6. Transportation

6.1 Introduction

The transport network provides for the movement of people and goods, and is essential to the accessibility and functioning of the city. The establishment and use of an integrated transport network connects the city with other centres and countries, and within the city provides for the safe and efficient movement of all travel ~~methods~~ modes ***{Trans 881.19}***. The network includes: the Dunedin International Airport, the Port at Port Chalmers and the Port at Dunedin; railways; ***{Trans cl.16}*** ~~any~~ state highways and local roads; cycleways, footpaths ~~or~~ and shared paths; ~~on and off roads~~ ***{Trans cl.16}*** and public transport routes and stops.

Responsible land use planning ~~(such as enabling dense residential development in close proximity to local services and/ or the city centre)~~ ***{Trans cl.16}*** encourages development patterns that support a variety of travel ~~methods~~ modes ***{Trans 881.19}***, including walking, cycling, and public transport, for example by enabling dense residential development in close proximity to local services and/or the city centre. ***{Trans cl.16}***

The establishment, maintenance and use of transportation infrastructure ~~such as roads, railways, and carparking areas~~ ***{Trans cl.16}*** can cause adverse effects on the surrounding environment including by ***{Trans cl.16}*** reducing amenity where the use of land for vehicle parking has become dominant ~~and~~ or by conflicting with the retention of heritage values ~~and~~ or the promotion of good quality urban design. Such adverse effects need to be balanced with the practical transportation needs of the city.

In response to these issues, ~~the Second Generation~~ this Plan ~~2GP~~ ***{PO cl.16}*** ~~contains~~ establishes a range of objectives, policies, and rules ~~to manage issues relating to all travel modes, across all zones, with the intention of providing~~ with the aim of achieving ***{Trans cl.16}*** an integrated transport network that supports sustainable development and growth.

The Dunedin International Airport and the Port at Port Chalmers are managed as major facility zones: Sections 24 and 30 of this Plan contain provisions for these zones. The Port at Dunedin is managed as the Industrial Port Zone, under provisions in Section 19.

This section of the Plan manages other key elements of the transport network, including the operation and development of roads, and the establishment of passenger transportation hubs and heliports. Railways are principally managed via designations.

This section also manages the effects of activities on the functioning of the transport network. Provisions are intended to encourage the accessibility of land use activities by a range of travel modes (including car, walking, cycling and public transport), and to ensure that activities are located and designed in a way that facilitates the safe and efficient operation of the transport network. These provisions are linked to performance standards located in management and major facility zone sections, including minimum car parking and minimum vehicle loading requirements, and design standards for parking and loading areas and vehicle access. ***{Trans cl.16}***

A road classification system is used to group roads into categories, thereby enabling ~~some of the rules in the 2GP to apply only to those roads in a particular category~~ provisions to be tailored to different categories of road, where appropriate ***{Trans cl.16}***. The classification reflects not only the transportation function of a road but also its role in creating a ‘sense of place’ and its contribution to the surrounding environment; taking into account the surrounding land use and the role the road plays in contributing to the amenity values, identity, and quality of the public space of the adjoining area.

~~The proposed transportation provisions apply across the whole plan and are triggered by activities undertaken in management zones and major facilities, with parking and loading requirements sitting in the relevant zones as performance standards. There are also specific transportation activities relating to the maintenance and development~~

~~of transportation infrastructure.~~ ***{Trans cl.16}***

~~It is also noted that access to a range of travel methods such as public transport services, cycleways, and pedestrian walkways is a key factor in reducing private vehicle use and associated demand for car parking. These matters sit outside the provisions of the District Plan but are integral to reducing demand in terms of parking and encouraging use of alternative methods of transport.~~ ***{Trans cl.16}***

The Plan contains additional provisions where activities are high trip generators. High trip generators are defined as new or additions to parking areas that result in 50 or more new parking spaces; and any activities that generate 250 or more vehicle movements per day. The additional provisions include:

- Special information requirements - High trip generators are generally required to provide an Integrated Transport Assessment, in order to ensure that effects on accessibility, and on the safety and efficiency of the transport network, can be appropriately managed.
- Additional policies and assessment guidance

These additional provisions apply to development activities that create 50+ car parks and any other RD/D/NC land use activities that are assessed as being likely to generate 250 or more vehicle movements per day. ***{Trans cl.16}***

6.2 Objectives and Policies

Objective 6.2.1	
Transportation ***{PO cl.16}*** infrastructure is designed and located to ensure the safety and efficiency of the transport network for all travel ~~methods~~ modes ***{Trans 881.19}*** while: a. minimising, as far as practicable, any adverse effects on the amenity and character of the zone; and b. meeting the relevant objectives and policies for any overlay zone, scheduled site, or mapped area in which it is located.	
Policy 6.2.1.1	Enable the operation, repair and maintenance of the roading network.
Policy 6.2.1.2	Require road signs to be designed and located to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network for all travel ~~methods~~ modes ***{Trans 881.19}***.
Policy 6.2.1.3	Only allow new roads or additions or alterations to existing roads where: a. the road is designed to provide for the needs of all users and to integrate with surrounding land uses ***{Trans 881.58}*** as appropriate for the surrounding environment and **road classification hierarchy mapped area**; and b. the location and design of the road: i. minimises, as far as practicable, ***{PO 906.34 and 308.497}*** adverse effects on surrounding residential or other sensitive activities, including severance effects, changes to drainage patterns, and vibration, noise, glare and fumes from vehicle movements; and ii. maintains or enhances the safety and efficiency of the overall transport network; ~~and~~ iii. ~~minimises adverse effects on water bodies or the coast, areas of indigenous vegetation or other areas important for biodiversity, or identified landscape or natural character of the coast values.~~ ***{NatEnv 900.142 and others}***
Policy 6.2.1.4	Only allow passenger transportation hubs where they are located and designed to: a. allow for convenient connections with other travel ~~methods~~ modes ***{Trans 881.19}***; b. ensure the safety of users; c. maintain or enhance the safety and efficiency of the overall transport network; and d. maintain or enhance the amenity of the surrounding environment.
Policy 6.2.1.5	Only allow heliports where they are located and designed to: a. ensure the safety of users; b. maintain the amenity of the surrounding environment; and c. maintain or enhance the safety and efficiency of the overall transport network.

Objective 6.2.2	
Land use activities are accessible by a range of travel ~~methods~~ modes ***{Trans 881.19}***.	
Policy 6.2.2.1	Require land use activities whose parking demand either cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities, to provide ~~car~~ ***{Trans 917.1}*** parking either on or near the site at an amount that is adequate to: ~~a. avoid excessive pressure on publicly available parking in the vicinity of the site (including on-street parking and off-street facilities);~~ ***{Trans 308.147}*** ~~b.~~ a. avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the availability of publicly available ***{Trans 308.147}*** parking in the vicinity of the site (including on-street parking and off-street facilities); and ~~c.~~ b. ensure accessibility for residents, visitors, customers, staff and students (as relevant) who have limited mobility, including disabled people, the elderly and people travelling with young children.
Policy 6.2.2.2	Enable the sharing of parking areas by different land use activities, where adequate accessibility for all users is maintained.
Policy 6.2.2.3	Only allow visitor accommodation and supported living facilities to locate on sites where customers and residents will have convenient walking access to centres, or frequent public transport services; access to other appropriate transport services; and/or an appropriate range of on-site services or facilities.
Policy 6.2.2.4 ***{Trans 753.2}***	Only allow activities that are likely to generate a significant number of trips by walking, cycling or public transport where: ***{Trans 753.2}*** a. for activities likely to generate trips by cycling, there will be safe access for cyclists into and through the site and sufficient secure cycle parking; ***{Trans 753.2 and 764.5}*** b. for activities likely to generate trips by walking, there will be safe access for pedestrians into and through the site; and ***{Trans 159.6}*** c. for activities likely to generate trips by public transportation, the activity will be located a reasonable walking distance from a frequent public transportation route with safe access for pedestrians from a bus stop to the site. ***{Trans 1080.4}***

Objective 6.2.3	
Land use, development and subdivision activities maintain the safety and efficiency of the transport network for all travel ~~methods~~ modes ***{Trans 881.19}*** and its affordability to the public. ***{Trans 881.63}***	
Policy 6.2.3.1	Require ancillary signs to be located and designed to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network.
Policy 6.2.3.2	Require ~~tree planting~~ shelterbelts and small woodlots ***{RU cl.16}*** and forestry to be set back a sufficient distance from: a. roads to avoid or minimise, as far as practicable, ***{PO 308.497}*** road safety hazards caused by shading leading to ice formation ; and b. railway lines to avoid or minimise, as far as practicable, the risk of trees falling across railway lines. ***{Trans 322.106 and others}***
Policy 6.2.3.3	Require land use activities to provide adequate vehicle loading and manoeuvring space to support their operations and to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network.
Policy 6.2.3.4	Require land use activities to provide the amount of ~~car~~ ***{Trans 917.2}*** parking ~~space~~ ***{Trans cl.16}*** necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigated.
Policy 6.2.3.5	Only allow domestic animal boarding and breeding, rural ancillary retail and rural tourism to be accessed directly from a state highway with a speed limit of 80kmh or over where any adverse effects on the safety and efficiency of the state highway ~~can~~ will ***{PO cl.16}*** be avoided or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigated.
Policy 6.2.3.6	Only allow early childhood education and dairies where adequate short-term parking and dropping off and picking up facilities are available, either on-site or on-street, to: a. allow for people to safely enter or exit vehicles; and b. maintain the safety and efficiency of the frontage road.
Policy 6.2.3.7	Only allow emergency services where the operational needs of the activity can be met in a way that will ***{PO cl.16}*** maintain~~s~~ ***{PO cl.16}*** the safety and efficiency of the transport network.
Policy 6.2.3.8	Only allow high trip generators ~~generating activities~~ ***{Trans cl.16}*** where they are designed and located to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network.
Policy 6.2.3.9	Only allow land use and ***{Trans cl.16}*** development activities ***{Trans cl.16}*** or subdivision activities that may lead to land use or development activities ***{Trans cl.16}***, where: a. ~~there are no significant~~ adverse ***{Trans 881.72 and 1088.24}*** effects on the safety and efficiency of the transport network will be avoided or, if avoidance is not practicable, adequately mitigated ***{Trans 881.72 and 1088.24}***; and b. any associated changes to the transportation network will be affordable to the public in the long term. ***{Trans 881.63}.***

Objective 6.2.3	
Land use, development and subdivision activities maintain the safety and efficiency of the transport network for all travel ~~methods~~ modes ***{Trans 881.19}*** and its affordability to the public. ***{Trans 881.63}***	
Policy 6.2.3.10	Require garages and carports to be set back an adequate distance from the road boundary to allow pedestrians and cyclists to see vehicles exiting before they cross the footpath, and to minimise, as far as practicable, ***{PO 906.34 and 308.497}*** the risk to pedestrians and cyclists from garage doors opening over the footpath.
Policy 6.2.3.11	Require ~~buildings and structures~~ public amenities and signs ***{Trans cl.16[2]}*** located on or above the footpath to provide for the safe movement of vehicles, pedestrians and cyclists.
Policy 6.2.3.12	Only allow subdivision activities that involve new roads where roads are designed to: a. provide for the safe and efficient movement of vehicles, pedestrians and cyclists within the subdivision; b. provide adequate connections to surrounding areas and the wider transport network ***{Trans 881.73}***, particularly for buses, pedestrians, and cyclists; and c. use materials that provide good urban design outcomes and provide good value with respect to on-going costs to ratepayers for maintenance if the roads are to be vested in Council.
~~Policy 6.2.3.13~~ **{Trans cl.16[3]}**	~~Require subdivisions to be designed to ensure that any required vehicle access can be provided in a way that will maintain the safety and efficiency of the adjoining road and wider transport network.~~ **{Trans cl.16[3]}**
Policy 6.2.3.X ***{Trans cl.16[1]}***	Require service stations to be designed to avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the safety and efficiency of the transport network ***{Trans cl.16[1]}*** and its affordability to the public. ***{Trans 881.63}***

[1] **Trans cl.16:** In the notified plan, assessment Rule 6.9.6.2.ii erroneously referred to Policy 6.2.3.9. Policy 6.2.3.9 is not related to service stations and has different wording. This publication error, whereby a policy was missed from the list of objectives and policies, has been addressed by including a new policy based on the wording that was included in the assessment rules. This correction has been made in accordance with the provisions of clause 16 of the RMA.
[2] **Trans cl.16:** Alignment with Rule 6.7.2.
[3] **Trans cl.16:** This policy has been removed due to duplication of content in policy 6.2.3.9.

