

**TRANSPORT, INFRASTRUCTURE AND CAR PARKING - RULES****T13.1 Rule Statement**

The following conditions apply to all activities within all Zones. If an activity is unable to comply with one or more of these conditions then the activity status may change. The activity status is established within the Rules part of each zone section of the Plan.

Where an activity is unable to comply with any of the following rules, Council will assess the application against the relevant assessment criteria. Council may also require the applicant to provide a Transportation Impact Assessment, which assesses the proposed development's effects on the road and/or rail transport network and any measures the applicant is proposing to avoid, remedy or mitigate potential effects.

It is recommended that, in cases where a development gains access to or from a site via the State Highway network or across the national rail network, or has an impact on the functioning of the State Highway or national rail network, that consultation is undertaken with the requiring authority. The NZ Transport Agency (NZTA) or New Zealand Railways Corporation (KiwiRail) (or their successors) will be notified of any application for a resource consent which affects either the State Highway or national rail system. In this case, the applicant will be required to consider the requiring authorities' rules.

Adverse effects can arise from the inappropriate location of noise sensitive activities close to transport infrastructure including railway corridors. The Council ensures that the location of noise sensitive activities is managed where they are likely to be situated in a location that could affect the day-to-day operations of the rail network through reverse sensitivity.

**T13.2 Rules**

The following activities are Permitted Activities provided they comply with the General Conditions outlined in Section T13.3 below.

**T13.2.1 Permitted Activities**

- (a) Infrastructure associated with roads, pedestrian ways, accessways, service lanes and driveways existing on the day a decision was made on this Plan.
- (b) Bridges for roads.
- (c) Emergency maintenance to roads on and beyond the road reserve as necessary.
- (d) Street furniture and works of art on roads, including public telephones.
- (e) Maintenance and improvements to the infrastructure of roads, excluding the formation of roads which were unformed on the date this Plan was notified and the formation of new roads.
- (f) New driveways, intersections and car parks on roads.
- (g) Utilities that are a Permitted Activity in this Plan.

**T13.2.2 Restricted Discretionary Activities**

- (a) Any Permitted Activity specified in Rule T1 3.2.1 which cannot meet all the relevant conditions for Permitted Activities.



**T13.2.3 Discretionary Activities**

- (a) The formation of roads which were unformed on the date this Plan was notified (29 June 2010) and the formation of new roads.
- (b) Any land use or activity on a road not specifically referred to in Rules T13.2.1 and T13.2.2.

**T13.3 General Conditions**

**T13.3.1 Road Intersections**

- (a) Separation
  - (i) The minimum separation distance as set out in Table 1 below shall be provided at new intersections. The separation distance shall be measured between the centrelines of the intersecting roads.

*Table 1: Minimum Space between Intersections*

Speed Limit (km/h)	Minimum Distance (m)
100	800
80	550
70	220
60	160
50	125

Relevant Assessment Criteria: T13.4.1(a).

*Advice Note:*

*The 85<sup>th</sup> percentile speed refers to the speed which 85% of vehicles travel at or below at an observed point on the road, ie, if the 85<sup>th</sup> percentile speed is 90km/h, 85% of all vehicles travel between 0 – 90km/h and 15% travel at a speed greater than 90km/h.*

- (b) Sight Distance
  - (i) The minimum sight distance as set out in Table 2 below shall be available from any new intersection. The sight distance shall be measured in accordance with Diagram T11 - *Sight Distance Measurement Diagram* (see Appendix 2). In the event the 85th percentile speed (km/h) has not been determined, the legal road speed limit plus 10% shall be substituted in place of the 85th percentile speed (km/h).

*Table 2: Minimum Sight Distances at Intersections*

85 <sup>th</sup> Percentile Speed (km/h)	Sight Distance (m)	
	Optimum (Entering Sight Distance)	Minimum (Sight Intersection Sight Distance)
50	125	80
60	160	105
70	220	130
80	305	175
90	400	210
100	500	250
110	500	290

Relevant Assessment Criteria: T13.4.1(a).



- (c) Where an intersection is proposed with a State Highway, the approval of the NZTA is required. The NZTA has its own standards and rules and it is recommended that applicants refer to these. The District Plan standards do not apply where they conflict with the standards of NZTA.

