

Part 51 Parking, Loading and Access

51.1 Parking Spaces

51.1.1 Obligation to Comply

The requirements of this rule shall be complied with whenever a new activity is established, or there is a change of activity or a building is altered or added to beyond what is provided for by section 10 of the Resource Management Act (existing lawfully established uses).

Where any part of Part 51 is not complied with, an application for consent to a Restricted Discretionary Activity is required and Council will assess the activity in terms of the assessment matters that are relevant to the zone.

51.1.2 Deleted

51.1.3 Spaces for Disabled Persons

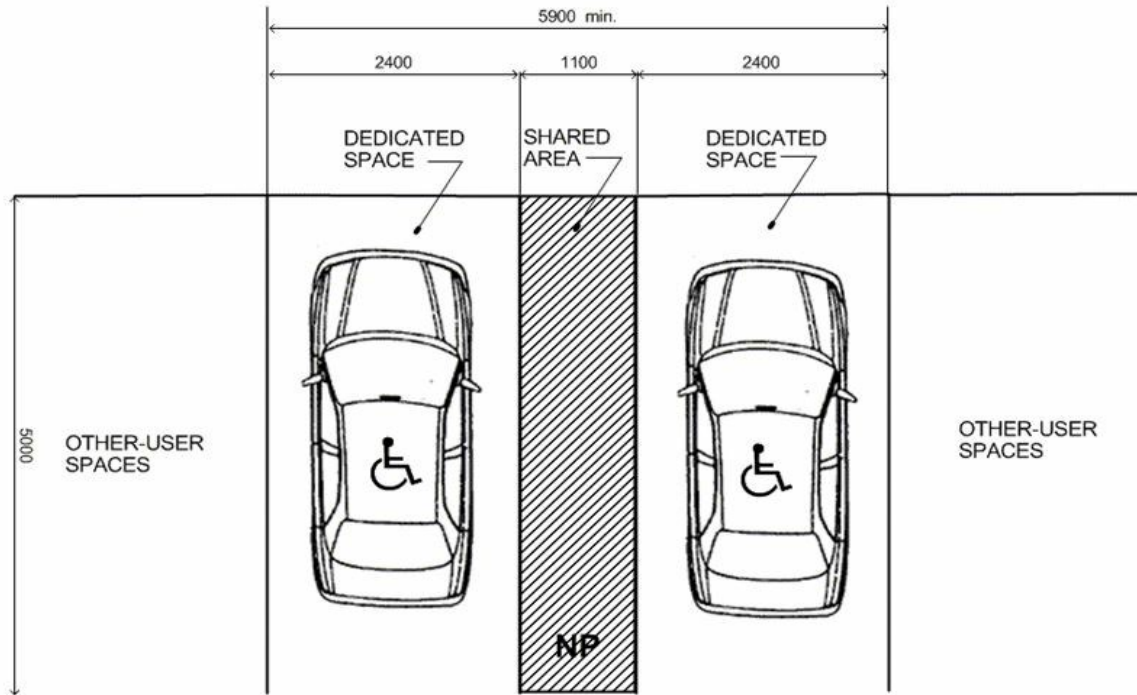
- Where an activity is subject to the provisions listed in Schedule 2 of the Building Act 2004 (which addresses buildings that must be considered for access by disabled persons), carparking for the exclusive use of vehicles driven by persons with disabilities or any person accompanying a person or persons with disabilities, the parking area shall contain spaces as follows:
 - for a calculation of 10 or less spaces, no less than one space shall be for disabled persons;
 - for a calculation of between 10 and 99 spaces, no less than two spaces shall be provided;
 - for every 50 spaces (or part thereof) over 100 spaces, an additional space shall be provided.

All spaces for disabled persons shall comply with Diagram 51.D.

Diagram 51.D Disabled Person Parking Dimensions

Waikato District Plan - Waikato Section

[Not to scale]



51.1.4 Deleted

51.1.5 Location On Site

All spaces shall be located clear of any designation or building line restriction, or of any easement which protects the rights of persons who are not owners or occupiers of the site.