Objective 6.2.4	
Parking areas, loading areas and vehicle accesses are designed and located to: a. provide for the safe and efficient operation of both the parking or loading area and the transport network; and b. facilitate the safe and efficient functioning of the transport network and connectivity for all travel ~~methods~~ modes ***{Trans 881.19}***.	
Policy 6.2.4.1	Require parking and loading areas, including associated manoeuvring and queuing areas, to be designed to ensure: a. the safety of pedestrians travelling on footpaths and travelling through parking areas; b. that vehicle parking and loading ~~can~~ will ***{PO cl.16}*** be carried out safely and efficiently; c. that any adverse effects on the safe and efficient functioning of the transport network are avoided, or if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, ~~would~~ will ***{PO cl.16}*** be no more than minor; d. the safe and convenient access to and from parking and loading areas for vehicles, emergency vehicles, ***{Trans 945.16}*** pedestrians and cyclists; and e. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths.
Policy 6.2.4.2	Require ~~all~~ ***{Trans cl.16}*** driveways to be designed to ensure that ***{Trans cl.16}***: a. the surfacing and gradient of the driveway allows it to be used safely and efficiently; b. ~~that~~ ***{Trans cl.16}*** mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths. c. the width of the driveway is sufficient to allow the type and number of vehicles (including emergency vehicles), ***{Trans 945.16}*** likely to be using it to do so safely and efficiently; and d. sufficient distance is provided between shared driveways and dwellings.
Policy 6.2.4.3	Avoid new loading areas that require access over a **Primary Pedestrian Street Frontage mapped area**, unless any adverse effects on pedestrian safety and ease of movement would be insignificant.
Policy 6.2.4.4	Require vehicle accesses to be limited in number and width, in order to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on: a. pedestrian and cyclist ***{Trans 917.5}*** safety and ease of movement; and b. the safety and efficiency of the multi-modal ***{Trans 917.5}*** transport network.
Policy 6.2.4.5	Require new vehicle accesses to be located a sufficient distance from intersections and level crossings ***{Trans 322.27}*** to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on safety and efficiency due to: a. vehicles queuing to enter the crossing hindering the efficient functioning of the intersection or level crossing ***{Trans 322.27}***; and b. confusion over whether indicating vehicles are seeking to turn at the crossing or the intersection ~~creating safety problems~~ ***{Trans cl.16}***.
Policy 6.2.4.6	Require sufficient visibility to be available: a. at vehicle crossings, to minimise, as far as practicable, ***{PO 906.34 and 308.497}*** the likelihood of unsafe vehicle manoeuvres; and ***{Trans 322.30}*** b. where a road or vehicle access crosses an operational rail network via a level crossing, to maintain the safety of the road and rail users. ***{Trans 322.30}***

Objective 6.2.4	
Parking areas, loading areas and vehicle accesses are designed and located to: a. provide for the safe and efficient operation of both the parking or loading area and the transport network; and b. facilitate the safe and efficient functioning of the transport network and connectivity for all travel ~~methods~~ modes ***{Trans 881.19}***.	
Policy 6.2.4.7	Require vehicle accesses onto state highways in the rural ~~zones,~~ and rural residential zones ~~and all strategic roads as identified in the **road classification hierarchy mapped area** {Trans cl.16[1]}~~ to be designed to: a. safely accommodate the type and number of vehicles likely to be using the access; and b. avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the frontage road.

[1] **Trans cl.16:** The wording of Policy 6.2.4.7 has been amended to remove reference to design requirements for vehicle accesses onto “all strategic roads as identified in the road classification hierarchy mapped area”, because the performance standard that implements this policy (Rule 6.6.3.5) does not apply to all strategic roads. This correction to the policy wording does not result in a substantive change to provisions.

Rules

Rule 6.3 Activity Status

6.3.1 Activity status introduction

1. The activity status table in Rule 6.3.2 shows the activity status of transportation activities across all zones, provided any performance standards shown in the far right column are met. The activities in the transportation activities ***{PO cl.16}*** category are listed in the Nested Table in Section 1.~~36.~~ ***{PO cl.16}***
2. Performance standards apply to permitted, controlled, and restricted discretionary activities.
3. If a permitted or controlled activity does not meet one or more performance standards, then the activity status of the activity ~~will become restricted discretionary, unless otherwise indicated by the relevant performance standard~~ is indicated in the relevant performance standard rule. ***{PO cl.16}***.
4. If a restricted discretionary activity does not meet one or more performance standards, then the activity status remains restricted discretionary, unless otherwise indicated in the performance standard.
5. Any site development activities associated with an activity provided for in the activity status table in Rule 6.3.2 are subject to the provisions of the relevant management zone section. ***{PO cl.16}***
6. Any earthworks associated with an activity provided for in the activity status table in Rule 6.3.2 are subject to the provisions in Section 8A. ***{PO cl.16}***
7. Any construction associated with an activity provided for in the activity status table in Rule 6.3.2 is subject to the provisions in Section 4. ***{PO cl.16}***

Legend

~~Zone key~~ Acronym ***{PO cl.16}***	~~Zone/overlay zone name~~ Meaning ***{PO cl.16}***
P	Permitted Activity
C	Controlled Activity
RD	Restricted Discretionary Activity
D	Discretionary Activity
NC	Non-complying Activity

6.3.2 Activity status of transportation activities

Activity		Activity status	Performance standards
1.	Operation, repair and maintenance of the roading network	P	a. Design and location - road signs b. ~~Vehicle access design and location~~ ***{Trans cl.16[1] }***
2.	New roads or additions or alterations to existing roads	D	
3.	New roads or additions or alterations to existing roads where part of an approved subdivision consent	RD	a. Design and location - road signs b. ~~Vehicle access design and location~~ ***{Trans cl.16[1] }*** c. Setback from scheduled tree
4.	Passenger transportation hubs	D	
5.	Heliports	D	

[1] **Trans cl.16:** The "Vehicle access design and location" performance standard has been removed from the "Operation, repair and maintenance of the roading network" and "New roads or additions or alterations to existing roads where part of an approved subdivision consent" activities, on the basis that it is not relevant to these activities, because it applies to vehicle accesses rather than roads. This correction does not change the effect of provisions.

Note 6.3.2A - Other requirements outside of the District Plan

1. ~~The Heritage New Zealand Pouhere Taonga Act 2014 makes it unlawful for any person to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site without the prior authority of Heritage New Zealand.~~ An archaeological authority is required under the Heritage New Zealand Pouhere Taonga Act 2014 to modify or destroy an archaeological site. ***{Her 547.80}*** If you wish to do any earthworks that may affect an archaeological site, you must first obtain an authority from Heritage New Zealand ~~before you begin~~ ***{Her 547.80}***. This is the case regardless of whether the ~~land on which the~~ ***{Her 547.80}*** site is ~~located is~~ ***{Her 547.80}*** designated, or the activity is permitted under the District Plan or Regional Plan or a resource or building consent has been granted.
2. The Heritage New Zealand Pouhere Taonga Accidental Discovery Protocol (Appendix A8) manages archaeological sites ~~which~~ that ***{Her cl.16}*** may be discovered as a result of earthworks. The protocol applies to any area, not just scheduled archaeological sites.
3. Scheduled archaeological sites are identified on the planning maps. Archaeological sites may also be found outside these areas, but are more likely to be found within the archaeological alert layer. ***{Her 1071.47}***

~~Note 6.3B - Other relevant District Plan provisions~~ *{PO cl.16[1]}*

1. ~~Earthworks are managed through the management and major facilities zone sections~~ ***{PO cl.16}***

[1] **PO cl.16:** moved from Note 6.3B to Rule 5.3.1.6 and minor amendments to wording to clarify new location of earthworks provisions.

Rule 6.4 Notification

1. ~~Applications for resource consent for high trip generating activities will be publicly notified in accordance with s95A(2) of the RMA, including the following activities:~~ ***{Trans 634.42 and others}***
    1. ~~service stations, including additions or alterations that create additional fuel pumps;~~ ***{Trans 634.42 and others}***
    2. ~~restaurant - drive through, including additions or alterations that create additional drive through windows;~~ ***{Trans 634.42 and others}***
    3. ~~early childhood education - large scale;~~ ***{Trans 634.42 and others}***
    4. ~~schools; and~~ ***{Trans 634.42 and others}***
    5. ~~quarrying (defined as part of mining).~~ ***{Trans 634.42 and others}***
2. The NZ Transport Agency will be considered an affected person in accordance with section 95B of the RMA where their written approval is not provided with respect to the following applications for resource consent:
    1. high trip generators ~~generating activities~~ ***{Trans cl.16}*** on state highways;
    2. any new vehicle accesses onto state highways; and
    3. a subdivision that proposes to have access onto a state highway.
3. With respect to resource consent applications for the following activities, Manawhenua will be considered an affected person in accordance with s95B of the RMA where their written approval is not provided:
    1. all restricted discretionary activities that list 'effect on cultural values of Manawhenua' as a matter for discretion; and
    2. discretionary and non-complying activities in a **wāhi tūpuna mapped area** where the activity is identified as a threat to the **wāhi tūpuna mapped area** in Appendix A4.
4. ~~In accordance with section 95B of the RMA, where an application is not publicly notified, Council will give limited notification to all affected persons.~~ ***{PO cl.16[1]}***
5. All other activities are subject to the normal tests for notification in accordance with sections 95A-95G of the RMA.

[1] **PO cl.16:** Clause removed as superfluous.

Rule 6.5 Transportation Activities Performance Standards

6.5.1 Design and Location - Road Signs

1. Any road sign overhanging the footpath must, at its lowest point, be at least 2.6m above the footpath directly beneath the sign.
2. Road signs must not obstruct the carriageway.
3. The maximum area of road signs providing directional information is 0.25m². For road signs providing regulatory or warning information, there is no maximum area.
4. Road signs providing directional information must not be of a design or form that resembles signs providing regulatory or warning information.
5. Road signs providing directional information must not limit the visibility of road signs providing regulatory or warning information.
6. Road signs must not replicate the colours or shapes used for traffic control devices.
7. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.5.2 Setback from Scheduled Tree

New roads or additions or alterations to existing roads where part of an approved subdivision ***{Trans cl.16[1]}*** must comply with Rule 7.5.2.

[1] **Trans cl.16:** Alignment with Rule 6.3.2.3.

Rule 6.6 Parking, Loading and Access Standards {was 'Parking, Loading and Access Performance Standards' - Trans cl.16}

6.6.1 Car Parking Design

6.6.1.1 Minimum parking space dimensions

a. Parking spaces provided for residential activities must have the following minimum dimensions, to allow for 85th percentile design motor vehicles (See **figures ~~6.14H~~ 6B.1, 6B.2 and 6B.8 *{Trans cl.16}***):

1. Parking angle		2. Stall width	3. Aisle width	4. Stall depth
i.	90º	2.5m	5.8m	5m
ii.	60º	2.5m	4.9m	5m
iii.	45º	2.5m	3.9m	5m
iv.	30º	2.5m	3.1m	5m
v.	0º (parallel) - on one side	2.3m	3.3m (one-way aisle width) 6.3m (two-way aisle width)	6m
vi.	0º (parallel) - on both sides	2.3m	6.6m	6m

b. Parking spaces provided for all other activities must have the following minimum dimensions, to allow for 99th percentile design motor vehicles (See **figures ~~6.14F~~ 6B.1, 6B.3 and 6B.6 *{Trans cl.16}***):

1. Parking angle		2. Stall width	3. Aisle width	4. Stall depth
i.	90º	2.5m	6.2m	5m
ii.	60º	2.5m	5.1m	5m
iii.	45º	2.5m	4.2m	5m
iv.	30º	2.5m	3.45m	5m
v.	0º (parallel) - on one side	2.3m	3.3m (one-way aisle width) 6.3m (two-way aisle width)	6m
vi.	0º (parallel) - on both sides	2.3m	6.6m	6m

c. Except:

i. For angle parking at 30º, 45º and 60º on one side, with parallel parking on the other, the minimum aisle width is 6.3m.

ii. Where parking spaces are bounded by permanent obstructions higher than 150mm (such as walls, fences or columns):

1. The minimum stall widths must be increased by 300mm where there is a permanent obstruction on one side of the parking space and by 600mm where there is a permanent obstruction on both sides of the parking space, in the case of angled parking spaces.

2. The minimum stall depth must be increased by 300mm if one end of the parking space is obstructed or by 600mm if both ends are obstructed and the parallel parking spaces must be located at least 300mm clear of permanent obstructions, in the case of parallel parking spaces.

iii. For aisles bounded on one side by a permanent obstruction, the minimum aisle width must be increased by at least 300mm.

iv. At blind aisles (i.e. parking aisles that are closed at one end), the aisle must be extended at least 1m

beyond the last parking space and the last parking space must be widened by at least 300mm if it is bounded by a wall or fence.

d. Blind aisles must be designed so that it is possible for cars to turn around at the closed end of the aisle and drive out forwards.

e. Parking aisles used in off-street parking must be designed as follows.
   i. Parking aisles for 90º parking must be designed for two-way movement even though one-way movement may need to be imposed in some instances.
   ii. Parking aisles for 30º, 45º and 60º parking must be one-way, except where parallel parking is allowed on one side.
   iii. Mobility parking spaces must be provided at a parking angle of 90º and must provide a stall width of 3.6m.

f. ~~Any activity that provides 50 or more parking spaces is considered to be high trip generating activities and are subject to Rule 6.10.~~ ***{Trans cl.16[1]}***

g. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

[1] **Trans cl.16:** Rule 6.6.1.1.f has been deleted on the basis that it is not necessary to provide this information here, and may confuse Plan users. Requirements for high trip generators are set out in other provisions. This change does not alter the effect of the rule.