**T13.3.2 Vehicle Accesses**

- (a) Separation
  - (i) The minimum separation distance as set out in Table 3 shall be provided at new accesses (eg, driveways). The separation distance shall be measured from halfway across the vehicle access to the centreline of the relevant intersection. In the event the 85th percentile speed (km/h) has not been determined, the legal road speed limit plus 10% shall be substituted in place of the 85th percentile speed (km/h).

*Table 3: Minimum Vehicle Access Separation*

85 <sup>th</sup> Percentile Speed (km/h)	Speed Limit (km/h)	Between Intersection and Access onto Arterial/Collector* Road (m)	Between Intersection and Access onto Local* Road (m)	Between Accesses (m)	Between Railway Level Crossing and Access (m)
≤60	50	30	20	-	<u>30</u>
70	60	30	20	-	<u>30</u>
80	70	100	45	40	<u>30</u>
90	80	100	45	100	<u>30</u>
100	90	200	60	200	<u>30</u>
110	100	200	60	200	<u>30</u>

*Advice Note:*  
 To establish whether a road is a local, collector or arterial road refer to the District Plan Maps.  
 The method for assessing the 85<sup>th</sup> percentile speed for very low use local roads seeks to provide some 'fit for purpose' flexibility, given the low risk level of such roads.

- (ii) Where the site frontage precludes the above standards being met the access shall be located as far as practicable from the intersection or existing access.  
 Relevant Assessment Criteria: T13.4.1(b) (i).
- (b) Sight Distance
  - (i) The minimum sight distance, as set out in Table 4, shall be available from all accesses. Sight distances shall be measured in accordance with T11 - Sight Distance Measurement Diagram (see Appendix 2). In the event the 85th percentile speed (km/h) has not been determined, the legal road speed limit plus 10% shall be substituted in place of the 85th percentile speed (km/h).



Table 4: Minimum Sight Distances at Driveways

85 <sup>th</sup> Percentile Speed (km/h)	Sight Distance (m)	
	Private Access	Commercial Access
50	45	80
60	65	105
70	85	130
80	115	175
90	140	210
100	170	250
110	210	290

Relevant Assessment Criteria: T13.4.1(b) (i).

- (c) Location
  - (i) Where a site has frontage onto two roads, access shall be restricted to the frontage that provides the safest access to and from the site for both people using the site and those using the road network. This will usually be the road with least vehicle movements.
  - (ii) No new vehicle access shall be created onto State Highway 4 between Waimarino Tokaanu Road and Carroll Street in National Park Township.

Relevant Assessment Criteria: T13.3.1(b) (ii).

- (d) Design
  - (i) Access design for sites outside the Residential and Urban Settlement Zones:
    - (1) For an activity which will typically have no more than one heavy motor vehicle accessing the site per week, the access design shall be set out in accordance with Diagram T12 - Rural Private Access with Limited Heavy Vehicle Use (see Appendix 2).
    - (2) For an activity which will typically have no more than one heavy motor vehicle accessing the site per day, the access design shall be set out in accordance with Diagram T13 - Rural Private Access with Some Heavy Vehicle Use (see Appendix 2).
    - (3) For an activity which will typically have more than one heavy motor vehicle accessing the site per day, the access design shall be set out in accordance with Diagram T14 - Rural Private Access with Frequent Heavy Vehicle Use (see Appendix 2).
    - (4) All accesses shall be designed to incorporate a 300mm minimum diameter culvert overlain with at least 300mm of fill. Where this is not practicable, alternative access designs which maintain stormwater flow through the swale drain will be considered.
  - (ii) Driveway design for sites within the Residential and Urban Settlement Zones:
    - (1) Any vehicle crossing provided for in an Urban Zone shall be formed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.

Relevant Assessment Criteria: T13.3.1(b) (iii),

- (e) Access Width and Pavement Formation
  - (i) Access width and pavement formation shall conform to the minimum specifications set out in Table 5 (see below).