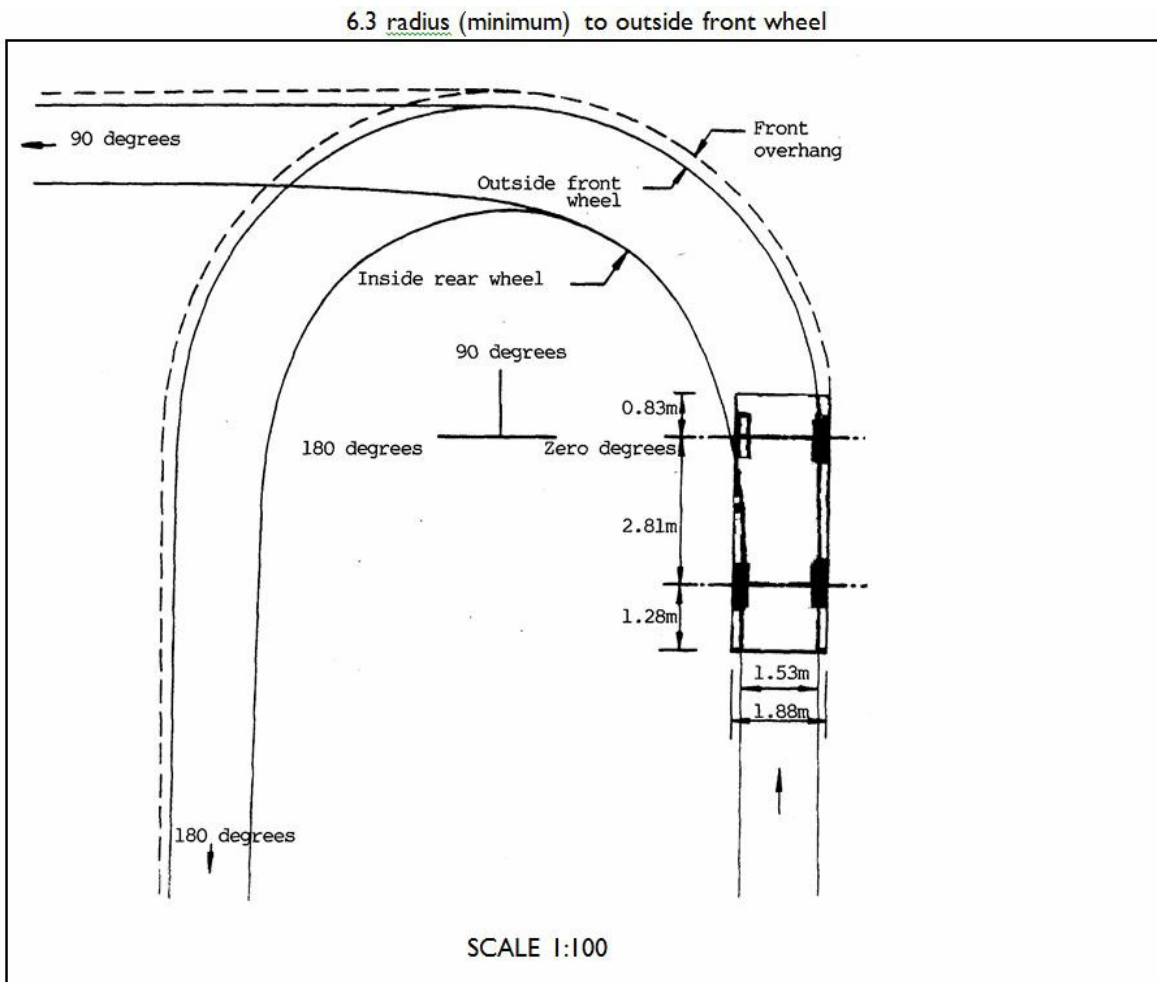
Spaces shall also be clear of any other required areas such as outdoor living courts and landscaped yards.