Note 6.6.1.1A - Copyright information

1. ~~Rule 6.6.1.1.a and 6.6.1.1.b:~~ Dimensions for all parking spaces in Rules 6.6.1.1.a and 6.6.1.1.b have been ~~calculated in accordance with~~ derived from ***{Trans cl.16}*** Clause 2.4 of AS/NZS 2890.1:2004 with the permission of Standards New Zealand under Copyright Licence 000753.
2. ~~Rule 6.6.1.1.c:~~ These clarifications and additions set out in Rules 6.6.1.1.c-e to the minimum parking space dimensions set out in rules ~~6.6.1.2.a and 6.6.1.2.b~~ 6.6.1.1.a and 6.6.1.1.b ***{Trans cl.16}*** have been reproduced from AS/NZS 2890.1:2004 with the permission of Standards New Zealand under Copyright Licence 000753. Some modifications have been applied.

6.6.1.2 Minimum manoeuvring space dimensions for parking areas

a. Parking areas must provide manoeuvring space that ensures a motor vehicle is not required to reverse onto or off the site in any of the following circumstances:
   i. the site is directly accessed from a motorway, strategic road, arterial road, urban high density corridor, commercial centre street or collector road~~, as per the **road classification hierarchy mapped area**~~ ***{Trans cl.16}***;
   ii. the parking area provides for five or more non-residential activities;
   iii. the parking area provides for five or more parking spaces that share a common access; ~~and~~/or ***{Trans cl.16}***
   iv. the activity is on a rear site.

b. The manoeuvring space required under Rule 6.6.1.2.a must be designed to accommodate the following vehicle sizes:
   i. for non-residential activities: 99th percentile design motor vehicle (**Figure ~~6.14F~~ 6B.7** ***{Trans cl.16}***)
   ii. for residential activities: 85th percentile design motor vehicle (**Figure ~~6.14H~~ 6B.9** ***{Trans cl.16}***).

c. The manoeuvring space required under Rule 6.6.1.2.a must be of an adequate size to avoid the need for:
   i. a turntable;

ii. the vehicle specified in Rule 6.6.1.2.b.i to undertake more than one reverse manoeuvre when manoeuvring into or out of any required parking space; and

iii. the vehicle specified in Rule 6.6.1.2.b.ii to undertake more than two reverse manoeuvres when manoeuvring into or out of any required parking space.

d. The manoeuvring space required under Rule 6.6.1.2.a may include any right of way that the site on which the manoeuvring is taking place is legally entitled to use.

e. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.1.3 Minimum queuing space for parking areas

a. The minimum on-site queuing space for vehicles entering or exiting parking areas is:

Number of parking spaces		Minimum queuing space length
i.	5-20	6m
ii.	21-50	12m
iii.	51-100	18m
iv.	101 +	24m

v. Where the parking area has more than one access, the required queuing space may be divided proportionally between the accesses, in accordance with the proportion of traffic volume (number of vehicle movements per access per day) to be served by each access.

vi. Queuing space length is measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.

b. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.1.4 Gradient of parking areas

1. The gradient of parking areas provided for any activity other than standard residential must not exceed 1 in 20 in any one direction.

2. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.1.5 Surfacing and marking of parking areas

a. Parking areas (including associated access and manoeuvring areas) provided for any activity other than standard residential, must:

i. be designed to ensure that water will not pool on the surface of the parking area, and will enter an appropriate stormwater drain effectively;

ii. be hard surfaced;

iii. have individual parking spaces permanently marked; and

iv. where there are five or more parking spaces in total provided in the parking area, mobility parking spaces must be permanently marked to reserve them for the use of people with mobility parking permits.

b. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

Note 6.6.1.5A - General advice {Confirmed for addition - Trans cl.16}

1. Areas that are hard surfaced to meet Rule 6.6.1.5 must still meet the performance standards for Maximum Building Site Coverage and Impermeable Surfaces. Products that meet the requirements of hard surfacing and that are also permeable include: ***{Trans cl.16}***
   a. road metal used with a geogrid material, matting, or similar product, installed to manufacturer specifications, that stabilises loose material preventing it from migrating ***{Trans cl.16}***
   b. GobiBlock® ***{Trans cl.16}***
   c. GrassPaver™ ***{Trans cl.16}***
   d. PorousPave® ***{Trans cl.16}***
   e. Hydropavers™ ***{Trans cl.16}***
   f. PavePro™ ***{Trans cl.16}***

6.6.1.6 Lighting of parking areas

a. Parking areas must be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation, if all of the following circumstances apply:
   i. the parking area is provided for any activity other than standard residential;
   ii. the parking area is designed to accommodate 4 or more vehicles; and
   iii. the parking area will be used at night.

b. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.1.7 Access to parking areas

a. Required parking spaces must be designed to allow vehicles using the spaces to enter and exit the site without the need to move a vehicle occupying any other parking or vehicle loading space on the site.

b. Parking areas must be accessed from a clearly defined vehicle crossing and the remainder of the parking area must be designed to be physically separated from, and inaccessible from, the road.

c. Except, Rule 6.6.1.7.a does not apply to cases in which no more than two parking spaces are required for single residential unit.

d. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.2 Vehicle Loading Design

6.6.2.1 Minimum manoeuvring space dimensions for loading areas

a. Sufficient manoeuvring space must be provided to ensure that no vehicle accessing a vehicle loading area is required to reverse either onto or off a motorway, strategic road, arterial road, urban high density corridor, commercial centre street or collector road~~, as identified in the **road classification hierarchy mapped area**~~ ***{Trans cl.16}***.

b. In the Industrial Port Zone and the ~~Major Facility Zone: port,~~ Port Zone ***{Trans cl.16}*** loading areas must be designed and located to avoid the need for vehicles to reverse either onto or off any road. Refer turning circles 8m Rigid Truck (**Figure ~~6.14J~~ 6B.10**); B-train (**Figure ~~6.14K~~ 6B.11**); Coach (**Figure ~~6.14L~~ 6B.12** ***{Trans cl.16}***).

c. Vehicles must not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required loading space. Refer turning circles 8m Rigid Truck (**Figure ~~6.14J~~ 6B.10**); B-train (**Figure ~~6.14K~~ 6B.11**); Coach (**Figure~~6.14L~~ 6B.12** ***{Trans cl.16}***).

d. Parking spaces and loading spaces may be serviced in whole or in part by a common manoeuvring area.

e. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.2.2 Gradient of loading areas

a. The gradient of loading areas must not exceed 1 in 20 in any one direction.

b. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.2.3: Surfacing and marking of loading areas

a. Loading areas, including associated access and manoeuvring areas, must:
   i. be hard surfaced;
   ii. be designed to ensure that, if impermeable ~~surfacting~~ surfacing ***{Trans cl.16}*** is used, water will not pool on the surface of the ~~parking~~ loading ***{Trans cl.16}*** area and will enter an appropriate stormwater drain effectively; and
   iii. be permanently marked.

b. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.2.4 Lighting of loading areas

a. Loading areas, including associated access and manoeuvring areas, that are used at night must be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.

b. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.2.5 Access to loading areas

a. Required vehicle loading spaces must be designed to allow vehicles using the spaces to enter and exit the site without the need to move a vehicle occupying any other parking or vehicle loading space on the site.

b. New vehicle loading areas must not be accessed from a **primary pedestrian street frontage mapped area.**

c. Loading areas that contravene Rule 6.6.2.5.a are restricted discretionary activities. ***{PO cl.16}***

d. Loading areas that contravene ~~do not comply with~~ ***{Trans cl.16}*** Rule 6.6.2.5.b are non-complying activities.

6.6.3 Vehicle Access Design and Location

6.6.3.1 Maximum number of vehicle crossings

a. The maximum number of vehicle crossings permitted on each road frontage of any site is:

Frontage length		1. Local road and Industrial road	2. Collector road	3. Arterial road (less than 100kmh) and Urban High Density Corridor	4. Strategic road
i.	0m - 18m	1	1	1	1
ii.	18m - 60m	2	1	1	1
iii.	60m - 100m	3	2	1	1
iv.	100m - 200m	3	3	2	1
v.	200m or greater	3	3	2	

b. No new vehicle crossings are permitted onto a Commercial Centre Street except for fire stations ***{Trans 945.18}***.

c. For fire stations, the maximum number of vehicle crossings on each road frontage is two for all sites, except where three vehicle crossings are otherwise permitted. ***{Trans 945.18}***

d. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

Note 6.6~~B~~.3.1A - Other relevant District Plan provisions

1. New vehicle crossings are not allowed on a **primary pedestrian street frontage mapped area** (see Rule 18.6.15.b).

6.6.3.2 Minimum sight distance from a vehicle ~~crossing~~ access ***{Trans cl.16}***

a. The minimum sight distance from a new vehicle ~~crossing~~ access ***{Trans cl.16}*** onto any state highway:

Speed (km/h)		Sight distance (m)
i.	50	113
ii.	60	140
iii.	70	170
iv.	80	203
v.	90	240
vi.	100	282

b. The minimum sight distance from a new vehicle ~~crossing~~ access ***{Trans cl.16}*** onto any road other than a state highway:

Speed (km/h)		Sight distance (m)
i.	50	~~55~~ 69 ***{Trans 881.87}***
ii.	60	~~73~~ 83 ***{Trans 881.87}***
iii.	70	~~92~~ 97 ***{Trans 881.87}***
iv.	80	~~114~~ 111 ***{Trans 881.87}***
v.	90	~~139~~ 125 ***{Trans 881.87}***
vi.	100	~~165~~ 139 ***{Trans 881.87}***

c. Sight distances are measured from the points shown on Figure ~~6.14M~~ 6B.13 ***{Trans cl.16}***.

d. In the rural and rural residential zones, ~~vehicle accesses must contain~~ clear sight triangles must be provided ***{Trans cl.16}***, as shown in Figure ~~6.14M~~ 6B.13 ***{Trans cl.16}***. The clear sight triangle must be on the road side of any gate and visibility must not be obstructed by fences, structures, vegetation or any barrier above a height of 800mm.

e. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

Note 6.6~~C~~.3.2A - ~~Copyright information~~ General advice *{Confirmed to be moved from 6.6.3.3 - Trans cl.16}*

1. ~~Rule 6.6.6.3:~~ Minimum sight distances from new vehicle ~~crossings~~ accesses in Rule 6.6.3.2 ***{Trans cl.16}*** are calculated in accordance with Austroads Approach Sight Distance (ASD) values

~~6.6.3.3 Minimum sight distance from a vehicle crossing~~ {Trans 360.3}

a. ~~The minimum sight distance from a new vehicle crossing onto any road other than a state highway:~~ ***{Trans 360.3}***

~~Speed (km/h)~~ ***{Trans 360.3}***		~~Sight distance (m)~~ ***{Trans 360.3}***
~~i.~~	~~50~~	~~55~~
~~ii.~~	~~60~~	~~73~~
~~iii.~~	~~70~~	~~92~~
~~iv.~~	~~80~~	~~114~~
~~v.~~	~~90~~	~~139~~
~~vi.~~	~~100~~	~~165~~

b. ~~Sight distances are measured from the points shown on Figure 6.14M.~~ ***{Trans 360.3}***

c. ~~In the rural and rural residential zones, vehicle accesses must contain clear sight triangles, as shown in Figure 6.14M. The clear sight triangle must be on the road side of any gate and visibility must not be obstructed by fences, structures, vegetation or any barrier above a height of 800mm.~~ ***{Trans 360.3}***

6.6.3.X Maximum width for a vehicle access***{Trans cl.16[1]}***

a. The maximum width for a vehicle access: ***{Trans cl.16}***

All Zones ***{Trans cl.16}***		**Maximum vehicle access width (m)** ***{Trans cl.16}***
i. ***{Trans cl.16}***	Residential activities	6
ii. ***{Trans cl.16}***	All other activities	9

b. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

[1] **Trans cl.16:** Notified Rule 6.6.3.9.a.3 has been transferred to new Rule 6.6.3.X because it applies to the maximum width of the vehicle crossing rather than the driveway. This does not change the effect of provisions.