Table 5: Access Widths and Pavement Formation Requirements

Activity	Number Of Units Or Sites	Min Access Width (m)	Max Access Width (m)	Min Formation Width (m)	Max Gradient (refer diagram RT5)
Residential	1	3.7	5.5	2.7	15% (1 in 6.5)
	2 to 3	4	5.5	2.7	
	4 to 5	5	5.5	3.5	
Other		7.0		5.0	10% (1 in 10)



- (ii) In this context, access is from the road carriageway to the site and includes passage over access legs, rights-of-way, access lots and similar but does not include internal farm or forestry tracks.
- (iii) An access serving more than five allotments is to be formed and vested as road in accordance with the standards in NZS 4404:2010 *Land Development and Subdivision Infrastructure*.
- (iv) Transitions between changes in gradients on accesses shall be designed to avoid ground scraping of vehicles. The maximum change in gradient for cars shall be 14% (1 in 7) and for articulated heavy vehicles 6% (1 in 16.5) over 10m. Diagram T15 - *Maximum Gradients and Changes in Gradients for Motor Vehicles* (see Appendix 2) illustrates this rule.

*Advice Note:*

*Where access is from a State Highway, the approval of NZTA (or its successor) is required. NZTA has its own standards and it is recommended that applicants refer to these in addition to the District Plan standards.*

*Where access is to be obtained over a railway line forming part of the national rail network, the approval of New Zealand Railways Corporation (KiwiRail or its successor) is required and it is recommended the applicant consult with that agency to establish viability and design requirements.*

Relevant Assessment Criteria: T13.4.1(b)(iv).

**T13.3.3 Parking**

- (a) Number
  - (i) Within the Commercial Zone, any activity with a gross floor area of less than 350m<sup>2</sup> is not required to provide any car parking spaces to serve the activity. For all activities in other zones and activities within the Commercial Zone occupying a gross floor area in excess of 350m<sup>2</sup>, car parking shall be provided as set out in Table 6 below, based on the total gross floor area of the activity including the first 350m<sup>2</sup> gross floor area (GFA).

*Table 6: Car Parking Requirements*

Activity	Number of Parking Spaces Required
Residential	2
Home Enterprise Activity	1 per person employed not residing on the site
Commercial Activity	1 plus 1 per 3 staff plus:
(a) Retail including land and/or buildings where goods, merchandise, or equipment is displayed for sale or hire	(a) 1 per 22 m <sup>2</sup> GFA
(b) Service including services based on intellectual knowledge such as professional services and repair services	(b) 1 per 52 m <sup>2</sup> GFA
(c) Office including administrative and commercial offices	(c) 1 per 83 m <sup>2</sup> GFA
(d) Entertainment including theatres, cinemas, gymnasiums, clubs and cabarets	(d) Either: a) 1 per 11 m <sup>2</sup> GFA or b) 1 per 4 seats, whichever is greater
(e) Takeaways (meaning preparation of cooked food on the premises for consumption off the premises and includes fish and chip shops, pizza takeaway and the like)	(e) 1 per 15 m <sup>2</sup> PFA
(f) Eating House including restaurants and cafes	(f) Either a) 1 per 10 m <sup>2</sup> PFA or, b) 1 per 4 seats, whichever is the greatest
(g) Taverns	(g) 1 per 10 m <sup>2</sup> PFA
(h) Motor Vehicle Sale or Hire	(h) 1 per 10 cars for sale or hire
Visitor Accommodation Activity	1 plus 1 per 3 staff plus either: a) 1 per 4 guests or b) 1 per room, whichever is greater



Activity	Number of Parking Spaces Required
Hospital Activity	2 per 3 staff plus 1 per 3 beds
Healthcare Service Activity	2 per 3 staff plus 1 per 26 m <sup>2</sup> GFA
Education Activity	
(a) Pre-School	(a) 1 plus 2 per 3 staff plus 1 drop off space
(b) Primary/Intermediate	(b) 1 plus 1 per 3 staff plus 1 per classroom
(c) Secondary	(c) 1 plus 1 per 3 staff plus 1 per classroom plus 1 per 50 pupils aged 16 and over
(d) Tertiary	(d) 1 plus 1 per 3 staff plus 1 per 10 pupils
Māori Cultural Activity	
(a) Papakainga	(a) 1 per papakainga unit
(b) Cultural Education Activity	(b) As per Education Activity
(c) Other including marae	(c) 1 plus 1 per 3 staff plus 1 per five people able to be accommodated
Industrial Activity	1 plus 1 per 3 staff plus 1 per 78 m <sup>2</sup> GFA plus 1 per 200m <sup>2</sup> outdoor space
Service Station Activity	1 plus 1 per 3 staff, and
(a) Retail	(a) per Retail shop
(b) Workshop Bay	(b) per Workshop Bay
(c) Car – Wash	(c) per Carwash in the form of queuing spaces
(d) Air Hose/Vacuum	(d) 1 per Air Hose/Vacuum
Recreation and Community Activity	
(a) Low Intensity Sports including golf	(a) 2.5 per hectare devoted to this activity
(b) Medium Intensity Sports including cricket, football, rugby and hockey	(b) 12.5 per hectare devoted to this activity
(c) High Intensity Sports including tennis, netball and basketball	(c) 25 per hectare devoted to this activity
(d) Very High Intensity Sports including bowls and mini golf	(d) 12.5 per hectare devoted to this activity
(e) Places of Assembly including community halls, churches, and non profit community focus centres	(e) 1 plus 1 per 4 staff plus either a) 1 per 15 m <sup>2</sup> GFA or b) 1 per 4 seats, whichever is greater
Rural Activity	see Residential Activity
Emergency Services Facilities	1 per emergency service appliance