51.1.6 Access and Manoeuvring

- All spaces shall have access to a road and shall be provided with such access drives and aisles as are necessary for ingress and egress of motor vehicles from and to the street and for the manoeuvring of motor vehicles within the site.
- Driveways will generally be at least 3 metres in width unless some other width is specified for the particular situation or some other requirement of the Plan dictates (such as tracking curves).
- All manoeuvring areas shall comply with the tracking curves for cars (in the case of parking spaces) as set out Diagram 51.E.
- No new parking space may be designed or formed which would necessitate any reverse manoeuvring off or onto the site, where the site has frontage to a national route, district arterial route or collector route as identified in Part 9.4 . (Refer to Policy 14 in Objective 19.3.3.) For the avoidance of doubt, this bullet point does not apply to sites that have frontage to a local road.
- All manoeuvring must be able to be undertaken on site in no more than a three point turn.

Note – in determining compliance with on site manoeuvring, the tracking curves shall not include manoeuvring occurring within the garage.

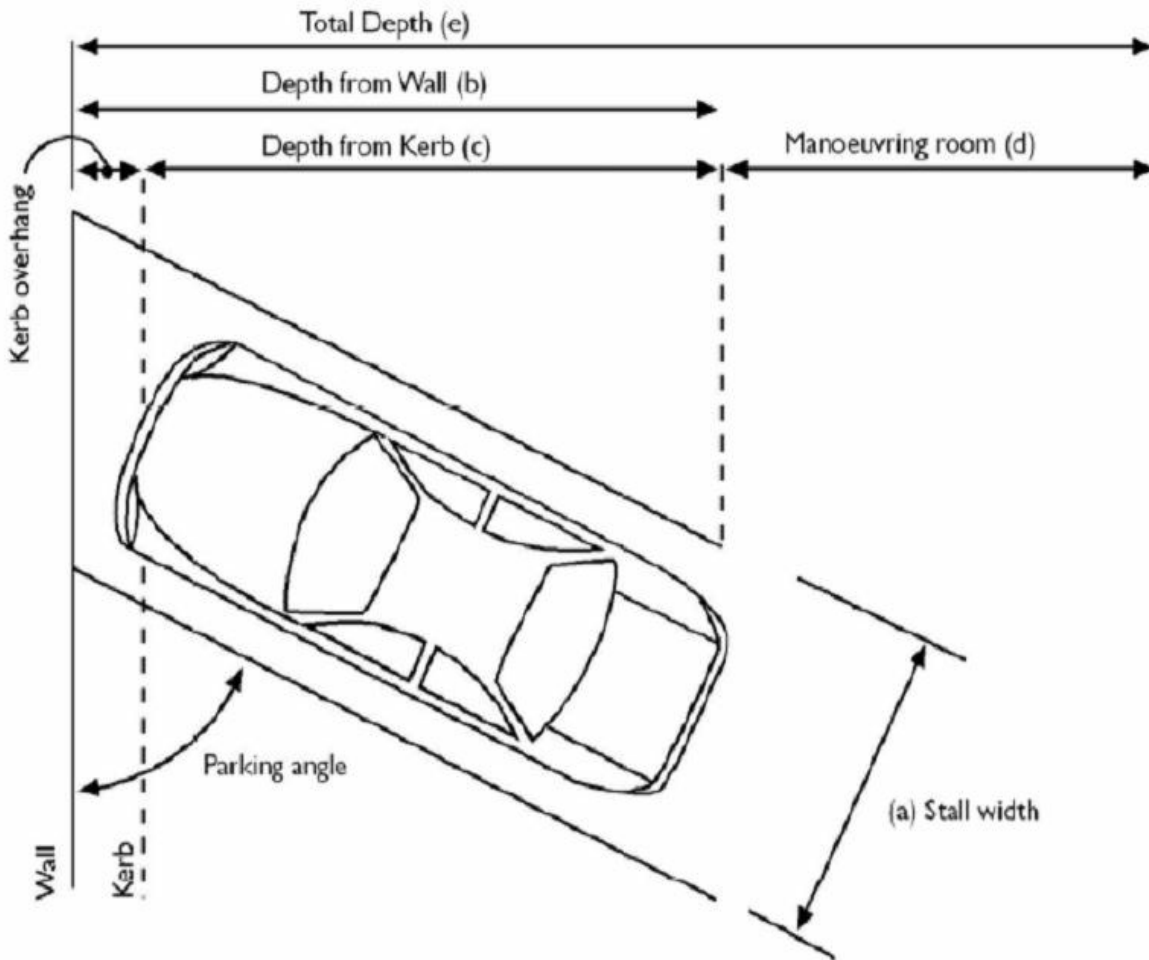
Diagram 51.E: Ninety Percentile Car Tracking Curve