6.6.3.4 Minimum distances of new vehicle crossing from intersections and level crossings ***{Trans 322.30}***

a. The minimum distance of a new vehicle crossing from intersections on roads where the speed limit is less than 70km/h is as follows:

Frontage road		Intersecting road type		
		1. Motorway, strategic road, arterial road ~~Arterial~~, urban high density corridor, ~~and~~ commercial centre street and industrial road *{Trans cl.16[1]}*	**2. Collector**	**3. Local**
i	Motorway, strategic road, arterial road ~~Arterial~~, urban high density corridor, ~~and~~ commercial centre street and industrial road ***{Trans cl.16[1]}***	30m	30m	30m
ii.	Collector	20m	20m	10m
iii.	Local	20m	15m	10m

b. The minimum distance of a new vehicle crossing from intersections on roads where the speed limit is 70 - 90 km/h is as follows:

Frontage road		Intersecting road type		
		1. Motorway, strategic road, arterial road ~~Arterial~~, urban high density corridor, ~~and~~ commercial centre street and industrial road *{Trans cl.16[1]}*	**2. Collector**	**3. Local**
i.	Motorway, strategic road, arterial road ~~Arterial~~, urban high density corridor, ~~and~~ commercial centre street and industrial road ***{Trans cl.16[1]}***	100m	100m	100m
ii.	Collector and local	45m	45m	

c. Except, one vehicle crossing only may be constructed to provide access to the site, in the position that most nearly complies with rules 6.6.3.5.a ~~and~~ or ***{Trans cl.16}*** 6.6.3.5.b.

d. The minimum distance of a new vehicle crossing from intersections on roads where the speed limit is greater than 90 km/h is as follows:

Frontage road	Intersecting road type

		1. Motorway, strategic road, arterial road ~~Strategic and Arterial~~, urban high density corridor, ~~and~~ commercial centre street and industrial road *{Trans cl.16[1]}*	2. Collector	3. Local
i.	Motorway, strategic road, arterial road, urban high density corridor, commercial centre street and industrial road ~~Strategic and Arterial (includes urban high density corridor and commercial centre streets)~~ ***{Trans cl.16[1]}***	200m	200m	200m
ii.	Collector and Local	60m	60m	60m

e. The minimum distance of a new vehicle crossing from intersections on state highways is as follows:

Posted speed of state highway		~~Minimum distance between access and nearest intersection (on state highway)~~ Vehicle access onto a state highway *{Trans cl.16}*	~~Minimum distance between local authority road access and intersection with a state highway~~ Vehicle access onto a road other than a state highway *{Trans cl.16}*
i.	Less than 70km	30m	20m
ii.	70 - 89 km	100m	45m
iii.	Greater than 90 km	200m	60m

f. Distances will be measured as shown in Figure ~~6.14Q~~ 6B.17 ***{Trans cl.16}***.

g. The minimum distance between a new vehicle crossing and a level crossing on the same road is 30m. ***{Trans 322.29}***

h. Activities that contravene this performance standard are restricted discretionary activities.*{PO cl.16}*

[1] **Trans cl.16:** Omitted in error from the notified version of the Plan.

6.6.3.5 Standard of vehicle accesses onto state highways

a. Vehicle accesses onto state highways in the rural and rural residential zones must comply with the following:

1. Volume of traffic using vehicle access (ecm per day)		2. Volume of traffic using state highway (volume per day)	Vehicle access design and sealing	
			3. less than or equal to *{Trans cl.16}* 1 movement per day of a vehicle weighing over 3.5 tonnes	4. more than 1 movement per day of a vehicle weighing over 3.5 tonnes
i.	1 - 30	less than 10, 000	(see Figure ~~6.14N~~ 6B.14 *{Trans cl.16}*)	(see Figure ~~6.14O~~ 6B.15 *{Trans cl.16}*)
ii.		more than 10, 000	(see Figure ~~6.14O~~ 6B.15 *{Trans cl.16}*)	(see Figure ~~6.14O~~ 6B.15 *{Trans cl.16}*)
iii.	31 - 100	less than 10, 000	(see Figure ~~6.14O~~ 6B.15 *{Trans cl.16}*)	(see Figure ~~6.14P~~ 6B.16 *{Trans cl.16}*)
iv.		more than 10, 000	(see Figure ~~6.14P~~ 6B.16 *{Trans cl.16}*)	(see Figure ~~6.14P~~ 6B.16 *{Trans cl.16}*)

b. Equivalent car movement (ecm) is calculated as follows:
   i. one car moving to and from a property equals 2 ecm;
   ii. one truck moving to and from a property equals 6 ecm; and
   iii. one truck and trailer moving to and from a property equals 10 ecm.

c. Activities that contravene this performance standard are restricted discretionary activities.*{PO cl.16}*

6.6.3.6 Surfacing of ~~vehicle~~ *{Trans cl.16}* driveways

a. ~~Vehicle~~ *{Trans cl.16}* Driveways that adjoin a legal road that is hard surfaced, must be constructed with a hard surface for a minimum distance of 5m from the edge of the road as shown in Figure 6B.19 *{Trans 881.91}*.

b. In all zones other than the rural and rural residential zones, the full length of any driveway that serves 2 or more residential properties must be hard surfaced.

c. Activities that contravene this performance standard are restricted discretionary activities.*{PO cl.16}*

Note 6.6.3.6A - General advice *{Trans cl.16}*

1. Driveways *{Trans cl.16}* that are hard surfaced to meet Rule 6.6.3.6 must still meet the performance standards for Maximum Building Site Coverage and Impermeable Surfaces. Products that meet the requirements of hard surfacing and that are also permeable include: *{Trans cl.16}*
   a. road metal used with a geogrid material, matting, or similar product, installed to manufacturer specifications, that stabilises loose material preventing it from migrating *{Trans cl.16}*
   b. GobiBlock® *{Trans cl.16}*
   c. GrassPaver™ *{Trans cl.16}*
   d. PorousPave® *{Trans cl.16}*
   e. Hydropavers™ *{Trans cl.16}*
   f. PavePro™ *{Trans cl.16}*

6.6.3.7 Gradient of ~~vehicle~~ ***{Trans cl.16}*** driveways

a. The maximum change in gradient without transition for ~~vehicle~~ ***{Trans cl.16}*** driveways is 1 in 8 for summit grade changes or 1 in 6.7 for sag grade changes.

b. The gradient of the first 5m measured from the road boundary into the site must be no greater than 1 in 8.

c. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.3.8 Minimum distance between driveways and dwelling

a. Where a driveway serves more than one residential building, the formed section of ***{Trans 228.1}*** the driveway must be set back a minimum of 1m from any residential building see ~~(~~**Figures ~~6.14D~~ 6B.4 and ~~6.14E~~ 6B.5**~~)~~ ***{Trans cl.16}***

b. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

6.6.3.9 Width of ~~vehicle~~ ***{Trans cl.16}*** driveways

a. The minimum widths of ~~vehicle~~ ***{Trans cl.16}*** driveways ~~is~~ are ***{Trans cl.16}*** as follows:

All zones except rural and rural residential zones		**1. Number of residential units served**	**2. Minimum legal width**	**~~3. Maximum width~~ *{Trans cl.16[1]}***	**4. Minimum formed width**
i.	Residential activities	1-6	~~4.5m~~ 4m ***{Trans 704.5 and others}***	~~6m~~ ***{Trans cl.16}***	3m
ii.		7 +	~~6.5m~~ 4.5m ***{Trans 490.6 and 490.32}***	~~9m~~ ***{Trans cl.16}***	3.5m ***{Trans 490.6 and 490.32}*** i. ~~3.5m for a vehicle that adjoins a 'local road'.~~ ***{Trans 490.6 and 490.32}*** ii. ~~5m for a vehicle adjoins any other road~~ ***{Trans 490.6 and 490.32}***
iii.	All other activities	All	6m	~~9m~~ ***{Trans cl.16}***	5m
Rural and rural residential zones					
iv.	Residential activities	1-3	4m	~~6m~~ ***{Trans cl.16}***	3.5m
v.		4 +	6m	~~6m~~ ***{Trans cl.16}***	5m
vi.	All other activities	All	6m	~~9m~~ ***{Trans cl.16}***	5m

b. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

[1] **Trans cl.16:** Notified Rule 6.6.3.9.a.3 has been transferred to new Rule 6.6.3.X, because it applies to the maximum width of the vehicle crossing rather than the driveway. This does not change the effect of provisions.

6.6.3.10 Sightlines to level crossings (Trans 322.30}

a. Vehicle accesses and roads that cross an operational rail network via a level crossing must maintain clear sightlines within the sight line triangles shown in Appendix 6B, Figure 6B.18. ***{Trans 322.30}***

b. Activities that contravene this performance standard are restricted discretionary activities. ***{Trans 322.30}***

Note 6.6~~D~~.3A - General advice

1. Approval for any work in a road, including the establishment of access to properties, must be obtained from the relevant road controlling authority. Under section 317 of the Local Government Act 1974, the Dunedin City Council is the road controlling authority for all in roads in the city, with the following exceptions:
   a. state highways are under the control of the NZ Transport Agency (NZTA), unless the NZTA has delegated control to the Dunedin City Council.
   b. government roads are under the control of the Minister of Transport.
2. Under section 51 (2) of the Government Roading Powers Act 1989, the written permission of the NZTA must be obtained prior to the commencement of any work on any state highway. Early consultation with the NZTA should be undertaken for subdivision or development proposals adjacent to, or seeking access to, state highways.
3. Where the state highway has been declared a *limited access road,* approval from the ~~NZ Transport Agency~~ NZTA ***{Trans cl.16}*** is required for new accesses or changes to existing accesses. The objective of this control is to protect the operation of state highway from uncontrolled property access that can affect the safety, efficiency, functionality and level of service of the state highway. Limited access roads are most commonly in areas with a heightened development pressure. The ~~NZ Transport Agency~~ NZTA ***{Trans cl.16}*** should be consulted initially with respect to development along limited access roads.
4. Vehicle accesses must comply with the fire safety requirements of the New Zealand Building Code. See Acceptable Solution C/AS1 Part 8: Fire Fighting of New Zealand Building Code Compliance Document C Fire Safety, which sets out vehicle access dimensions and design to allow access for fire fighting. Under this acceptable solution, a minimum access width of 4m is required to within 18m of at least one side of each building, except that when a building is sprinklered and has a fire riser main installed, access need only be to within 18m of the inlets to these systems. There are additional requirements for buildings containing 'SC and SD purpose groups' as defined in the compliance document. Examples of such buildings include hospitals, care institutions and prisons.
5. Maximum grade changes without transition set out in Rule 6.6.3.7 are reproduced from AS/NZS 2890.1:2004 Parking facilities - Off-street car parking under Copyright Licence 000753.

Rule 6.7 General Performance Standards

Rule 6.7.1 Service Station Standards

1. Pumps must be located at least ***{Trans cl.16}***:
   a. ~~at least~~ ***{Trans cl.16}*** ~~7m~~ 6m ***{Trans 895.16}*** from the road boundary; and
   b. 12m from the midpoint of any vehicle crossing.
2. Service stations must provide 3 queuing spaces per pump and/or car wash.
3. Queuing spaces must not obstruct any footpath, cycleway or vehicle access.
4. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

Rule 6.7.2 Public Amenities and Signs Located on or Above the Footpath {Was "Buildings and Structures Located on or Above the Footpath" - Trans cl.16[1]}

1. Public amenities, ~~network utilities poles and masts - small scale, and network utility structures (small and large scale),~~ ***{NU 457.169 and others}*** temporary signs and portable freestanding signs, located on public footpaths must provide a minimum width of unobstructed area for pedestrian movement as follows:
   a. 3m in the Central Business District (CBD) Zone; and
   b. 1.5m in all other zones.
2. Public amenities, temporary signs and portable freestanding signs located on public footpaths must:
   a. be located in line with any other permanent or temporary obstruction present on the footpath at that location, otherwise at the kerb edge of the footpath;
   b. not be located within 2m of an intersection or pedestrian crossing location;
   c. not be located at the kerb directly adjacent to a bus top, taxi stand, mobility parking or an Authorised Vehicles Only parking space; and
   d. ~~signs must~~ ***{Trans cl.16}*** not be painted, drawn, chalked or otherwise created on the surface of any footpath.
3. Signs that overhang a footpath must:
   a. be 2.5m above the footpath at their lowest point;
   b. hang perpendicular to the footpath;
   c. not extend past the edge of any verandah; and
   d. be a minimum of at least 500mm from the road's edge.
4. ~~Ancillary signs~~ Signs ***{PO cl.16}***, temporary signs, and public amenities, must not:
   a. obstruct the visibility of any traffic control device; or
   b. compromise sightlines from road intersections and vehicle crossings.
5. Signs that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

[1] **Trans cl.16:** Alignment with the content of Rule 6.7.2.