GFA: Gross Floor Area as devoted to the activity (see the definition of Gross Floor Area included within the Definitions chapter of the District Plan).

Per staff: Full time equivalent based on a 40 hour week

PFA: Public Floor Area, the floor area designed to accommodate customers, excluding toilets and washrooms, parking areas, stairwells and liftshafts. Areas in which the public are not permitted such as offices, kitchens, machinery rooms and storage areas are not included in public floor area.

- (ii) When the assessment of the number of parking spaces required in respect of the use of any building results in a fractional space being involved, any fraction of one half or more shall be counted as one parking space, and any fraction of one half or less shall be ignored.
- (iii) Where an activity is secondary and accessory to the principal activity, car parking shall only be required for the principal activity and for staff of the secondary and accessory activity. In this context the test for secondary and accessory shall be that the activity is designed and managed solely for the patrons of the principal activity. For the purposes of applying condition T13.3.3(a)(i) the gross floor area (GFA) of the principal and accessory activities shall be summed.
- (iv) Accessible car parking spaces shall be provided for persons with disabilities within the car parking area as follows:
  - (1) When 1-20 car parking spaces are required, at least one must be accessible.
  - (2) When 21-50 car parking spaces are required, at least two must be accessible.
  - (3) For every additional 50 spaces, at least one is required to be accessible.

Relevant Assessment Criteria: T13.4.1(c) (i).



- (b) Finish
  - (i) All car parks, excluding those solely for residential purposes and rural activities shall be finished in an all weather, dust free surface and marked so as to ensure orderly parking and optimum space utilisation. The finish of the car park shall ensure that there is no migration of the finish material from the site and/or onto any road.

*Advisory Note:*  
 All weather dust free surfaces include, but are not limited to concrete, bitumen seal, block pavers and cobblestone blocks. Metal aggregate is not considered to be a dust free surface and is not an acceptable car park finish.

Relevant Assessment Criteria: T13.4.1 (c) (ii).

- (c) Layout and Dimensions
  - (i) All car parking spaces shall be dimensioned and laid out in accordance with Table 7 and Diagram T16 - *Manoeuvring and Parking Space Layout* (see Appendix 2).

**Table 7: Manoeuvring and Parking Space Dimensions**

Parking Angle	Width (m)	Max Kerb Overhang (m)	Depth of Space (m)	Manoeuvring Space (m)	Depth One Row (m)	Depth Two Rows (m)
90°	2.4	1.0	5.0	7.4	12.4	17.4
	2.5			7.0	12.0	17.0
	2.6			6.6	11.6	16.6
	2.7			6.2	11.2	16.2
75°	2.4	1.0	5.3	6.4	11.7	17.0
	2.5			5.8	11.1	16.4
	2.6			5.2	10.5	15.8
	2.7			4.6	9.9	15.2
60°	2.4	1.0	5.3	4.9	10.2	14.9
	2.5			4.6	9.9	14.6
	2.6			4.3	9.6	14.3
	2.7			4.1	9.4	14.1
45°	2.4	0.8	4.9	3.9	8.8	13.9
	2.5			3.7	8.6	13.7
	2.6			3.5	8.4	13.5
	2.7			3.3	8.2	13.3
30°	2.3	0.6	4.1	3.0	7.1	11.2
	2.4			7.1	11.2	
	2.5			7.1	11.2	
	2.6			7.1	11.2	
Parallel	6.1	0	2.5	3.7	6.2	8.7
	6.2			3.6	6.1	8.6
	6.4			3.3	3.3	8.3
	6.6			3.0	3.0	8.0

*Advice Notes:*  
 Spaces adjacent to walls or columns require an additional 300mm clearance.  
 One Way traffic is assumed for angle parking spaces.  
 Car parks shall have a height of at least 2.3m, except where provision is made to divert over height vehicles, in which case the minimum height may be reduced to 2.1m.  
 Minimum aisle widths shall be 3.5m for one way flow and 5.5m for two way flow.

