be expected. The preparation of development plans is for a similar purpose - to deal with adverse effects in advance of the land use taking place.*

**Objective 61.4**

To maintain an integrated transportation network (road, rail, sea, and air) while avoiding, remedying or mitigating any adverse effects on the environment.

*This objective relates to Issue 61.2.4 and 61.2.5.*

**Policies**

To achieve this objective the Council will:

- 61.4.1 Identify and recognise routes that efficiently serve the needs of the different transport sectors while minimising the adverse effects on residential areas.
- 61.4.2 Control the location and design of land uses so that traffic generation on strategic routes that are at capacity is minimised and adverse effects are avoided, remedied, or mitigated.
- 61.4.3 Ensure that the road network does not conflict with the safe and efficient operation of the Hawke's Bay Airport.
- 61.4.4 Control the positions of new access points to properties that are adjacent to the rail network to minimise the adverse effects of queuing vehicles.

**Principal Reasons for Adopting Objective and Policies**

*The Council has identified strategic routes throughout the City that are vital to the efficient functioning of the wider transportation network. The port, airport and rail have links with the road transport system and with each other and it is important that the inter linkages are maintained. These facilities contribute greatly to the economic and social wellbeing of the City. Their efficient operation depends on integrated transport systems.*

*To reduce conflict between land uses and the road network, the purpose of each road should be identified and the effects of land uses can then be considered against that purpose.*

*The safe operation of the airport is of primary importance. Transport networks must be planned to ensure that there are no adverse effects on the safety and efficiency of Airport operations. The physical location of roads is one aspect that can ensure that effects on the airport are reduced.*

*Policies and rules to control access close to the rail network will ensure the safety of road users needing to cross rail lines, particularly level crossings that do not have warning devices. Controlling the positions of new accesses will assist in minimising vehicle conflict at level crossings between vehicles queuing at the level crossing and waiting for the train to go past and landowners who are waiting to enter or leave their properties that adjoin the rail corridor.*

**Methods**

- (1) District Plan Rules.

The District Plan sets out the physical requirements for new roads, access, on-site parking etc, that will mitigate the effects of land uses on the road transport network.

- (2) Other Methods.
- a) The Essential Services Development Report for Roads and Transportation 2000 is the long term planning tool used by the Council for identifying future transport needs. This document has been developed using traffic modelling from the Napier Road Network Study.
  - b) Implement a Road Network Hierarchy showing the functions of the roads within the City.
  - c) Traffic management techniques to control the effects of traffic will be implemented in conjunction with physical works.
  - d) Development plans for the Port of Napier and the Hawke's Bay Airport.
  - e) Liaison with transportation network authorities and primary network users.

#### **Reasons for Methods**

*A range of techniques is necessary for dealing with the effects of traffic and also of the effects of land use on the transportation network. Many of the controls are outside the district plan and the remedy for reducing conflict is in the future planning of the City's transport network. Integrated transport planning relies in part on the development plans of the Port and Airport that signal future growth areas. These development plans are indicative only, but are useful planning tools.*

#### **Objective 61.5**

To encourage alternative means of safe transport to reduce the effects of vehicle based transport systems.

*This objective relates to Issue 61.2.6.*

#### **Policies**

To achieve this objective the Council will:

- 61.5.1 Encourage the provision of a system of new walkways to link with the existing walkways, to provide opportunities for energy efficient recreation.
- 61.5.2 Improve the safety and amenity of existing pedestrian accessways throughout the City.
- 61.5.3 Where there are concerns about the negative social impacts of an accessway, and appropriate CPTED (Crime Prevention Through Environmental Design) options have not resolved issues, Council's Accessway (Pedestrian) Closure Policy will be referred to.
- 61.5.4 Encourage a decrease in the reliance on motor vehicles by establishing safe cycling facilities and enhancing the safety of existing facilities within the City.
- 61.5.5 Support initiatives to increase the use of public transport to mitigate the effects of the use of private vehicles on the environment.
- 61.5.6 Ensure linkages and facilities are available to enable the provision for alternative modes.

- 61.5.7 Ensure that infrastructure associated with alternative transport modes is safe, convenient and accessible to all sectors of the community.

**Principal Reasons for Adopting Objective and Policies**

*The Council has a system of walkways within the City that is very well used. It is the aim of the Council to identify additional land that is needed to allow a linked system of walkways within the City to be developed. This is an education approach and gives a signal of the Council's long term plans in this area.*

The City has many pedestrian accessways that are popular with residents. It is important these accessways provide a safe and inviting walking environment.