Rule 6.7.3 Signs Visible from Roads

1. The minimum letter height of signs designed to be read by passing motorists must be:
   a. 120mm where the speed limit is less than 70km per hour; and
   b. 160mm where the speed limit is greater than 70km per hour.

2. ~~No sign shall~~ Signs must not ***{PO cl.16}*** be of a design or form ~~such that it~~ that ***{PO cl.16}*** resembles or conflicts with traffic signs.

3. Illuminated and digital signs must:
   a. have the sign's light source shielded so that its glare does not extend beyond the sign;
   b. have all floodlights or concealed lighting directed solely on the sign;
   c. not use images that are flashing or animated;
   d. have a minimum display time of 10 seconds per image; and
   e. have a maximum luminance (cd/m²) of:
      i. 2000 where the sign has an illuminated area ~~of up to~~ less than or equal to ***{Trans cl.16}*** 0.5m²;
      ii. 1600 where the sign has an illuminated area ~~of above 0.5m² to 2m²~~ greater than 0.5m², but less than or equal to 2m²; ***{Trans cl.16}***
      iii. 1200 where the sign has an illuminated area ~~of above 2m² to 5m²~~ greater than 2m², but less than or equal to 5m²; ***{ Trans cl.16}***
      iv. 1000 where the sign has an illuminated area ~~of above 5m² to 10m²~~ greater than 5m², but less than or equal to 10m² ***{Trans cl.16}***; and
      v. 800 where the sign has an illuminated area ~~above~~ greater than ***{Trans cl.16}*** 10m².

4. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

Rule 6.8 Subdivision Performance Standards

6.8.1 Access

1. Every resultant site must have legal and physical access (a vehicle access) to a formed road, except if:
   a. the resultant site is being created for reserve or as a result of a road closure; or
   b. minimum car parking is not required by the relevant Plan provisions, in which case only legal access to a formed road is required.
2. ~~Vehicle accesses required by Rule 6.8.1.1 must be located and constructed in accordance with Rule 6.6.3.~~ ***{Trans cl.16[1]}***
3. Activities that contravene this performance standard are restricted discretionary activities.***{PO cl.16}***

[1] **Trans cl.16:** This rule has been deleted on the basis that it is unnecessary; Rule 6.6.3 applies to all new vehicle accesses, not only those required by Rule 6.8.1.1. This does not change the effect of provisions.

Note 6.8.1A - Other requirements outside of the District Plan

1. For subdivisions that access a state highway, approval from the ~~New Zealand~~ NZ ***{Trans 881.17}*** Transport Agency is required.

Rule 6.8A Assessment of Controlled Activities {Confirmed for addition - MF 308.353}

6.8A.1 Assessment of controlled activities *{MF 308.353}*			
Activity *{MF 308.353}*		Matters of ~~discretion~~ control *{MF 308.353}*	Guidance on the assessment of resource consents *{MF 308.353}*
1.	Student Hostels (Campus) ***{MF 308.353[1]}***	a. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.2 ii. ~~Visitor accommodation and supported living facilities are located on sites where customers and residents will have convenient walking access to centres, frequent public transport services, other appropriate transport services, and/or an appropriate range of on-site services or facilities (Policy 6.2.2.3).~~ ***{MF 308.353}*** iii. For activities that are likely to generate a significant number of trips by walking, cycling or public transport: ***{Trans 753.2}*** 1. activities likely to generate trips by cycling have safe access for cyclists into and through the site and secure cycle parking; ***{Trans 753.2 and 764.5}*** 2. activities likely to generate trips by walking have safe access for pedestrians into and through the site; and ***{Trans 159.6}*** 3. activities likely to generate trips by public transportation are located a reasonable walking distance from a frequent public transportation route with safe access for pedestrians from a bus stop to the site (Policy 6.2.2.4). ***{Trans 1080.4}*** ~~*General assessment guidance:*~~ iv. ~~Convenient walking access is to be determined taking into account the anticipated mobility levels of the intended customers or residents of the activity.~~ ***{MF 308.353}*** ~~*Possible circumstances that may support a consent application include:* {MF 308.353}~~ v. ~~Examples of services and facilities required where supported living facilities are not within walking distance of a centre or frequent public transport services are medical services, personal services such as hairdressers, retail services such as dairies or café , and sport and leisure activities.~~ ***{MF 308.353}***

6.8A.1 Assessment of controlled activities *{MF 308.353}*			
Activity *{MF 308.353}*		Matters of ~~discretion~~ control *{MF 308.353}*	Guidance on the assessment of resource consents *{MF 308.353}*
		b. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. ~~Visitor accommodation and supported living facilities~~ The activity ***{Trans cl.16}*** provides the amount of ~~car~~ ***{Trans 917.2}*** parking ~~space~~ ***{Trans cl.16}*** necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigated (Policy 6.2.3.4). *Possible circumstances that may support a consent application include:* iii. The parking demand likely to be generated by the activity means the proposed number of parking spaces will be sufficient. iv. Although the activity may result in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network.

[1] **MF 308.353:** This content has been copied from 6.10.2.4 to 6.8A because the activity status for student hostels in the Campus Zone has changed from RD to C.

Rule 6.9 Assessment of Restricted Discretionary Activities (Performance Standard Contraventions)

Rule 6.9.1 Introduction

1. Restricted discretionary activities will be assessed in accordance with section 104 and 104C of the RMA, meaning only those matters to which Council has restricted its discretion will be considered, and Council may grant or refuse the application, and, if granted, may impose conditions with respect to matters over which it has restricted its discretion.
2. Rules 6.9.2 - 6.9.6:
   a. list the matters Council will restrict its discretion to; and
   b. provide guidance on how consent applications will be assessed, including:
      i. relevant objectives and policies, with respect to s104(1)(b)(vi);
      ii. potential circumstances that may support a consent application;
      iii. general assessment guidance; and
      iv. conditions that may be imposed.
3. Rules 6.9.3 apply to performance standards located in the management and major facility zones; Rule 6.9.4 applies to performance standards for transportation activities; Rule 6.9.5 applies to performance standards for parking, loading and access standards; Rule 6.9.6 applies to general performance standards.

6.9.2 Assessment of all performance standard contraventions	
Performance standard	Guidance on the assessment of resource consents
1. All performance standard contraventions	*Potential circumstances that may support a consent application include:* a. The degree of non-compliance with the performance standard is minor. b. The need to meet other performance standards, site specific factors including topography, make meeting the standard impracticable. c. Non-compliance with a development performance standard would improve the design of the development in a way that would result in positive effects and better achieve the identified objectives and policies of the Plan. *General assessment guidance:* d. Where more than one standard is contravened, the combined effects of the contraventions should be considered.

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
1.	Access (subdivision)	a. Effects on accessibility	*Relevant objectives and policies:* i. Objective ~~6.2.3~~ 6.2.2 ***{Trans cl.16[1]}*** ii. ~~Subdivisions are designed to ensure that any required vehicle access can be provided in a way that will maintain the safety and efficiency of adjoining roads and the wider transport network (Policy 6.2.3.13).~~ ***{Trans cl.16[1]}*** *General Assessment Guidance:* iii. Council will assess contravention of the performance standard for access based on the related contravention of the minimum car parking standard, see Rule 6.9.3.6. ***{Trans cl.16[1]}***
2.	Boundary setbacks - (Rule 15.6.14.1.a.ix.3) garages and carports setback from road boundary) ***{Trans cl.16}***	a. Effects on health and safety	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Garages and carports are set back from the road boundary an adequate distance to allow pedestrians and cyclists to see vehicles exiting before they cross the footpath, and to minimise as far as practicable ***{PO 906.34 and 308.497}*** the risk to pedestrians and cyclists from garage doors opening over the footpath (Policy 6.2.3.10).
3.	Density (Rule 15.5.2.7.a) - ***{Trans cl.16}*** Papakāika in residential zones	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. ~~Land use, or development has no significant~~ Adverse ***{Trans 881.72 and 1088.24}*** effects on the safety and efficiency of the transport network will be avoided or, if avoidance is not practicable, adequately mitigated ***{Trans 881.72 and 1088.24}*** (Policy 6.2.3.~~14~~9.a ***{Trans cl.16}***). iii. Any associated changes to the transportation network will be affordable to the public in the long term (Policy 6.2.3.9.b). ***{Trans 881.63}***

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
4.	Forestry and ~~tree planting~~ shelterbelts and small woodlots ***{RU cl.16}*** setbacks	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. ~~Tree planting~~ Shelterbelts and small woodlots ***{RU cl.16}*** and forestry are set back a sufficient distance from: 1. ~~all~~ roads ~~with a posted speed environment of greater than 50kmh~~ ***{Trans cl.16[3]}*** to avoid road safety hazards caused by shading leading to ice formation; and 2. railway lines to avoid or minimise, as far as practicable, the risk of trees falling across railway lines ***{Trans 322.106 and others}*** (Policy 6.2.3.2).
5.	Location • ~~domestic animal boarding and breeding~~ • ~~rural ancillary retail~~ • ~~rural tourism~~ ***{Trans cl.16}***	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Any adverse effects on the safety and efficiency of the state highway ~~can~~ will ***{PO cl.16}*** be avoided or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigated (Policy 6.2.3.5) *Potential circumstances that may support a consent application include:* iii. There are relatively low traffic volumes and/or vehicle speeds on the stretch of the state highway that the site is accessed from.
6.	Minimum car parking	a. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.2 ii. Land use activities whose parking demand cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities, to provide parking on or near the site at an amount that is adequate to ***{Trans 308.147}***: 1. ~~provide car parking either on or near the site at an amount that is adequate to avoid excessive pressure on publicly available parking in the vicinity of the site (including on-street parking and off-street facilities); {Trans 308.147}~~ 2. avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the availability of publicly available ***{Trans 308.147}*** parking for existing or permitted activities; and 3. ensure accessibility for ~~(as relevant)~~ ***{Trans cl.16}*** residents, visitors, customers, staff and students (as relevant) ***{Trans cl.16}*** who have limited mobility,

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)

Performance standard	Matters of discretion	Guidance on the assessment of resource consents
		including disabled people, the elderly and people travelling with young children (Policy 6.2.2.1). *General assessment guidance* ***{Trans cl.16}*** iii. In balancing consideration of accessibility (Objective 6.2.2) with consideration of significant adverse effects on other values, Council will generally prefer to avoid significant adverse effects on land instability, heritage, streetscape amenity and the safety and efficiency of the transport network, in accordance with objectives 6.2.3 (safety, efficiency of the transport network and its affordability to the public ***{Trans 881.63}***), 13.3.1 to 13.3.3 (scheduled heritage items), 7.2.1 (significant trees), and 15.2.3 (heritage streetscape character) and 15.2.4 (streetscape amenity). ***{Trans cl.16²}*** *Potential circumstances that may support a consent application include:* iv. The establishment of required car parking would result in a net loss in the availability of on-street parking in the vicinity of the site. v. The applicant proposes to use the same space on-site to fulfil both minimum car parking and minimum vehicle loading requirements, and can demonstrate that this space will be managed so that both the parking and loading demands of the land use activity will be met. vi. The proposed activity is taking place on an existing site that does not have a vehicle access and one or more of the following circumstances apply: 1. it is not practicable to create a vehicle access that would comply with Rule 6.6.3.4 because the site is located on or near an intersection; 2. it is not practicable to create a vehicle access that would comply with Rule 6.6.3.7 because the site is located on or near a steep slope or cliff; 3. it is not practicable to create a vehicle access that would comply with Rule 6.6.3.1~~1~~ ***{Trans cl.16}*** because the site has no frontage to a legal road, and any existing access way is not wide enough to meet Rule 6.6.3.9. vii. The applicant is proposing to provide a sufficient number of parking spaces to meet the minimum car parking performance standard, but some or all of these parking spaces are to be provided on a site other than the site on which the land use activity is taking place, and all of the following conditions are met: 1. all required mobility parking spaces will be provided

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)		
Performance standard	Matters of discretion	Guidance on the assessment of resource consents
		on the same site as the land use activity; 2. all required parking spaces are within 250m of the site on which the land use activity is taking place; 3. all required parking spaces are legally available to users of the land use activity via binding long term agreement; and 4. there are/will be adequate safe pedestrian crossing points for pedestrians moving between the parking area and the site, if there are roads to cross. viii. The applicant is able to demonstrate that, due to current usage rates of public parking in the vicinity of the site, the parking demand of the activity will not result in parking occupancy within 250m of the site exceeding 80% average daily occupancy (9am to 5pm) in residential zones, or 85% average daily occupancy in all other zones (excluding rural and rural residential), after the activity is established (see Special Information Requirements - Rule 6.13.1). ix. If parking spaces shared with other land use activities are not exclusively available to the activity during its hours of operation, the applicant is able to demonstrate that the shared parking spaces will meet the parking demand generated by users of the activity. x. The establishment of required car parking would require significant earthworks that would cause land instability or result in costs that were disproportionate to the total value of the development. xi. The establishment of required car parking would unavoidably result in significant adverse effects on: 1. the safety or efficiency of the transport network; 2. streetscape amenity; or 3. heritage values. xii. ~~In balancing consideration of accessibility (Objective 6.2.2) with consideration of significant adverse effects on other values, Council will generally prefer to avoid significant adverse effects on land instability, heritage, streetscape amenity and the safety and efficiency of the transport network, in accordance with Objectives 6.2.3 (safety and efficiency of the transport network), 13.3.1 to 13.3.3 (scheduled heritage items), 7.2.1 (significant trees), and 15.2.3 (heritage streetscape character) and 15.2.4 (streetscape amenity).~~ ***{Trans cl.16²}*** xiii. <u>The applicant is able to demonstrate that there will be a reduction in car parking need due to the provision of</u>