- (ii) Access to sites fronting an Arterial or Collector Road shall be designed so that any vehicle may enter and exit the site in a forward gear.



*Advisory Note:*

*To establish whether a road is an Arterial or a Collector Road refer to the District Plan Maps.*

- (iii) Accessible car parking spaces for people with disabilities shall be a minimum width of 3.5m. It is permissible for adjacent accessible car parking spaces to share a 1.1m wide strip to allow access to and from either vehicle.  
Relevant Assessment Criteria: T13.4.1(c) (iii).
- (d) Stormwater
  - (i) Storm water shall be managed in a way that avoids, remedies or mitigates the potential for surface flooding.
  - (ii) Stormwater contaminants (eg, grit, oil and sediment) shall be managed in a way that avoids, remedies or mitigates their potential adverse effects on the receiving environment.
 Relevant Assessment Criteria: T13.4.1(c) (iv).
- (e) Screening
  - (i) All car parking areas of four or more car parks shall be screened from view of any adjoining residentially zoned site.
 Relevant Assessment Criteria: T13.4.1(c) (v).
- (f) Landscaping
  - (i) Where a car parking area incorporates more than five car parks, landscaping shall be provided.
  - (ii) The landscaping shall be maintained in healthy condition and kept clear of litter.
 Relevant Assessment Criteria: T13.4.1(c) (vi).

**T13.3.4 Loading**

- (a) Any commercial or industrial activity shall provide a loading area and bays to meet the needs of service vehicles. The loading area and bays shall be provided with legal and practical access.
- (b) In this context, “needs of service vehicles” is defined as the provision of a loading area and bays that:
  - (i) Allow all unloading and loading of service vehicles on the site and is of an area so that at all times there is sufficient space to allow all service vehicles to enter, unload, load, and exit the site without being required to park off site.
  - (ii) Accommodates all types of service vehicles servicing the site.
  - (iii) Is located adjacent to the service entrance to the building or storage area associated with the activity.
 Relevant Assessment Criteria: T13.4.1(d).

**T13.3.5 Noise Sensitive Activities**

- (a) Noise Sensitive Activities within 40 metres of an existing railway track shall comply with the following:
  - (i) Any new Dwelling: be insulated to 35 dB L<sub>Aeq(1hr)</sub> inside bedrooms or 40 dB L<sub>Aeq(1hr)</sub> inside other habitable spaces.
  - (ii) All other Noise Sensitive Activities: the recommended maximum design guidelines given in AS/NZS 2107 – 2000: *Acoustics – recommended design sound level and reverberation times for building interiors*.





- (iii) Compliance shall be demonstrated by either a desktop exercise based on a design train noise level<sup>1, 2</sup>, or a detailed assessment based on actual train noise levels<sup>3</sup> and recognised acoustic modeling.

Relevant Assessment Criteria: T13.4.1(e)

*Notes:*

- 1 *Compliance with this Rule will require windows and external doors to be closed. Therefore, applicants will need to ensure compliance with the minimum ventilation requirements of section G4 of the Building Code. This may require mechanical ventilation.*
- 2 *For the purposes of demonstrating compliance with this Rule, train noise shall be deemed to be 70 dB  $L_{Aeq(1hr)}$  at 12 metres from the closest rail track. For distances of up to 30 metres, this level shall be deemed to vary at a rate of 3 dB per doubling of distance.*
- 3 *When using measured noise levels, applicants shall add an allowance of 3 dB to the measurement results to allow for future growth in rail traffic.*