*other aims of the Council. A cycle strategy is being implemented by Council to encourage on-road, off-road and recreational riding. The Council could investigate dedicated cycle lanes when planning any new road developments.*

*Public Transport is an obvious means of reducing traffic, and the adverse effects that are created by it. The Council is supportive of cost effective and environmentally sensitive public transport initiatives.*

*Public Transport includes long distance train, bus and aeroplane services, as well as the local commuter bus and taxi services. Local public transport is significant in its economic and social benefits.*

*The provision of sustainable transport modes is achieved by ensuring that there is choice in the modes of transport available and the routes that can be taken. We are facing a future where there will need to be less dependency on fossil fuels and this could raise the profile of transport modes that are not fuel dependent such as walking and cycling. These transport methods are entirely complimentary to the Council's goals of achieving more compact residential development. In order to encourage more people to consider alternatives transport modes for their commute to work Council is requiring larger employers to provide facilities that make it easier to use alternative modes. These include bicycle stands and shower facilities.*

*The objectives and policies are supported by rules requiring infrastructure to support alternative modes. This includes the requirement to provide bicycle stands on site where on-site parking is required. There is also a rule that requires shower and changing facilities for businesses that have more than 15 full time equivalent employees.*

**Methods**

- (1) Works and Services.

Building and improving safe cycle facilities and walkways encourages the public to consider alternative transport modes. The Council is also involved in the regional transportation forums and financial support of public transport.

Undertaking CPTED assessments to address any security issues that are brought to Council's attention.

Referring to Council's Accessway (Pedestrian) Closure Policy where safety issues cannot be resolved by design improvements.

- (2) Education.

Showing the walkway linkages that are desired is a sign of Council's long-term intentions.

Promote the use of safe cycle and walkway facilities.

**Reasons for Methods**

*The provision of facilities is a signal that the Council is committed to energy efficient transport systems. The Council feels that the appropriate way to alter people's attitude to vehicle use is to educate them and provide small incentives that will trigger voluntary reductions in traffic generation.*

**61.6 ANTICIPATED ENVIRONMENTAL RESULTS**

- (1) An environment where the relationship between land uses and their effect on the road network is well managed.
- (2) Land uses that generate large amounts of traffic are appropriately located on routes that have the capacity to deal with the traffic.
- (3) Maintenance and recognition of strategic transport routes.
- (4) A safe operating environment for the Hawke's Bay Airport.
- (5) A safer and efficient road network and pedestrian network.
- (6) An improvement to the sustainability of the transport network.
- (7) An environment where alternatives to the traditional vehicle based transport system are in evidence.
- (8) An integrated transport network where adverse effects on the environment are avoided, remedied, or mitigated.
- (9) A reduction in the use of private vehicle transport to get to and from work and for visits to the commercial and industrial areas within the City.

**RULES**

This section of the chapter contains rules managing vehicle parking, access, loading and manoeuvring throughout Napier City.

All rules apply throughout the City and are in addition to the specific zone rules and district wide rules unless otherwise stated. The rules in this chapter are primarily in the form of conditions for permitted activities and controlled activities.

Parts of the Inner City and the Taradale Retail areas are exempt from on-site parking requirements. See Appendices 24 and 25 for the extent of the exemption area.

## DISTRICT WIDE TRANSPORT – ACTIVITY TABLE

PERMITTED ACTIVITIES	Matters the Council will restrict its discretion to for restricted discretionary activities
<p><b>61.7 Permitted Activities</b></p> <p>1. Any land use that is a permitted activity in accordance with the rules of the respective zone is a permitted activity provided that it complies in all respects with the relevant conditions of the activity table and condition table of this Chapter and the respective zone.</p>	<p>Refer to the respective zone.</p>
CONTROLLED ACTIVITIES	Matters the Council will restrict its discretion to for restricted discretionary activities
<p><b>61.8 Controlled Activities</b></p> <p>1. Any land use that is a controlled activity in accordance with the rules of the respective zone is a controlled activity provided that it complies in all respects with the relevant conditions of the activity table and condition table of this Chapter and the respective zone.</p>	<p>Refer to the respective zone.</p>
RESTRICTED DISCRETIONARY ACTIVITIES	Matters the Council will restrict its discretion to for restricted discretionary activities
<p><b>61.9 Land Uses Not Complying With Conditions</b></p> <p>1. Any subdivision, use or development of land referred to in rules 61.7 and 61.8 that does not comply with all of the relevant conditions in the Transport Activity Table and Condition Table is a restricted discretionary activity, unless stated by a rule elsewhere in this Plan.</p>	<p>The Council will have regard to the relevant objectives and policies of the Plan and will restrict its discretion to:</p> <ul style="list-style-type: none"> <li>- The matters identified in the second column of the Transport activity table and /or condition table.</li> <li>- The cumulative effect of non-compliance with more than one condition.</li> <li>- In respect of a controlled activity failing to comply with all of the relevant conditions, those matters the Council had reserved its discretion over.</li> <li>- The matters set out in Chapter 1.6.5.</li> </ul>
<p><b>61.10 Vehicle Access and Crossings</b></p> <p>1. Vehicle access to or from any State Highway or Arterial Road for any allotment, site or land use, and the significant modification of any existing such access (including form or location) is a restricted discretionary activity, unless stated by a rule in this Plan.</p> <p>NOTE: Approval from New Zealand Transport Agency may be necessary in respect of any vehicular access to a State Highway.</p>	<p>The Council will have regard to the relevant objectives and policies of the Plan and will restrict its discretion to:</p> <ul style="list-style-type: none"> <li>- The type, frequency and timing of vehicular traffic.</li> <li>- The safety and efficiency of the road network.</li> <li>- The effects on traffic safety.</li> <li>- The effects on cyclist and pedestrian safety.</li> <li>- The provision of on-site manoeuvring areas.</li> <li>- The location and design of access and egress.</li> <li>- The cumulative effect of land uses requiring access to a state highway or arterial road.</li> </ul>
DISCRETIONARY ACTIVITIES	
<p><b>61.11 Discretionary Activities</b></p> <p>1. The following land uses are discretionary activities. A resource consent application must be made and consent may be declined or granted with or without conditions. The Council will have regard to the objectives and policies of this Plan and the relevant assessment criteria elsewhere in this Plan. The Council's discretion is unrestricted.</p> <p>a) Any land use that is a discretionary activity in accordance with the rules of the respective zone.</p>	
PROHIBITED ACTIVITIES	
<p><b>61.12 Prohibited Activities</b></p> <p>1. The following land uses are a prohibited activity for which no resource consent shall be granted:</p> <p>a) Any land use that is a prohibited activity in accordance with the rules of the respective zone.</p>	