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)		
Performance standard	Matters of discretion	Guidance on the assessment of resource consents
		secure and convenient cycle parking, in combination with other factors such as: ***{Trans 917.1 and 917.2}*** 1. the provision of other end-of-trip facilities; ***{Trans 917.1 and 917.2}*** 2. cycle infrastructure in the vicinity of the development; ***{Trans 917.1 and 917.2}*** 3. a travel demand management programme; and/or ***{Trans 917.1 and 917.2}*** 4. the characteristics of the activity and its predicted mode share. ***{Trans 917.1 and 917.2}***
	b. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. The activity provides ***{Trans cl.16}*** the amount of ~~car~~ ***{Trans 917.2}*** parking ~~space~~ ***{Trans cl.16}*** necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequate mitigation is provided (Policy 6.2.3.4). iii. The parking demand likely to be generated by the activity means the number of parking spaces provided will be sufficient to avoid overspill parking. iv. Although the activity may result in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network. v. The applicant is able to demonstrate that there will be a reduction in car parking need due to the provision of secure and convenient cycle parking, in combination with other factors such as: ***{Trans 917.1 and 917.2}*** 1. the provision of other end-of-trip facilities; ***{Trans 917.1 and 917.2}*** 2. cycle infrastructure in the vicinity of the development; ***{Trans 917.1 and 917.2}*** 3. a travel demand management programme; and/or ***{Trans 917.1 and 917.2}*** 4. the characteristics of the activity and its predicted mode share. ***{Trans 917.1 and 917.2}***

6.9.3 Assessment of performance standard contraventions (performance standards located in zones)			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
7.	Minimum vehicle loading	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. The activity provides ***{Trans cl.16}*** adequate vehicle loading space ~~is provided~~ to support ~~the activity's~~ its ***{Trans cl.16}*** operations and to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately ***{PO cl.16)*** mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.3). *Potential circumstances that may support a consent application include:* iii. Adequate additional loading space is available on an adjacent or nearby site via binding long-term agreement. iv. Although the activity may result in the need for the loading of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network. v. The applicant proposes to use the same space on-site to fulfil both minimum car parking and minimum vehicle loading requirements, and can demonstrate that this space will be managed so that both the parking and loading demands of the land use activity will be met.
8.	Number, location and design of ancillary signs	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Ancillary signs are located and designed to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.1). *Potential circumstances that may support consent application include:* iii. The location of the sign will not obstruct or obscure sightlines, pedestrian and cycling or vehicle access.

[1] **Trans cl.16:** Under notified Rule 6.9.3.1, 'effects on accessibility' is the matter of discretion, but the objective and policy referred to in assessment guidance relate to effects on the safety and efficiency of the transport network. This error has been corrected by deleting the references to Objective 6.2.3 and Policy 6.2.3.13, adding a reference to Objective 6.2.2, and adding appropriate "general assessment guidance" as shown. This does not result in a substantive change to the effect of provisions.
[2] **Trans cl.16:** Rule 6.9.3.6.a.iii was notified as 6.9.3.6.a.ix. Its relocation with this assessment rule does not change the effect of provisions.
[3] **Trans cl.16:** The paraphrasing of Policy 6.2.3.2 has been amended to accurately reflect the contents of the policy. This does not change the effect of the provisions.

6.9.4 Assessment of transportation activities performance standard contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
1.	Design and location - road signs	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.1 ii. Road signs are designed and located to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network for all travel modes ***{Trans cl.16[1]}*** (Policy 6.2.1.2). *Potential circumstances that may support a consent application include:* iii. The relevant road controlling authority has provided approval for the proposed design and location of the sign. iv. Overhanging signs positioned less than 2.6m above the footpath are considered unlikely to adversely affect pedestrian safety or connectivity, due for example to low volumes of pedestrians on the footpath or the presence of existing structures that limit pedestrian movement in the vicinity of the proposed sign.
2.	Setback from scheduled tree	a. Effects on long term health of tree	See Rule 7.6

[1] **Trans cl.16:** The paraphrasing of Policy 6.2.1.2 has been amended to accurately reflect the contents of the policy. This does not change the effect of the provisions.

~~6.9.5 Assessment of parking, loading and access standards performance standards contraventions~~ ***{Trans cl.16[1]}***			
~~Performance standard~~		~~Matters of discretion~~	~~Guidance on the assessment of resource consents~~
~~1.~~	~~Car parking design (Minimum parking space dimensions)~~	~~a. Effects on safety and efficiency of the transport network~~	~~*Relevant objectives and policies:*~~ ~~i. Objective 6.2.4~~ ~~ii. Vehicle parking can be carried out safely and efficiently (Policy 6.2.4.1b).~~ ~~*Potential circumstances that may support a consent application include:*~~ ~~iii. The proposed parking spaces are of a sufficient size to accommodate the vehicles likely to be using them.~~

~~6.9.5 Assessment of parking, loading and access standards performance standards contraventions~~ ***~~{Trans cl.16[1]}~~***			
~~Performance standard~~		~~Matters of discretion~~	~~Guidance on the assessment of resource consents~~
~~2.~~	~~Car parking design (Minimum manoeuvring space dimensions for parking areas)~~	~~a. Effects on safety and efficiency of the transport network~~	~~*Relevant objectives and policies:*~~ ~~i. Objective 6.2.4~~ ~~ii. Vehicle parking can be carried out safely and efficiently (Policy 6.2.4.1b).~~ ~~iii. Any adverse effects on the safe and efficient functioning of the transport network are avoided or would be no more than minor (Policy 6.2.4.1b).~~ ~~*Potential circumstances that may support a consent application include:*~~ ~~iv. The proposed manoeuvring area will accommodate the vehicles likely to be using it.~~ ~~v. Volumes of traffic, cyclists and pedestrians using the frontage road are low and likely to remain low.~~ ~~vi. The parking area is unlikely to be used by heavy vehicles.~~ ~~vii. The peak hours of use of the loading area will not coincide with peak flows or vehicle queues on the frontage road.~~ ~~viii. Drivers of reversing vehicles can both see, and be seen by, pedestrians, cyclists and drivers of other vehicles.~~ ~~ix. Visibility of, and/or visibility from, reversing vehicles will be increased by altering vegetation, fencing and/or other structures.~~
~~3.~~	~~Car parking design (Minimum queuing space for parking areas)~~	~~a. Effects on safety and efficiency of the transport network~~	~~*Relevant objectives and policies:*~~ ~~i. Objective 6.2.4~~ ~~ii. Vehicle parking can be carried out safely and efficiently (Policy 6.2.4.1b).~~ ~~iii. Any adverse effects on the safe and efficient functioning of the transport network are avoided, or if avoidance is not possible, would be no more than minor (Policy 6.2.4.1c).~~ ~~*Potential circumstances that may support a consent application include:*~~ ~~iv. The proposed queuing space is adequate for the numbers of vehicles considered likely to be using the parking area on a regular basis.~~ ~~v. Volumes of pedestrian, cycle and vehicle traffic using the frontage road are low.~~ ~~vi. The parking area is unlikely to be used by heavy vehicles.~~ ~~vii. The peak hours of use of the parking area will not coincide with peak flows or vehicle queues on the frontage road.~~

6.9.5 Assessment of parking, loading and access standards performance standards contraventions ***{Trans cl.16[1]}***

Performance standard	Matters of discretion	Guidance on the assessment of resource consents
4. • Car parking design (access to parking areas) • Car parking design (gradient of parking areas) • Car parking design (lighting of parking areas) • Car parking design (minimum manoeuvring space dimensions for parking areas) • Car parking design (minimum queuing space for parking areas) • Car parking design (minimum parking space dimensions) • Car parking design (surfacing and marking of parking areas) • Vehicle loading design (access to loading area -Rule 6.6.2.5.a) • Vehicle loading design (gradient of loading areas) • Vehicle loading design (lighting of loading areas) • Vehicle loading design (minimum manoeuvring space dimensions for loading areas)	a. Effects on safety and efficiency of the transport network and parking and loading areas	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Parking and loading areas, including associated manoeuvring and queuing areas, are designed to ensure: 1. the safety of pedestrians travelling on footpaths and travelling through parking areas; 2. that vehicle parking and loading can be carried out safely and efficiently; 3. that any adverse effects on the safe and efficient functioning of the transport network is avoided, or if avoidance is not possible, would be no more than minor; 4. the safe and convenient access to and from parking and loading areas for vehicles, pedestrians and cyclists; and 5. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths (Policy 6.2.4.1). *Potential circumstances that may support a consent application include:* i. For non-compliance with the gradient and surfacing standards: there is little likelihood of mud, stone, gravel or other material being carried onto public roads or footpaths due to the topography of the site or materials used. ii. For non-compliance with the lighting standards: 1. the parking or loading area will not be used frequently during the hours of darkness; or 2. other light sources in the area give adequate light to provide security and/or visibility for users of the parking or loading area and its surrounds iii. For non-compliance with access standards: 1. Volumes of pedestrian, cycle and vehicle traffic using the frontage road are low and likely to remain low. 2. The peak hours of use of the loading area will not coincide with peak flows or vehicle queues on the frontage road. 3. Drivers of reversing vehicles can both see, and be seen by, pedestrians, cyclists and drivers of other vehicles. 4. Visibility of, and/or visibility from, reversing vehicles

6.9.5 Assessment of parking, loading and access standards performance standards contraventions ***{Trans cl.16[1]}***

Performance standard		Matters of discretion	Guidance on the assessment of resource consents
	• Vehicle loading design (surfacing and marking of parking areas)		will be increased by altering vegetation, fencing and/or other structures.
5.	• Vehicle access design and location (gradient of vehicle driveways) • Vehicle access design and location (surfacing of driveways)	a. Effects on safety and efficiency of the transport network and parking, loading and access areas	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Driveways are designed to ensure: 1. the surfacing and gradient of the driveway allows it to be used safely and efficiently; 2. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths; 3. the width of the driveway is sufficient to allow the type and number of vehicles likely to be using it to do so safely and efficiently; and 4. sufficient distance is provided between shared driveways and dwellings (Policy 6.2.4.2).
6.	• Vehicle access design and location (Maximum number of vehicle accesses)	a. Effects on safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Vehicle accesses are limited in number and width, in order to avoid or, if avoidance is not possible, adequately mitigate adverse effects on pedestrian safety and ease of movement and the safety and efficiency of the transport network (Policy 6.2.4.4). *General assessment guidance:* iii. Estimates of future pedestrian traffic should take into account the location of the road in relation to the strategic pedestrian network, local centres and schools, and existing and permitted activities in the surrounding area that have the potential to increase pedestrian numbers with priority given to provisions for pedestrian safety and connectivity. *Potential circumstances that may support a consent application include:* iv. The current and likely future volume of pedestrian, cycle and vehicle traffic using the frontage road is low. v. Potential adverse effects from the additional vehicle crossing(s) are minimal due to the physical form of the road, for example the presence of a solid median to prevent right hand turns.