*Advice Note:*

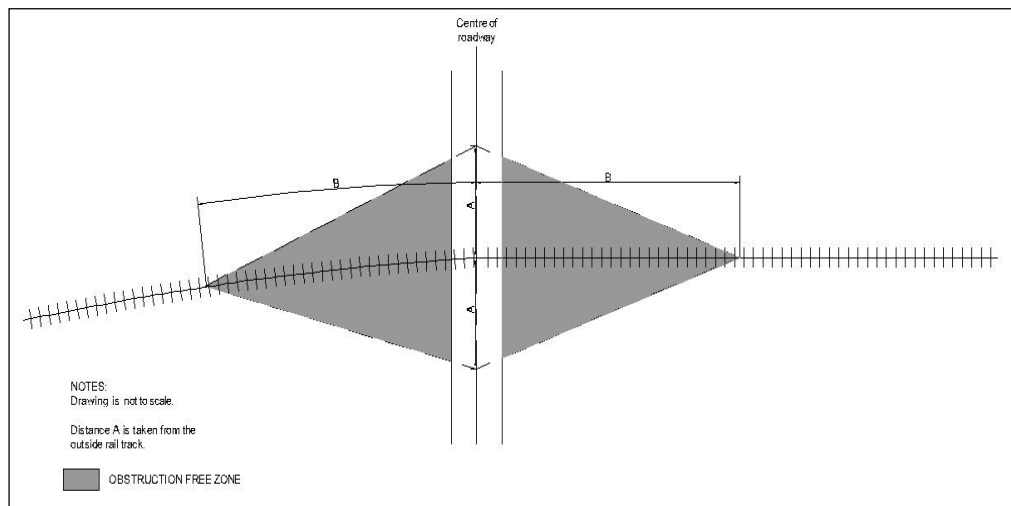
*Noise Sensitive Activities as referenced in this rule are defined on Section DE1 of this Plan.*

*Train noise may be experienced at distances greater than 40 metres from a railway track and applicants should carefully consider the design and placement of buildings for noise sensitive activities beyond this distance.*

**T13.3.6 Rail Level Crossing Sightlines**

- (a) Approach Sight Triangles
  - (i) On sites adjacent to rail level crossings controlled by Stop or Give Way Signs, no building or structure shall be located within the sight triangles calculated by reference to Figure 1 and Table 8 below:

**Figure 1: Approach Sight Triangles for Rail Level Crossings with “Stop” or “Give Way” Signs**





**Table 8: Required Approach Sight Distances for Figure 1**

Vehicle approach speed (kph) <sup>1</sup>	Approach distance A (m)	Required approach visibility along tracks B (m)		
		Signs only	Alarms only	Alarms and boom gates
20	31	318	Not applicable	
30	50	282	Not applicable	
40	73	274	Not applicable	
50	100	278	Not applicable	
60	130	287	Not applicable	
70	164	300	Not applicable	
80	208	314	Not applicable	
90	251	330	Not applicable	
100	298	357	Not applicable	
110	350	376	Not applicable	

- (ii) The above requirements apply to a single set of rail tracks only. For each additional set of tracks add 25m to distance B in Figure 1.

Relevant Assessment Criteria: TI 3.4.1(a).

*Advisory Note:*

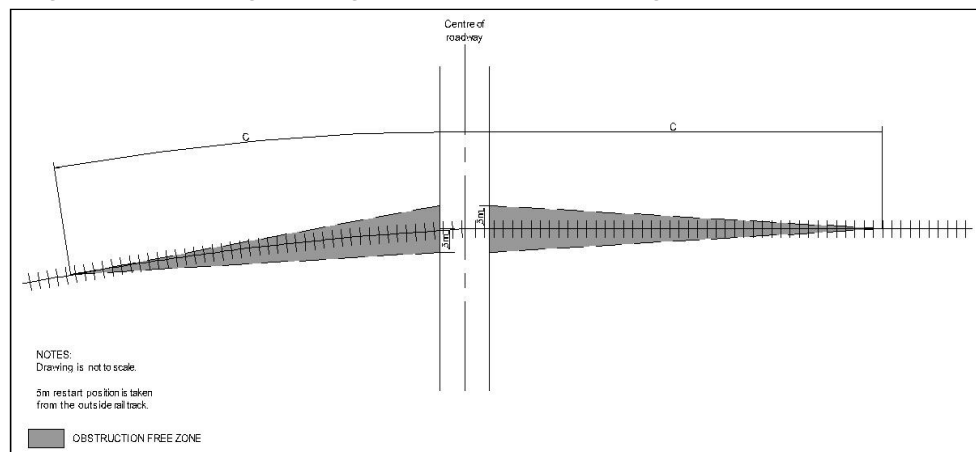
The sight triangles required by Figure 1 and Table 8 above ensure that clear visibility is achieved around rail level crossings so that a road vehicle driver when approaching a rail level crossing with Stop or Give Way signs can either:

- (a) See a train and stop before the crossing; or
- (b) Continue at the approach speed and cross the level crossing safely.