DISTRICT WIDE TRANSPORT – CONDITION TABLE

CONDITIONS FOR PERMITTED ACTIVITIES AND CONTROLLED ACTIVITIES	Matters the Council will restrict its discretion to for restricted discretionary activities.																
<p>61.13 <b>General</b></p> <p>1. Subject to Section 10 of the Act, where a building is constructed, substantially reconstructed, altered or added to, or where there is a change in the use of any land or building which has a different requirement for carparking or loading spaces under this Rule Table, provision in accordance with this Condition Table shall be made for the following:</p> <p>a) The parking of vehicles.</p> <p>b) The loading and unloading of goods where the site is used for the manufacture, servicing, storage, sale or hire of goods or materials.</p> <p>c) Physical and legal vehicular access from a formed legal road.</p> <p>d) The parking of bicycles</p> <p>e) The provision of bicycle end of journey facilities</p>	<p>Matters:</p> <ul style="list-style-type: none"> <li>- The provision of on-site parking spaces.</li> <li>- The provision of on-site loading spaces.</li> <li>- The provision of vehicular access from road.</li> </ul>																
<p>61.14A <b>Vehicle Parking Spaces</b></p> <p>1. The following minimum on-site vehicle parking space conditions, unless stated by a rule elsewhere in this Plan shall be complied with:</p> <p>a) <u>Residential Activities</u></p> <table border="1" data-bbox="178 1070 900 1518"> <tr> <td data-bbox="178 1070 580 1294">Dwelling unit, including an apartment, flat, supplementary unit.</td> <td data-bbox="580 1070 900 1294">1 vehicle parking space per unit, plus one additional vehicle parking space clear of the road between the entrance to any notional garage, garage, or carport and the road frontage.</td> </tr> <tr> <td data-bbox="178 1294 580 1375">Residential care facility (excludes hospitals).</td> <td data-bbox="580 1294 900 1375">0.35 parks per bed.</td> </tr> <tr> <td data-bbox="178 1375 580 1433">Home occupation.</td> <td data-bbox="580 1375 900 1433">Provided in accordance with zone requirements.</td> </tr> <tr> <td data-bbox="178 1433 580 1518">Residential Activities within Commercial Zones</td> <td data-bbox="580 1433 900 1518">1 vehicle parking space per dwelling unit (refer to zone rules).</td> </tr> </table> <p>b) <u>Travellers' Accommodation</u></p> <table border="1" data-bbox="178 1603 900 1998"> <tr> <td data-bbox="178 1603 580 1662">Backpackers.</td> <td data-bbox="580 1603 900 1662">0.5 parks per accommodation room.</td> </tr> <tr> <td data-bbox="178 1662 580 1742">Camping Grounds and Caravan Parks</td> <td data-bbox="580 1662 900 1742">1 space per bedroom or unit, plus 1 space per 2 staff.</td> </tr> <tr> <td data-bbox="178 1742 580 1800">Homestay.</td> <td data-bbox="580 1742 900 1800">0.5 parks per guest bedroom.</td> </tr> <tr> <td data-bbox="178 1800 580 1998">Hotels, Motels.</td> <td data-bbox="580 1800 900 1998">1 park per unit / accommodation room, plus 1 manager's park.  Refer to Rule 61.14.1(d) below for additional hospitality activity ratios.</td> </tr> </table>	Dwelling unit, including an apartment, flat, supplementary unit.	1 vehicle parking space per unit, plus one additional vehicle parking space clear of the road between the entrance to any notional garage, garage, or carport and the road frontage.	Residential care facility (excludes hospitals).	0.35 parks per bed.	Home occupation.	Provided in accordance with zone requirements.	Residential Activities within Commercial Zones	1 vehicle parking space per dwelling unit (refer to zone rules).	Backpackers.	0.5 parks per accommodation room.	Camping Grounds and Caravan Parks	1 space per bedroom or unit, plus 1 space per 2 staff.	Homestay.	0.5 parks per guest bedroom.	Hotels, Motels.	1 park per unit / accommodation room, plus 1 manager's park.  Refer to Rule 61.14.1(d) below for additional hospitality activity ratios.	<p>Matters:</p> <ul style="list-style-type: none"> <li>- The number of parking spaces.</li> <li>- The availability of parking spaces.</li> <li>- Parking area location and design.</li> <li>- Provision of disabled parking spaces.</li> <li>- Provision of on-site manoeuvring areas.</li> <li>- Effects on the safety and efficiency of the road network.</li> </ul>
Dwelling unit, including an apartment, flat, supplementary unit.	1 vehicle parking space per unit, plus one additional vehicle parking space clear of the road between the entrance to any notional garage, garage, or carport and the road frontage.																
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c) Healthcare Services