~~6.9.5 Assessment of parking, loading and access standards performance standards contraventions~~ ***~~{Trans cl.16[1]}~~***

~~Performance standard~~		~~Matters of discretion~~	~~Guidance on the assessment of resource consents~~
~~7.~~	~~Vehicle access design and location (Minimum sight distance from vehicle crossing)~~	~~a. Effects on safety and efficiency of the transport network~~	~~*Relevant objectives and policies:*~~ i. ~~Objective 6.2.4.~~ ii. ~~Sufficient visibility is available at vehicle crossing to minimise the likelihood of unsafe vehicle manoeuvres (Policy 6.2.4.6).~~ ~~*Potential circumstances that may support a consent application include:*~~ iii. ~~The speed and/or volume of traffic using the frontage road is low.~~ iv. ~~The volume of traffic that will be using the vehicle crossing is low.~~ v. ~~The peak hours of use of the vehicle access will not coincide with peak flows on the frontage road.~~ vi. ~~The addition of acceleration, deceleration or solid medians will adequately mitigate potential adverse effects on the safe and efficient functioning of the transport network.~~ vii. ~~The New Zealand Transport Agency have given their approval for the proposed reduced sight distance in relation to state highways.~~
~~8.~~	~~Vehicle access design and location (Minimum distances of new vehicle crossings from intersections)~~	~~a. Effects on safety and efficiency of the transport network~~	~~*Relevant objectives and policies:*~~ i. ~~Objective 6.2.4~~ ii. ~~Vehicle crossings are located a sufficient distance from intersections to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the intersection caused by vehicles queuing and/or creating confusion over whether indicating vehicles are seeking to turn at the crossing or the intersection (Policy 6.2.4.5).~~ ~~*Potential circumstances that may support a consent application include:*~~ iii. ~~The volume of traffic using the frontage road is low.~~ iv. ~~The volume of traffic that will be using the vehicle crossing is low.~~ v. ~~Potential adverse effects will be adequately mitigated by the physical form of the road.~~ vi. ~~Potential adverse effects will be adequately mitigated by traffic controls at the intersection.~~

~~6.9.5 Assessment of parking, loading and access standards performance standards contraventions~~ *~~{Trans cl.16[1]}~~*			
~~Performance standard~~		~~Matters of discretion~~	~~Guidance on the assessment of resource consents~~
~~9.~~	~~Vehicle access design and location (Vehicle accesses onto state highways)~~	~~a. Effects on safety and efficiency of the transport network~~	~~*Relevant objectives and policies:*~~ i. ~~Objective 6.2.4~~ ii. ~~Require vehicle accesses onto state highways in the rural zones and rural residential zones, and all strategic roads as identified in the Road Classification Hierarchy in Appendix 6A to be designed to safely accommodate the type and number of vehicles likely to be using the access and avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the frontage road (Policy 6.2.4.7).~~ ~~*Potential circumstances that may support a consent application include:*~~ iii. ~~The Transport Agency have given their approval for the proposed vehicle access design in relation to state highways.~~
~~10.~~	• ~~Vehicle access design and location (gradient of vehicle driveways)~~ • ~~Vehicle access design and location (minimum distance between driveways and dwelling)~~ • ~~Vehicle access design and location (surfacing of vehicle driveways)~~ • ~~Vehicle access design and location (width of driveways)~~	~~a. Effects on safety and efficiency of the transport network~~	~~*Relevant objectives and policies:*~~ i. ~~Objective 6.2.4~~ ii. ~~Driveways are designed to ensure:~~ 1. ~~the surfacing and gradient of the driveway allows it to be used safely and efficiently;~~ 2. ~~that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths.~~ 3. ~~the width of the driveway is sufficient to allow the type and number of vehicles likely to be using it to do so safely and efficiently; and~~ 4. ~~sufficient distance is provided between shared driveways and dwellings (Policy 6.2.4.2).~~

6.9.5 Assessment of parking, loading and access standards performance standards contraventions *{Trans cl.16[1]}*		
Performance Standard	**Matters of discretion**	**Guidance on the assessment of resource consents**

6.9.5 Assessment of parking, loading and access standards performance standards contraventions *{Trans cl.16[1]}*		
Performance Standard	**Matters of discretion**	**Guidance on the assessment of resource consents**
1. Car parking design • Minimum parking space dimensions (Rule 6.6.1.1) ***{Trans cl.16}*** • Minimum manoeuvring space dimensions for parking areas (Rule 6.6.1.2) ***{Trans cl.16}*** • Minimum queuing space for parking areas (Rule 6.6.1.3) ***{Trans cl.16}*** • Gradient of parking areas (Rule 6.6.1.4) ***{Trans cl.16}*** • Surfacing and marking of parking areas (Rule 6.6.1.5) ***{Trans cl.16}*** • Lighting of parking areas (Rule 6.6.1.6) ***{Trans cl.16}*** • Access to parking areas (Rule 6.6.1.7) ***{Trans***	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Parking and loading areas, including associated manoeuvring and queuing areas, are designed to ensure: 1. the safety of pedestrians travelling on footpaths and travelling through parking areas; 2. that vehicle parking and loading ~~can~~ will ***{PO cl.16}*** be carried out safely and efficiently; 3. that any adverse effects on the safe and efficient functioning of the transport network are avoided, or if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, are no more than minor; 4. the safe and convenient access to and from parking and loading areas for vehicles, emergency vehicles, ***{Trans 945.16}*** pedestrians and cyclists; and 5. that mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths (Policy 6.2.4.1). *Potential circumstances that may support a consent application include:* iii. For non-compliance with minimum manoeuvring space dimensions for parking areas, minimum queuing space for parking areas, access to parking areas or access to loading areas standards: 1. volumes of pedestrian, cycle and vehicle traffic using the frontage road are low and likely to remain low; and/or ***{Trans cl.16}*** 2. the peak hours of use of the parking area or loading area will not coincide with peak flows or vehicle queues on the frontage road. iv. For non-compliance with the minimum queuing space for parking areas standard: the proposed queuing space is adequate for the numbers of vehicles considered likely to be using the parking area on a regular basis. v. For non-compliance with gradient, and surfacing and marking, of parking areas standards: there is little likelihood of mud, stone gravel or other material being carried onto public roads of footpaths due to the topography of the site or materials used.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions *{Trans cl.16[1]}*		
Performance Standard	**Matters of discretion**	**Guidance on the assessment of resource consents**
cl.16} Vehicle loading design • Minimum manoeuvring space dimensions for loading areas (Rule 6.6.2.1) ***{Trans cl.16}*** • Gradient of loading areas (Rule 6.6.2.2) ***{Trans cl.16}*** • Surfacing and marking of loading areas (Rule 6.6.2.3) ***{Trans cl.16}*** • Lighting of loading areas (Rule 6.6.2.4) ***{Trans cl.16}*** • Access to loading areas (Rule 6.6.2.5.a) ***{Trans cl.16}***		vi. For non-compliance with the minimum parking space dimensions standard: the proposed parking spaces are of a sufficient size to accommodate the vehicles likely to be using them. vii. For non-compliance with minimum manoeuvring space dimensions for parking areas: the proposed manoeuvring area will accommodate the vehicles likely to be using it. viii. For non-compliance with minimum manoeuvring space dimensions for parking areas or minimum queuing space for parking areas: the parking area is unlikely to be used by heavy vehicles. ix. For non-compliance with minimum manoeuvring space dimensions for parking areas, access to parking areas or access to loading areas: 1. Drivers of reversing vehicles can both see, and be seen by, pedestrians, cyclists and drivers of other vehicles; and/or ***{Trans cl.16}*** 2. Visibility of, and/or visibility from, reversing vehicles will be increased by altering vegetation, fencing and/or other structures. x. For non-compliance with lighting of parking areas or lighting of loading areas standards: 1. the parking or loading area will not be used frequently during the hours of darkness; and/or ***{Trans cl.16}*** 2. other light sources in the area give adequate light to provide security and/or visibility for users of the parking or loading area and its surrounds.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions *{Trans cl.16[1]}*			
Performance Standard		**Matters of discretion**	**Guidance on the assessment of resource consents**
2.	Vehicle access design and location • Maximum number of vehicle crossings (Rule 6.6.3.1) ***{Trans cl.16}*** • Maximum width for a vehicle access (Rule 6.6.3.X) **{Trans cl.16[2]}**	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Vehicle accesses are limited in number and width, in order to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on: 1. pedestrian and cyclist ***{Trans 917.5}*** safety and ease of movement; and 2. the safety and efficiency of the multi-modal ***{Trans 917.5}*** transport network (Policy 6.2.4.4) *General assessment guidance:* iii. In assessing effects on pedestrian safety with ease of movement, Council will take into account potential changes in levels of pedestrian traffic on the frontage road. ***{Trans cl.16}*** Estimates of future pedestrian traffic ~~should~~ will ***{Trans cl.16}*** take into account the location of the road in relation to the strategic pedestrian network, local centres and schools, and existing and permitted activities in the surrounding area that have the potential to increase pedestrian numbers with priority given to provisions for pedestrian safety and connectivity. *Potential circumstances that may support a consent application include:* iv. Volumes of pedestrian, cycle and vehicle traffic using the frontage road are low and likely to remain low. v. Potential adverse effects from the additional vehicle crossing(s) are minimal due to the physical form of the road, for example the presence of a solid median to prevent right hand turns.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions *{Trans cl.16[1]}*			
Performance Standard		**Matters of discretion**	**Guidance on the assessment of resource consents**
3.	Vehicle access design and location • Minimum sight distance from a vehicle access	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Sufficient visibility is available: 1. at vehicle crossings, to minimise, as far as practicable, **{PO 906.34 and 308.497}** the likelihood of unsafe vehicle manoeuvres (Policy 6.2.4.6). *Potential circumstances that may support a consent application include:* iii. The speed and/or volume of traffic using the frontage road is low. iv. The volume of traffic that will be using the vehicle ~~crossing~~ access ***{Trans cl.16}*** is low. v. The peak hours of use of the vehicle access will not coincide with peak flows on the frontage road. vi. The addition of acceleration, deceleration or solid medians will adequately mitigate potential adverse effects on the safe and efficient functioning of the transport network. vii. The ~~New Zealand~~ NZ ***{Trans 881.17}*** Transport Agency have given their approval for the proposed reduced sight distance in relation to state highways.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions *{Trans cl.16[1]}*			
Performance Standard		**Matters of discretion**	**Guidance on the assessment of resource consents**
4.	Vehicle access design and location • Minimum distances of new vehicle ~~crossing~~ access ***{Trans 322.27}*** from intersections and level crossings ***{Trans cl.16}*** (Rule 6.6.3.4) ***{Trans 322.39}***	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. ~~Vehicle crossings~~ New vehicle accesses ***{Trans 322.27}*** are located a sufficient distance from intersections and level crossings ***{Trans 322.27}*** to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on safety and efficiency due to: 1. vehicles queuing to enter the crossing hindering the efficient functioning of the intersection or level crossing ***{Trans 322.27}***; and 2. confusion over whether indicating vehicles are seeking to turn at the crossing or the intersection creating safety problems. (Policy 6.2.4.5) *Potential circumstances that may support a consent application include:* iii. The volume of traffic using the frontage road is low. iv. The volume of traffic that will be using the vehicle crossing is low. v. Potential adverse effects will be adequately mitigated by the physical form of the road. vi. Potential adverse effects will be adequately mitigated by traffic controls at the intersection.
5.	Vehicle access design and location • Standard of vehicle accesses onto state highways (Rule 6.6.3.5) ***{Trans cl.16}***	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Vehicle accesses onto state highways in the rural ~~zones,~~ and ***{Trans cl.16}*** rural residential zones ~~and all strategic roads as identified in the **road classification hierarchy mapped area** (Appendix 6A)~~ ***{Trans cl.16[4];}*** are designed to: 1. safely accommodate the type and number of vehicles likely to be using the access; and 2. avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the frontage road (Policy 6.2.4.7) *Potential circumstances that may support a consent application include:* iii. The ~~New Zealand~~ NZ ***{Trans 881.17}*** Transport Agency have given their approval for the proposed vehicle access design in relation to state highways.

6.9.5 Assessment of parking, loading and access standards performance standards contraventions *{Trans cl.16[1]}*			
Performance Standard		**Matters of discretion**	**Guidance on the assessment of resource consents**
6.	Vehicle access design and location • Surfacing of ~~vehicle~~ ***{Trans cl.16}*** driveways (Rule 6.6.3.6) ***{Trans cl.16}*** • Gradient of ~~vehicle~~ ***{Trans cl.16}*** driveways (Rule 6.6.3.7) ***{Trans cl.16}*** • Minimum distance between driveways and dwelling (Rule 6.6.3.8) ***{Trans cl.16}*** • Width of ~~vehicle~~ ***{Trans cl.16}*** driveways (Rule 6.6.3.9) ***{Trans cl.16}***	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Driveways are designed to ensure that ***{Trans cl.16}***: 1. the surfacing and gradient of the driveway allows it to be used safely and efficiently; 2. ~~that~~ ***{Trans cl.16}*** mud, stone, gravel or other materials are unlikely to be carried onto hard surface public roads or footpaths. 3. the width of the driveway is sufficient to allow the type and number of vehicles (including emergency vehicles), ***{Trans 945.16}*** likely to be using it to do so safely and efficiently; and 4. sufficient distance is provided between shared driveways and dwellings (Policy 6.2.4.2) ***{Trans cl.16}***.
Y.	Vehicle access design and location • Sightlines to level crossings (Rule 6.6.3.10) ***{Trans 322.30}***	a. Effects on the safety and efficiency of the transport network ***{Trans 322.30}***	*Relevant objectives and policies:* i. Objective 6.2.4 ii. Sufficient visibility is available: ***{Trans cl.16}***: 1. Where a vehicle access or road crosses an operational rail network via a level crossing, to maintain the safety of the road and rail users (Policy 6.2.4.6.b). ***{Trans 322.30}***

[1]**Trans cl.16:** Rule 6.9.5 Assessment of parking, loading and access performance standards contraventions table has been re-structured. Where there has been no change to the effect of the rule (i.e. only formatting has changed or there are inconsequential wording changes), plain text is used. Where elements of the rule have been amended in response to submissions, strikethrough and underlining is used and submitter references provided.
[2] **Trans cl.16:** Under notified provisions, contraventions of the 'maximum width for a vehicle crossing' standard were to be assessed against Policy 6.2.4.2, via notified Rule 6.9.5.6. This was a drafting error, because Policy 6.2.4.2 is not relevant in this situation. This addition clarifies that contraventions of the rule are to be assessed against Policy 6.2.4.4. This does not result in a substantive change to the effect of provisions.