(b) Restart Sight Triangles

- (i) On sites adjacent to rail level crossings, no building or structure shall be located within the sight triangles calculated by reference to Figure 2 and Table 9 below:

**Figure 2: Restart Sight Triangles for Rail Level Crossings**



**Table 9: Required Restart Sight Distances For Figure 2**

Required approach visibility along tracks C (m)		
Signs only	Alarms only	Alarms and boom gates
677 m	677 m	60 m



- (ii) The above requirements apply to a single set of rail tracks only. For each additional set of tracks add 50m to distance C in Figure 2.

Relevant Assessment Criteria: T1 3.4.1(a)

### Notes

1. *The 85<sup>th</sup> percentile free-flow vehicle speed of the road shall be adopted for all calculations under this rule. Where this is not known, the signposted road speed + 10% shall be used.*
2. *Table 2 is based on the sighting distance formula used in NZTA Traffic Control Devices Manual 2008, Part 9 Level Crossings and in the Australian Level Crossing Assessment Model (ALCAM). Distances are conservative and are derived from:*
  - (a) *A train speed of 110 kph and a single set of rail tracks*
  - (b) *A fall of 8 % on the approach to the level crossing and a rise of 8 % at the level crossing*
  - (c) *25 m design truck*
  - (d) *90° angle between road and rail*
  - (e) *Other parameters as specified in NZTA's Traffic Control Devices Manual 2008, Part 9 Level Crossings – Appendix B*
3. *Speed restrictions are not used in New Zealand around level crossings.*

### Advice Note:

*The sight triangles required by Figure 2 and Table 9 ensure that a road vehicle driver when stopped at a level crossing can see far enough along the railway to be able to start off, cross and clear the level crossing safely before the arrival of any previously unseen train*

## T13.4 Assessment Criteria

### T13.4.1 Restricted Discretionary, Discretionary and Non-Complying Activities

Restricted Discretionary Activities will be assessed only in respect of the Relevant Assessment Criteria applicable to the Conditions with which the activity was unable to comply.

Discretionary and Non-Complying Activities will be assessed against, but not limited to, the assessment criteria below.

- (a) Intersections and Rail Level Crossings
  - (i) The extent to which failure to provide adequate separation and or sight distances will give rise to traffic hazards through inadequate visibility and safe stopping distances or conflict with the normal flow of traffic and movement of pedestrians and cyclists.
  - (ii) The extent to which any foreseeable future change in traffic patterns could affect the function of the intersection.
  - (iii) The extent to which failure to provide adequate level crossing sightlines will give rise to level crossing safety risks.
- (b) Driveways
  - (i) Separation and Sight Distance
    - (1) The extent to which failure to provide adequate separation and or sight distances will give rise to traffic hazards through inadequate visibility and safe stopping distances or conflict with the normal flow of traffic and movement of pedestrians and cyclists.
    - (2) The extent to which any foreseeable future change in traffic patterns could affect the driveway.