Retirement Complexes (a) Self contained units	1 space per self-contained unit.
(b) Apartments	0.5 parks per apartment.
(c) Hospitals	1 space per FTE staff member plus 1 space per 4 beds.
Health care centre, including Veterinary Centres, Hospitals and Hospices in Residential Zones.	3 spaces per practitioner and 1 per full time equivalent staff member.
Health care centre, including Veterinary Centres, Hospitals and Hospices in Commercial Zones.	1 space per 50m <sup>2</sup> gross floor area.
Emergency Service Facilities.	1 space per 50m <sup>2</sup> gross floor area.

d) Hospitality Activities.

Fast food restaurant incorporating a sit down restaurant.	1 park per 8 m <sup>2</sup> gross public floor area.
Cafe, restaurant, bar, tavern, premises used for the sale of liquor but excluding bottle stores.	1 park per 10 m <sup>2</sup> gross public floor area.

NOTE: Gross public floor area includes the restaurant, bar eating area but does not include service areas such as kitchens and toilets.

e) Industrial Land Uses

Industrial Activity.	1 park per 100m <sup>2</sup> gross floor area.
Service station.	1 park per 25m <sup>2</sup> gross floor area.
Transport Depot.	1 park per 66m <sup>2</sup> gross floor area.
Warehouse.	1 park per 150m <sup>2</sup> gross floor area, plus 1 park per 50m <sup>2</sup> office floor area.

f) Community and Education Facilities; Recreation Activities

Libraries, museums, art galleries.	1 park per 100m <sup>2</sup> gross floor area.
Halls, gyms, clubrooms, fitness centres.	1 park per 33m <sup>2</sup> gross floor area.
Education Facilities	1 space per classroom plus 1 space per five classrooms
Tertiary institutions.	1 park per 6 equivalent full time students and staff.
Sports facilities, playing fields.	- bowling alleys, 3 parks per alley. - bowling greens, 30 parks for first green plus 15 parks for each additional green. - swimming pools, 1 park per 10m <sup>2</sup> water area of pool.

	<ul style="list-style-type: none"> <li>- sports field, 15 parks per hectare pitch area.</li> <li>- squash and tennis courts, 3 parks per court.</li> </ul>
All other Recreation Activities not covered above, Places of Assembly, including churches and building of religious worship.	1 space per 10 seats the facility is designed to accommodate. Where a building is not intended for seating, 5 spaces per 100m <sup>2</sup> gross floor area.

g) Commercial Activities

Bank.	1 park per 33m <sup>2</sup> gross floor area.
Cinemas, theatres.	1 park per 4.5 seats provided.
Day care centre.	1 parking space per full time equivalent staff member.  On routes classed as arterials and collector roads in addition to the parking requirement for staff members, 1 drop off space per 5 children that the facility is designed to accommodate is required.
Low intensity (slow trade) retail landuses stocking bulkier items (eg: carpet retailers, furniture stores, etc).	1 park per 40m <sup>2</sup> gross floor area.
Motor Vehicle Showrooms, Car Sales Yard, Motor Vehicle Hire Areas.	1 park per 100m <sup>2</sup> gross floor area of indoor showroom and outdoor display areas.
Office Accommodation.	1 park per 50m <sup>2</sup> gross floor area.
Supermarket.	1 park per 20m <sup>2</sup> gross floor area, excluding any floor space of interior balconies and mezzanines.
Video store.	1 park per 17m <sup>2</sup> gross floor area.
All other retail activities, shop, shopping mall, arcade, plaza.	<ul style="list-style-type: none"> <li>- less than 10,000m<sup>2</sup> gross floor area developments, 1 park per 20m<sup>2</sup> gross floor area.</li> <li>- 10,000 - 20,000m<sup>2</sup> gross floor area developments, 1 park per 21m<sup>2</sup> gross floor area.</li> <li>- greater than 20,000m<sup>2</sup> gross floor area developments, 1 park per 22m<sup>2</sup> gross floor area.</li> </ul>
<p>Retailing within the Large Format Retail Zone</p> <p>Note: This rule applies to all retailing within the zone. Any other activity must meet the relevant standards for that activity under rule 61.14.1.</p>	The number of parking spaces provided for retailing shall not exceed a ratio of 1 space per 40m <sup>2</sup> of the gross floor area of the building(s) occupied by the retailing activity.

h) Network Utility Operations

Network Utility Operations	1 parking space per Full Time Equivalent staff member on the site.
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NOTE: Additional conditions for vehicle parking are required in some zones' condition tables.