51.1.7 Design and Dimensions

All parking and associated manoeuvring areas and aisles shall be designed and laid out in accordance with the specifications of Table 51.B (as well as Diagram 51.E (above)).

Table 51.B Manoeuvring and Parking Dimensions



Waikato District Plan - Waikato Section

Type of Parking		Stall Width (a)	Stall Depth		Aisle Width (d)	Total Depth (e)	
Parking Angle	Type		From wall (b)	From kerb (c)		one row	two rows
ALL MEASUREMENTS ARE IN METRES							
0°	Parallel	2.4	See note 1		3.5	5.9	8.3
30°	Nose in	min 2.4	4.2	4.0	3.5	7.7	11.9
45°	Nose in	min 2.4	4.9	4.5	3.5	8.4	13.3
60°	Nose in	2.4	5.4	4.9	4.5	9.9	15.3
		2.5			4.1	9.5	14.9
		2.6			3.5	8.9	14.3
		2.7			3.5	8.9	14.3
75°	Nose in	2.4	5.4	4.9	6.6	12.0	17.4
		2.5			6.3	11.7	17.1
		2.6			5.2	10.6	16.0
		2.7			4.6	10.0	15.4
90°	Nose in	2.4	5.1	4.6	8.7	13.8	18.9
		2.5			7.7	12.8	17.9
		2.6			7.0	12.1	17.2
		2.7			6.8	11.9	17.0

- 1 Parallel parking spaces (Parking angle = 0) shall be 6.0m long, except where one end of the space is not obstructed, in which case the length of a space may be reduced to 5.0m.
- 2 Minimum aisle and accessway widths shall be 3.0m for one way flow, and 5.5m for two way flow. Recommended aisle and accessway widths are 3.5m for one way flow, and 6.0m for two way flow.
- 3 Maximum kerb height = 150mm

51.1.8 Formation

- FOR SITES WITHIN THE BUSINESS ZONE: Refer to the "development standards" of the Business Zone ([Rule 29](#)).
- FOR SITES WITHIN OTHER ZONES: All parking and manoeuvring areas shall be formed and drained to an all-weather, dust-free surface prior to any commencement of the activity to which the spaces and areas relate.

51.1.9 Demarcation of Spaces

All spaces shall be painted out or physically demarcated on the ground.