- (ii) Location
  - (1) The extent to which the location of the access will give rise to traffic hazards through inadequate visibility and safe stopping distances or conflict with the normal flow of traffic and movement of pedestrians and cyclists.
  - (2) The extent to which any foreseeable future changes in traffic patterns could influence the location of the driveway.
- (iii) Design
  - (1) The extent to which the design of an access will be suitable for use by the vehicular and pedestrian traffic that the site generates.
  - (2) The extent to which the design will have an effect on the amenity and character of the surrounding properties and public area.
  - (3) The extent to which there could be any adverse effect on the safety and efficiency of the frontage road.
  - (4) The extent to which the design of an access will maintain stormwater flows through road side drains.
- (iv) Width and Formation
  - (1) The extent to which the width and formation of an access will be suitable for use by the vehicular and pedestrian traffic that the site generates.
  - (2) The extent to which the width and formation will have an effect on the amenity and character of the surrounding properties and public area.
  - (3) The extent to which there could be any adverse effect on the safety and efficiency of the frontage road.
  - (4) The degree of difficulty for vehicles entering and exiting the site and the potential for increased on-street parking with impacts on the traffic safety and residential amenity.
  - (5) The extent to which an access with a steep gradient will have a non-slip surface.
  - (6) The extent to which design includes for smooth transitions between gradients.
  - (7) Whether or not the access is wide enough to provide access for emergency vehicles. Fire appliances require a minimum width of 3.7m.
- (c) Parking
  - (i) Numbers
    - (1) The extent to which failure to provide the required number of on-site car parking spaces will result in adverse effects of extra parked and manoeuvring vehicles on the traffic function of the road and on the function and safety of the surrounding road network.
    - (2) The extent to which it can be demonstrated that the total parking demand generated by the proposed development is less than the number of spaces required.
    - (3) The extent to which the hours of operation relative to other uses on the site or on the adjoining sites provide opportunities for shared car parking.
    - (4) The extent to which appropriate on and off street car parking is available in the locality and is within walking distance.
    - (5) Parking may be provided on an alternate site providing a legal agreement is in place to bind the alternative parking to the site. In considering the use of an alternative parking site Council may take into account:
      - (A) Whether the proposed car parking area is located an appropriate distance from the activity.
      - (B) If the proposed car park can be associated with the activity, ie, those using the facility or service will be aware that they can park within the proposed car parking area.
      - (C) The extent to which joint parking is acceptable (ie, differing hours of operation).
      - (D) If the proposed car parking area will be safe for users.
    - (6) The extent to which parking is associated with drop off and pick up activities.



- (7) The extent to which the effects of not providing on-site parking are cumulative in conjunction with inadequate provision by other activities.
- (8) The proximity of residential areas, visitor accommodation, commercial offices or other mixed use developments to the proposed activity and the ability for people to walk to and from the site.
- (9) Whether a proposed reduction in car parking spaces will provide greater protection for the setting of a heritage building or site, or allow for the adaptive re-use of the building, while ensuring the safe and efficient functioning of the road network.
- (ii) Finish
  - (1) The extent to which an unfinished car park will result in adverse effects in particular in terms of the creation of a dust nuisance, the visual appearance of the site.
- (iii) Layout and Dimensions
  - (1) The extent to which any reduction in the dimensions of the layout design results in manoeuvring areas being impractical, inconvenient or unsafe.
  - (2) The extent to which safety of pedestrians and other site users is affected.
  - (3) The extent to which users of the car park are familiar with the layout and the average length of stay of most vehicles.
  - (4) The extent to which traffic function and safety of the surrounding road network is affected by vehicles entering or leaving the parking or loading space.
  - (5) The extent to which the number of vehicles required to reverse onto or off a street is compatible with the traffic flow and safety of that street.
- (iv) Stormwater
  - (1) The extent that stormwater runoff and any contaminants contained within it will adversely effect roading, accesses, waterways, ecosystems, drainage patterns and the amenity of surrounding properties and the provision of measures to mitigate the effects.
- (v) Screening
  - (1) The extent to which the site is visible from adjoining residentially zoned sites.
  - (2) The effect of any reduced landscaping in terms of the scale and appearance of the car parking.
  - (3) The nature of the activity which requires car parking.
  - (4) The importance of screening on the particular site concerned, taking into account the visual quality of the surrounding environment, particularly where a low standard of visual amenity exists and improvement is necessary.
  - (5) The extent screening would impede visibility of motorists leaving a site to the frontage road or impede an adjacent footpath.
- (vi) Landscaping
  - (1) Other measures taken to minimise the visual impact of large areas of car parking.
- (d) Loading
  - (i) The extent to which loading can occur without conflict with traffic and pedestrians.
  - (ii) The extent to which loading can occur without causing a safety hazard for pedestrians or traffic.
  - (iii) The extent to which loading can occur without detracting from the amenity of the surrounding neighbourhood.
  - (iv) The extent to which loading can occur without detriment to surrounding businesses.
- (e) 40 metre Railway Buffer Area
  - (i) The extent to which the design, including location and methods and construction techniques proposed is likely to avoid or mitigate reverse sensitivity effects on the railway network.
  - (ii) The extent to which an appropriate internal noise environment can be achieved.
  - (iii) The extent to which conditions of consent avoid or mitigate reverse sensitivity effects on the rail network or work proposed under a rail designation.