Where the assessment of the number of minimum required parking spaces results in a proportion being involved, any proportion under one-half shall be disregarded, and proportions of one-half or more shall be counted as one vehicle parking space.

2. All off-road parking spaces required by this Plan must be located on the site of the use that they are intended to serve.
3. No part of any required parking space or manoeuvring area thereto shall be located between a designation for proposed road widening purposes shown in respect of a site on the planning maps and the road.
4. Any land use that is required by other legislation (particularly the Disabled Persons Community Welfare Act 1974) to provide specific vehicle parking spaces must provide the parking spaces required by that legislation, in addition to the other parking requirements of this Plan.

61.14B **Alternative Modes of Travel**

1. The following minimum on-site bicycle parking space conditions and end of bicycle journey facilities, unless stated by a rule elsewhere in this Plan shall be complied with:

Bicycle Spaces. (applicable where on-site car parking is required)	<p>1 bicycle stand per 5 car park spaces.</p> <p>The bicycle stands shall meet the following requirements:</p> <ol style="list-style-type: none"> <li>a) They shall be securely attached to a wall or the ground and shall support the bicycle frame.</li> <li>b) Each cycle stand shall be adequately spaced to allow a cyclist to manoeuvre and attach a bicycle to the stand.</li> <li>c) They shall allow the bicycle to be secured.</li> <li>d) They shall be visible and signposted.</li> </ol>
Bicycle End of Journey Facilities	Commercial or Industrial activities having more than 15 full time equivalent staff members shall provide one male and one female shower and changing facilities for staff to encourage the use of alternative transport modes.

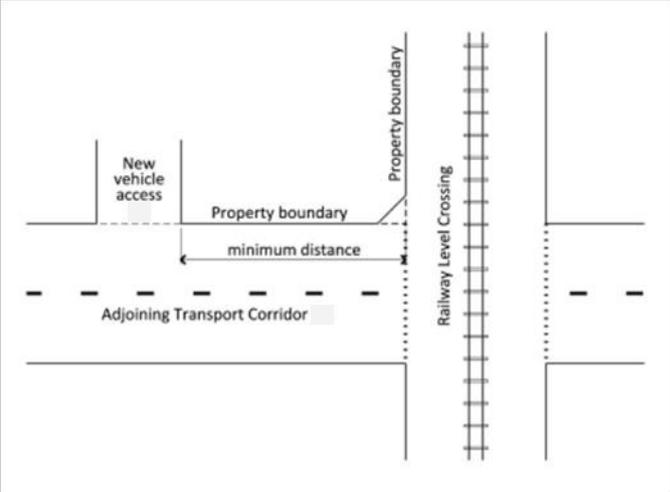
Matters:

- The typical operating and peak conditions of the activity,
- The hours of operation of the activity.
- Any inappropriate modification of the environment that would be required to accommodate the parking.
- Whether there is publicly provided alternative bicycle parking in close proximity.
  
- The extent to which provision for active modes of transport has been made.
- The location of the proposed activity.
- The hours of operation of the activity.
- Any inappropriate modification of the building that would be required to provide the facilities.

<p><b>61.14C Exemptions from the Above On-Site Parking Requirements</b></p> <ol style="list-style-type: none"> <li>1. For sites located in the 100% Parking Exemption Area identified in Appendix 24 of this Plan, an exemption of 100% from the above standards for on-site parking standards shall apply. Where any on-site parking provision is made it shall be provided to the rear of the sites and the general standards above shall apply.</li> <li>2. For sites located in the 50% Parking Exemption Area identified in Appendix 24 of this Plan, an exemption of 50% from the above on-site standards shall apply. Where any on-site parking provision is made it shall be provided to the rear of the sites and the general standards above shall apply.</li> </ol>	-
<p><b>61.15 Loading Spaces</b></p> <ol style="list-style-type: none"> <li>1. The following loading space conditions shall apply to all land uses involving on-site manufacturing, servicing, storage, hire or sale of goods or materials including retail activities, office accommodation, travellers accommodation, freight and transport depots, warehouses:       <ol style="list-style-type: none"> <li>a) A minimum of 1 loading space additional to the carpark requirements in Rule 61.14A must be provided on the site of the use it is intended to serve, except;           <ul style="list-style-type: none"> <li>• Where a service lane is designated or provided, or where the site is located in the 100% or 50% Inner City Parking Exemption Area and where the activity has a gross floor area less than 1000m<sup>2</sup> – refer Appendix 24 of the Plan.</li> </ul> </li> <li>b) The design of loading spaces and the layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and the functional design of the building. The layout shall be of sufficient size to accommodate the following:           <ol style="list-style-type: none"> <li>i) For freight depots, transport depots, warehouses, bulk stores and other similar uses, each loading space:               <ul style="list-style-type: none"> <li>• Must have a minimum length of 17.5 metres and a minimum width of 3 metres; and</li> <li>• Must meet the manoeuvring space requirements for the Semi-Trailer Design Vehicle as in Appendix 20.</li> </ul> </li> <li>ii) For retail activities, office accommodation, travellers' accommodation, manufacturing premises and other similar uses, each loading space:               <ul style="list-style-type: none"> <li>• Must have a minimum length of 8.5 metres and a minimum width of 3 metres; and</li> <li>• Must meet the manoeuvring space requirements for the Medium Rigid Design Vehicle as in Appendix 19.</li> </ul> </li> </ol> </li> <li>c) Every loading space shall be designed so that it is not necessary to reverse vehicles either on to or off the street. The loading space shall not be stacked or located within vehicle manoeuvring areas.</li> <li>d) The provision of a loading space in respect of any site may be made as part of the side and/or rear yard space, but not the front yard space of that site.</li> <li>e) The method of loading shall ensure that the footpath or access to adjacent properties shall remain clear at all times and ensure traffic safety is maintained on the roads.</li> </ol> </li> <li>2. The following loading space conditions shall apply to all day care centres.</li> </ol>	<p>Matters:</p> <ul style="list-style-type: none"> <li>- The number of loading spaces.</li> <li>- Loading area location and design.</li> <li>- Provision of on-site manoeuvring areas.</li> <li>- Effects on the safety and efficiency of the road network.</li> </ul>