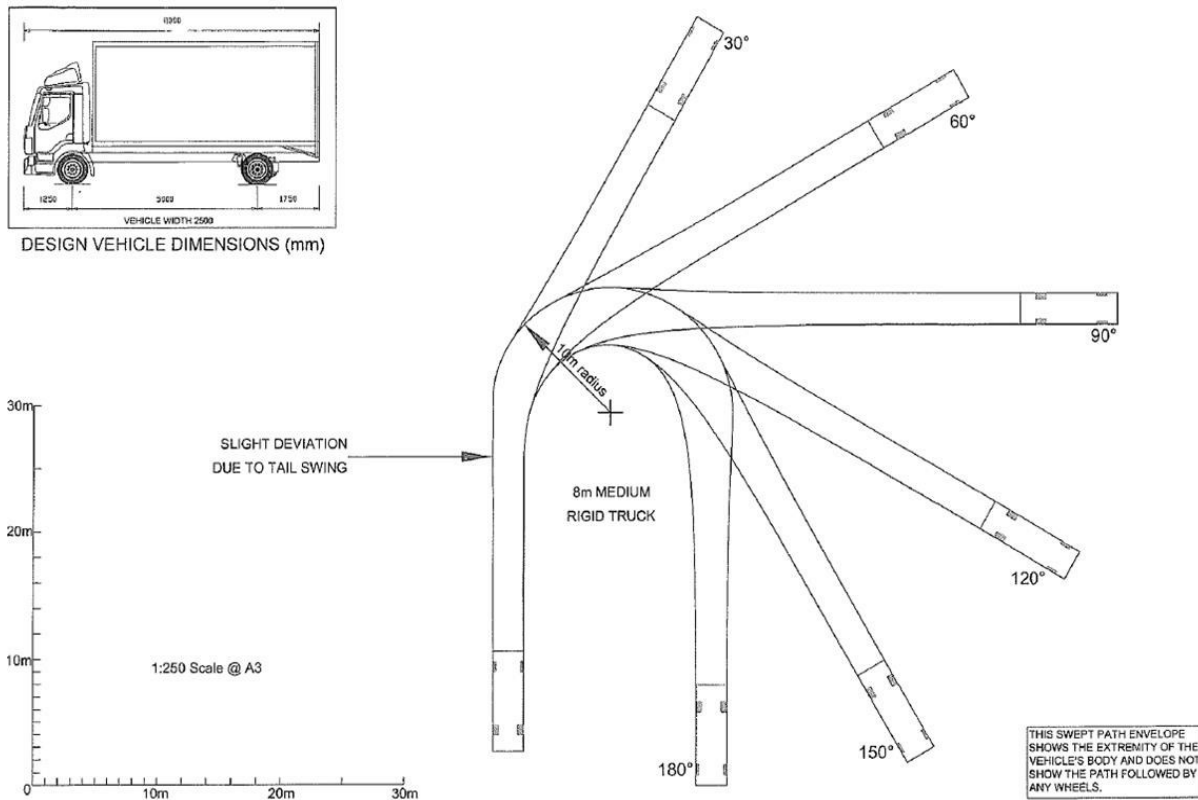
51.1.10 Maintenance of Spaces

All spaces and associated access and manoeuvring areas shall at all times be kept available for use by the vehicles they are designed for and shall not be diminished or rendered unusable by any building, alteration, storage or other activity. All parking and associated access and manoeuvring areas shall at all times be kept in a weed-free, dust-free and permanently surfaced condition.

51.2 Loading Areas and Spaces

- FOR SITES WITHIN THE BUSINESS ZONE: Refer to the development standards of the Business Zone ([Rule 29.5](#)).
- FOR SITES WITHIN OTHER ZONES: Every activity shall have, on its own site, such provision as is appropriate for the safe and efficient setting down or picking up of all people, goods and materials likely to be associated with its normal operation or functioning. All such areas shall be formed and drained to an all-weather, dust-free condition prior to any commencement of the activity to which the space or area relates.
- MANOEUVRING AREAS: All manoeuvring areas associated with loading spaces shall comply with the tracking curves for trucks as set out in [Diagram 51.F](#).

Diagram 51.F: Minimum Radius Truck Tracking Curve



51.3 Vehicle Crossings

Except where access is proposed to a state highway, all new or altered vehicle crossings shall be positioned and constructed in accordance with [Part 9.5](#).

Where a new or altered vehicle crossing is proposed to the state highway, the approval of the New Zealand Transport Agency is required.