<p>a) A minimum of 1 loading space must be provided on the site of the day care centre in addition to the parking requirements.</p> <p>b) All loading spaces shall be of a useable shape and condition and shall comply with the following:</p> <ul style="list-style-type: none"> <li>• Must have a minimum length of 5.5 metres and a minimum width of 3 metres; and</li> <li>• Must meet the manoeuvring space requirements for the New Zealand 99 percentile tracking curve as in Appendix 17.</li> </ul> <p>c) No part of any required loading space or manoeuvring area thereto shall be located between a designation for proposed road widening purposes shown in respect of a site on the planning maps and the road.</p>	
<p><b>61.16 Residential Activities</b></p> <p>1. All residential activities shall comply with the following, unless stated by a rule elsewhere in this Plan:</p> <p>a) Each dwelling unit must provide a notional garage, with vehicular access, with minimum dimensions of 5.5 metres (length) by 3 metres (width). These dimensions are clear interior dimensions for a garage and not an overall exterior dimension.”</p> <p>b) An additional vehicle parking space must be provided on site between the entrance to any notional garage, garage or carport and the road frontage, or separately adjacent thereto. This space must have minimum dimensions of 5 metres (length) by 2.5 metres (width).</p> <p>c) All vehicle movement paths must be designed using the New Zealand 99 percentile tracking curve as in Appendix 17.</p> <p>d) Vehicle manoeuvring must be provided on the site as follows:</p> <ul style="list-style-type: none"> <li>i) On all sites which have direct access to an Arterial Road or State Highway.</li> <li>ii) On all rural sites.</li> <li>iii) All manoeuvring areas must be provided and maintained in accordance with Appendices 17 and 18.</li> </ul> <p>e) The access drive or aisle from the vehicular entrance to vehicular parking spaces must have a gradient not exceeding 1 in 4.</p> <p>f) The minimum accessway width must be clear of eaves unless there is a height clearance of 4.2 metres above the driveway.</p> <p>g) The minimum accessway width and manoeuvring provisions, must comply with Chapter 66 (Volume II) C5.7.1 in the Code of Practice for Subdivision and Land Development.”</p>	<p>Matters:</p> <ul style="list-style-type: none"> <li>- The number of parking spaces.</li> <li>- The availability of parking spaces.</li> <li>- Provision of on-site manoeuvring areas.</li> <li>- Effects on the safety and efficiency of the road network.</li> </ul>
<p><b>61.17 Non-Residential Activities</b></p> <p>1. All non-residential activities, (including Temporary Activities requiring access from a State Highway), shall comply with the following parking access provisions, unless stated by a rule elsewhere in this Chapter:</p> <p>a) Vehicle parking spaces, loading spaces, vehicle crossings, aisles and manoeuvring spaces must be formed, marked as appropriate, finished with a permanent surface and drained to meet the requirements of Chapter 66 (Volume II - Code of Practice for Subdivision and Land Development).</p> <ul style="list-style-type: none"> <li>i) The minimum accessway width must comply with Chapter 66 (Volume II) C5.7.1 in the Code of Practice for Subdivision and</li> </ul>	<p>Matters:</p> <ul style="list-style-type: none"> <li>- The number of parking spaces.</li> <li>- The availability of parking spaces.</li> <li>- Provision of on-site manoeuvring areas.</li> <li>- Effects on the safety and efficiency of the road network.</li> </ul>

<p>Land Development.</p> <p>b) All vehicle parking spaces and parking aisles:</p> <p>i) For freight depots, service stations, transport depots, warehouses, bulk stores and other similar uses, must be designed in accordance with the dimensions in Appendix 23 and using the Semi-Trailer Design Vehicle as in Appendix 20.</p> <p>ii) For retail activities, office accommodation, travellers' accommodation, manufacturing premises and other similar uses, must be designed in accordance with the dimensions in Appendix 23 and using the Medium Rigid Design Vehicle as in Appendix 19.</p> <p>c) All vehicle movement paths:</p> <p>i) For freight depots, service stations, transport depots, warehouses, bulk stores and other similar uses, must be designed using the Semi-Trailer Design Vehicle tracking curve as in Appendix 20, and sufficient space must be provided on site so that no reverse manoeuvre by vehicles on to or off the road is necessary.</p> <p>ii) For retail activities, office accommodation, travellers' accommodation, manufacturing premises and other similar uses, must be designed using the Medium Rigid Design Vehicle tracking curve as in Appendix 19, and sufficient space must be provided so that no reverse manoeuvre by vehicles on to or off the road is necessary.</p> <p>d) The minimum accessway width in Chapter 66 (Volume II - Code of Practice for Subdivision and Land Development) for commercial and industrial units must be clear of buildings and accessory buildings.</p> <p>e) Where any vehicle parking area is formed adjacent to any road or public place, a landscaped area 2 metres wide adjacent to the road or public place must be provided, except for driveways.</p> <p>f) A vehicle occupying any parking space must have ready access to a road at all times without the need to move any vehicle occupying any other parking or loading space.</p> <p>g) The access drive or aisle from the vehicular entrance to vehicle parking spaces must not have a gradient exceeding 1 in 4.</p> <p>h) Where tenancies in a building are split, each separate tenancy must provide vehicle parking in accordance with these conditions.</p>	
<p><b>61.18 Vehicle Crossings</b></p> <p>1. All subdivision, use or development of land shall comply with the following vehicle crossing condition:</p> <p>a) Before the construction of a vehicle crossing, permission must be obtained from the Council and all vehicle crossings must be constructed in accordance with the requirements of Chapter 66 (Volume II - Code of Practice for Subdivision and Land Development). Construction details of vehicle crossings may be obtained from the Napier City Council.</p> <p>b) Minimum Distance for a new Vehicle Access from Rail Level Crossings</p> <p>i) Any new vehicle crossings shall be a minimum of 30m from any railway level crossing.</p>	<p>Matters:</p> <ul style="list-style-type: none"> <li>- Refer to Chapter 66 (Volume II - Code of Practice for Subdivision and Land Development) of this Plan for matters in relation to vehicle crossing construction.</li> </ul> <p>Matters in Relation to Access location:</p> <ul style="list-style-type: none"> <li>- Whether the existing frontage of the property is wide enough to achieve the 30m minimum distance.</li> <li>- Effects on the safety and efficiency of the rail network.</li> </ul>

 <p>The diagram illustrates the relationship between a property boundary, a new vehicle access, an adjoining transport corridor, and a railway level crossing. A vertical line on the right represents the 'Property boundary'. To its left, a horizontal line indicates the 'minimum distance' to the 'Adjoining Transport Corridor'. A 'New vehicle access' is shown as a vertical line extending from the property boundary to the transport corridor. A 'Railway Level Crossing' is depicted as a vertical line with cross-ticks, located to the right of the transport corridor.</p>	<ul style="list-style-type: none"> <li>- Any alternative location for the vehicle access i.e. the appropriateness of locating access as close as reasonably practicable to the furthest site boundary from the rail level crossing.</li> </ul>
<p><b>61.19 Right Of Ways</b></p> <p>1. The following condition shall apply to all land uses where access to a site is provided by a right of way from a road:</p> <ol style="list-style-type: none"> <li>Sufficient manoeuvring space must be provided either wholly within the site or where right-of-ways are shared by 2 or 3 dwelling units, provision must be made for manoeuvring within each section or within the right-of-way, so that no reverse manoeuvring onto or off the road is necessary.</li> <li>Where right-of-ways are shared by 4 or more dwelling units, the right-of-way must incorporate a specifically designed turning head.</li> </ol> <p>NOTE: Refer to Chapter 66 (Volume II), Part C5.7 for conditions relating to the construction and/or creation of right of ways and other non-public accessways.</p>	<p>Matters:</p> <ul style="list-style-type: none"> <li>- The effects on the safety and efficiency of the road network.</li> <li>- The effects on the amenity of the neighbourhood.</li> </ul>
<p><b>61.20 Offers of Cash in Lieu of Parking</b></p> <p>1. The provision of vehicle parking may not be possible or desirable for every development. The Council will consider offers of cash in lieu of parking in the following circumstances:</p> <ol style="list-style-type: none"> <li>Where the provision of vehicle parking will have a negative impact on a heritage building identified in Chapter 56, or Advocacy Areas identified on the planning maps.</li> <li>Where the provision of vehicle parking would alter the traditional streetscape of the area, for example: where there is a continuity of zero lot lines.</li> </ol> <p>2. The amount of contribution must be calculated from land valuation data.</p> <p>3. Cash contributions collected in lieu of vehicle parking may be used for the following purposes:</p> <ol style="list-style-type: none"> <li>Road upgrading, including the provision of precinct parking.</li> <li>Purchase of land for vehicle parking purposes.</li> <li>Development of land for vehicle parking purposes.</li> </ol>	

**61.21 PRINCIPAL REASONS FOR RULES****1. General**

Where a land use establishes on a site changing the use of the land, or where buildings are altered, on-site parking and loading areas must be provided, together with appropriate vehicular access. These standards ensure that the land use is provided with appropriate facilities to accommodate parking for staff, residents and visitors. The standards also ensure off road provision is made for the needs of commercial and industrial premises to load and unload trade vehicles.

**2. Vehicle Parking and Loading Spaces**

The provision of on-site vehicle parking for each land use minimises the adverse effects on the safety and efficiency of the adjoining road network, inconvenience and loss of amenity to surrounding sites from on-road parking and vehicle manoeuvring. On-site vehicle parking needs to be available to staff, residents and visitors alike to minimise the need for vehicles to park on roads.

It is necessary for parking spaces to be located on the same site as the land use for which they are required so as to provide parking for residents, staff and visitors. Parking and manoeuvring spaces should remain clear and unobstructed to ensure they can achieve their purpose.

Vehicles reversing onto busy roads or shared accesses can result in significant adverse effects on traffic safety. It is therefore important that in these circumstances, on-site manoeuvring is provided.

One of the main characteristics of Napier's inner city is its compact form and unobstructed access to retail frontages. This results in an attractive appearance to a City that has some of the most outstanding Art Deco and Mission style retail buildings. Ensuring that this character is maintained rules have been included that limit where a loading space may be positioned in order that the streetscape is not unduly compromised as a result. To further enhance the amenity of the inner city and maintain existing levels of on-street car parking, businesses located within the 100% or 50% parking exemption area will not be required to provide a loading space provided the business is less than 1000m<sup>2</sup> gross floor area. For businesses that exceed 1000m<sup>2</sup> gross floor area, consideration will be given to the need to provide a loading space in order to ensure the amenity of the inner city is not compromised by regular use of on street loading.

**3. Residential Activities**

The residential requirement for on-site vehicle parking helps to ensure the safety and efficiency of the roading network, and reduces adverse effects on amenity. Notional garage spaces are required to ensure flexibility and potential exists for subsequent land uses to construct garage-type structures if they choose. Furthermore, an additional vehicle parking space is required to ensure that vehicles do not obstruct roads and other vehicle corridors while being loaded, unloaded or temporarily parked such as in the case of gaining entry to a garage or carport. The additional parking space needs to be unobstructed and convenient, in order to provide a safe and user-friendly option for visitor parking on-site. Obstruction of roads and other traffic corridors can create adverse effects on the safety and efficiency of the roading network.

Increases in vehicle ownership has contributed to a mobile community requiring safe and efficient transportation routes. Provision of on-site parking and manoeuvring for some new developments is intended to mitigate the adverse effects of vehicle movements on the roading infrastructure.

**4. Non-Residential Activities**

Commercial and industrial activities are generally serviced by larger vehicles. These larger vehicles often load and offload goods to business premises and in order to avoid disruption to other road users, on-site manoeuvring, loading and access areas need to be provided. Loading and unloading activities from goods vehicles parked on roads may threaten the safety of other vehicles. Similarly, on-site manoeuvring requirements will ensure that reverse manoeuvres by heavy vehicles are avoided.

**5. Vehicle Access and Crossings**

To ensure the safety and efficiency of the road network, particularly arterial road and state highways, vehicular access onto such roads is restricted. These limits will enable the Council (and Transit New Zealand as the authority responsible for New Zealand's network of state highways) to consider the effects of the access and associated land use on a case by case basis. Traffic flows on local, principal and collector roads are generally less and slower than those experienced on arterial roads and state highways.

Careful consideration of the location and design of access, together with an understanding of the type, frequency and timing of vehicles using the access is necessary to manage the actual and potential effects of vehicular access onto arterial roads, state highways and at level rail crossings. It is important to provide policies and rules to control the location of vehicle access alongside the rail network in order to ensure the safety of road users and to eliminate potential conflict caused by vehicles queuing to cross the rail line.

A minimum set of criteria for construction, location etc. is necessary to ensure that vehicle crossings are built to a satisfactory standard and maintain a safe and efficient roading resource.

**6. Parking Exemption Areas**

The Inner City Commercial, Art Deco Quarter, and parts of the Fringe Commercial and Suburban Commercial Zones have parking exemption rules. These rules have been included because property owners in these areas pay a special rate for parking. This allows Council to provide a more efficient parking resource and strategically plan for future parking needs.

**7. Alternative Modes of Travel**

The provision of sustainable transport modes is achieved by ensuring that there is choice in the modes of transport available and the routes that can be taken. We are facing a future where there will need to be less dependency on fossil fuels and this could raise the profile of transport modes that are not fuel dependent such as walking and cycling. The rules relating to alternative modes of travel have been developed to encourage more people to consider alternatives transport modes for their commute to work. To further encourage this shift in the means by which commuters choose to travel to work, the Council is requiring larger employers to provide facilities to encourage them to use alternative modes. These include bicycle stands and shower and changing facilities.

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