This does not result in a substantive change to the effect of provisions.

[4] **Trans cl.16:** The wording of Policy 6.2.4.7 has been amended to remove reference to design requirements for vehicle accesses onto "all strategic roads as identified in the road classification hierarchy mapped area", because the performance standard that implements this policy (Rule 6.6.3.5) does not apply to all strategic roads. This correction to the policy wording does not result in a substantive change to provisions.

6.9.6 Assessment of general performance standards contraventions			
Performance standard		Matters of discretion	Guidance on the assessment of resource consents
1.	~~Buildings and structures~~ Public amenities and signs ***{Trans cl.16[1]}*** located on or above the footpath	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. ~~Buildings and structures~~ Public amenities and signs ***{Trans cl.16[1]}*** located on or above the footpath are located and designed to provide for the safe movement of vehicles, pedestrians and cyclists (Policy 6.2.3.11). *General assessment guidance:* iii. The public amenity must be designed or located to not impede pedestrian movement, distract drivers, or obstruct sightlines. ***{PA cl.16[2]}***
		b. Effects on health and safety	See Rule 9.4.3.~~1~~ ***{Trans cl.16}***
2.	Service station ~~design~~ standards ***{Trans cl.16}***	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Service stations are designed to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network and its affordability to the public ***{Trans 881.63}*** (Policy ~~6.2.3.9~~ 6.2.3.X ***{Trans cl.16}***).
3.	Signs visible from roads	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. ~~Require~~ ***{Trans cl.16}*** Ancillary signs ~~to be~~ are ***{Trans cl.16}*** located and designed to avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.1). iii. ~~Require buildings and structures~~ Public amenities and signs ***{Trans cl.16[1]}*** located on or above the footpath ~~to~~ ***{Trans cl.16}*** provide for the safe movement of vehicles, pedestrians and cyclists (Policy 6.2.3.11).

[1] **Trans cl.16:** Alignment with Rule 6.7.2.

[2] **PA cl.16:** Assessment rule and guidance moved from Rule 3.6.3.2 as this is the more relevant location for this matter. Minor amendments have been made to wording to follow style guide with no substantive effect.

Rule 6.10 Assessment of Restricted Discretionary Activities

Rule 6.10.1 Introduction

1. Restricted discretionary activities will be assessed in accordance with section 104 and 104C of the RMA, meaning only those matters to which Council has restricted its discretion will be considered, and Council may grant or refuse the application, and, if granted, may impose conditions with respect to matters over which it has restricted its discretion.
2. Rule 6.10.2:
   a. lists the matters Council will restrict its discretion to; and
   b. provides guidance on how a consent application will be assessed, including:
      i. relevant objectives and policies, with respect to s104(1)(b)(vi);
      ii. potential circumstances that may support a consent application;
      iii. general assessment guidance; and
      iv. conditions that may be imposed.
3. Where a restricted discretionary activity does not meet a performance standard the following occurs:
   a. if the contravention of the performance standard defaults to **restricted discretionary** ~~(which is the case, unless otherwise indicated in the performance standard)~~ ***{PO cl.16}*** then:
      i. the activity, as a whole, will be treated as **restricted discretionary**; and
      ii. the matters of discretion are expanded to include the areas of non-compliance with the performance standard; and
      iii. the performance standard contravention will be assessed as indicated in Section 6.9; and
      iv. the matters of discretion in this section will be assessed as indicated.
   b. if the contravention of the performance standard defaults to **discretionary** then:
      i. the activity, as a whole, will be treated as **discretionary**; and
      ii. the performance standard contravention will be assessed as indicated in Section 6.11; and
      iii. the assessment guidance in this section will also be considered.
   c. if the contravention of the performance standard defaults to **non-complying** then:
      i. the activity, as a whole, will be **non-complying**; and
      ii. the performance standard contravention will be assessed as indicated in Section 6.12; and
      iii. the assessment guidance in this section will also be considered.

6.10.2 Assessment of restricted discretionary activities (activities located in zones)		
Activity	Matters of discretion	Guidance on the assessment of resource consents

1.	• ~~Ancillary Licensed Premises (Rec)~~ • ~~Campgrounds (Rec)~~ • ~~Cemeteries (Rural, Rec)~~ • ~~Community and leisure - large scale (Rec, Schools, Campus)~~ • ~~Conference, meeting and function (PPH, SSYP)~~ • ~~Crematoriums (Rural)~~ • ~~Domestic animal boarding and breeding (Rural)~~ • ~~Entertainment and Exhibition (PPH, SSYP)~~ • ~~Factory farming (Rural)~~ • ~~Forestry (Rural residential)~~ • ~~Stand-alone car parking (Rec)~~ • ~~Veterinary services - large animal practice (Rural, Rural Residential)~~ ***{Trans cl.16}*** All RD activities that are linked to Section 6.10 and that have "effects on the safety and efficiency of the transport network" as a matter of discretion, including but not limited to the activities listed below ***{Trans cl.16[4]}***	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. ~~Only allow land use, development, or subdivision activities that may lead to land use or development, where~~ ***{Trans cl.16}*** ~~there are no significant~~ Adverse effects on the safety and efficiency of the transport network will be avoided or, if avoidance is not practicable, adequately mitigated ***{Trans 881.72 and 1088.24}*** (Policy 6.2.3.9.a ***{Trans 881.63}***). iii. Any associated changes to the transportation network will be affordable to the public in the long term (Policy 6.2.3.9.b). ***{Trans 881.63}*** iv. For activities where no minimum car parking performance standard is specified: The activity provides the amount of parking necessary to ensure that any overspill parking effects that could adversely affect the safety or efficiency of the transport network are avoided or, if avoidance is not ***{Trans cl.16}*** practicable ***{PO 908.3 and others}***, adequately mitigated (Policy 6.2.3.4). ***{Trans cl.16[5]}*** v. For activities where no minimum vehicle loading performance standard is specified: The activity provides adequate vehicle loading and manoeuvring space to support its operations and to avoid or, if avoidance is not ***{Trans cl.16}*** practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.3). ***{Trans cl.16[6]}*** *General assessment guidance:* ***{Trans 753.2}*** vi. For activities that are likely to generate trips by bicycle, Council will consider whether the site and vehicle access design provides for the safety of cyclists entering and exiting the road network. ***{Trans 753.2)*** *Potential circumstances that may support a consent application include:* ***{Trans cl.16}*** vii. Although the activity may result in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network. ***{Trans cl.16[7]}***
7.	All ~~RD~~ high trip	a. Effects on the	*Relevant objectives and policies:*

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
{Trans cl.16[8]}	generators ~~generating activities including~~ which include: ***{Trans cl.16}*** • New or additions to parking areas~~, or extension to existing parking areas, that create~~ that result in ***{Trans cl.16}*** 50 or more new parking spaces (all zones) • Any activities that generate 250 or more vehicle movements per day ***{Trans 458.4 and others}*** • ~~Early childhood education - large scale~~ ***{Trans 308.152}*** • ~~Service stations~~ ***{Trans 634.7}***	safety and efficiency of the transport network	i. Objective 6.2.3 ii. ~~The activity will maintain the safety and efficiency of the adjoining road and wider transport network~~ ***{Trans cl.16}*** High trip generators are designed and located to avoid or, if avoidance is not ***{Trans cl.16}*** practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the safety and efficiency of the transport network. ***{Trans cl.16[9]}*** (Policy 6.2.3.8). *General assessment guidance:* iii. The assessment will consider the findings of an Integrated Transport Assessment (see Special Information Requirements - Rule 6.13.2). iv. For activities that are likely to generate trips by bicycle, Council will consider whether the site and vehicle access design provides for the safety of cyclists entering and exiting the road network. ***{Trans 753.2}*** v. In assessing the effects on the safety and efficiency of the transport network, Council will consider: 1. the effects of the physical works on safety on the frontage road. 2. the effects of the physical works on congestion on the frontage road. 3. the effects of the physical works on pedestrian and cycle connectivity and safety. 4. the capital and maintenance costs of the physical work. ***{Trans cl.16[10]}*** vi. Council will generally only consider new transportation infrastructure (e.g. traffic signals, roundabouts etc.) as acceptable when there are no other practicable design solutions. ***{Trans cl.16[11]}*** *Potential circumstances that may support a consent application include:* vii. Traffic entering and exiting the site does not cause adverse safety or congestion effects on any frontage road. viii. The vehicle movements generated by the activity do not result in overall traffic volume on any frontage road exceeding the capacity of that road. ix. The frontage road has adequate on-road queuing space.

6.10.2 Assessment of restricted discretionary activities (activities located in zones)		
Activity	Matters of discretion	Guidance on the assessment of resource consents
		x. The activity is located on a frontage road with capacity to absorb the additional vehicle movements associated with the activity. xi. Travel planning interventions are proposed to reduce the number of vehicle movements generated by the activity. xii. Physical works will be used where appropriate (including left in, left out vehicle access; turning bays; traffic signals and roundabouts). ***{Trans cl.16[12]}***
	b. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.2 ii. For activities that are likely to generate a significant number of trips by walking, cycling or public transport: ***{Trans 753.2}*** 1. activities likely to generate trips by cycling have safe access for cyclists into and through the site and secure cycle parking; ***{Trans 753.2 and 764.5}*** 2. activities likely to generate trips by walking have safe access for pedestrians into and through the site; and ***{Trans 159.6}*** 3. activities likely to generate trips by public transportation are located a reasonable walking distance from a frequent public transportation route with safe access for pedestrians from a bus stop to the site (Policy 6.2.2.4). ***{Trans 1080.4}*** iii. ~~Only allow high trip generating activities where the activity will maintain the safety and efficiency of the adjoining road and wider transport network (Policy 6.2.3.8)~~ ***{Trans cl.16 [13]}*** iv. ~~In assessing the effects on the safety and efficiency of the transport network, Council will consider:~~ ***{Trans cl.16}*** 1. ~~the effects of the physical works on safety on the frontage road.~~ ***{Trans cl.16}*** 2. ~~the effects of the physical works on congestion on the frontage road.~~ ***{Trans cl.16}*** 3. ~~the effects of the physical works on pedestrian and cycle connectivity and safety.~~ ***{Trans cl.16}*** 4. ~~the capital and maintenance costs of the physical~~

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
			~~work.~~ ***{Trans cl.16 [14]}*** v. ~~Council will generally only consider new public infrastructure (e.g. traffic signals, roundabouts etc.) as acceptable when there are no other practicable design solutions.~~ ***{Trans cl.16 [15]}*** vi. The assessment of high trip ~~generating activities~~ generators ***{Trans cl.16}*** will consider the findings of an Integrated Transport Assessment (see Special Information Requirements - Rule 6.13.2), including the likely parking demand of the land use activity and the availability of public parking in the vicinity of the site. vii. If the activity contravenes a minimum car parking performance standard or is not subject to a minimum car parking performance standard, Council will also assess the activity against Policy 6.2.2.1, via Rule 6.9.3.6 or Rule 6.10.2.2. ***{Trans cl.16[16]}*** viii. In assessing the appropriateness of the location, Council will consider the road classification of roads where vehicle access is proposed (see Appendix 6A) and, in general, according to that classification, a local road~~s are~~ is not an appropriate location~~s~~ for high trip ~~generating activities~~ generators ***{Trans cl.16}.*** *Potential circumstances that may support a consent application include*: ix. ~~Traffic entering and exiting the site does not cause adverse safety or congestion effects on any frontage road.~~ ***{Trans cl.16[17]}*** x. ~~The vehicle movements generated by the activity do not result in overall traffic volume on any frontage road exceeding the capacity of that road.~~ ***{Trans cl.16[17]}*** xi. There is safe and convenient access to and within the site for pedestrians. xii. ~~The frontage road has adequate on-road queuing space.~~ ***{Trans cl.16[17]}*** xiii. ~~The activity is located on a frontage road with capacity to absorb the additional vehicle movements associated with the activity.~~ ***{Trans cl.16[17]}*** xiv. ~~Travel planning interventions are proposed to reduce the number of vehicle movements generated by the activity.~~ ***{Trans cl.16[17]}***

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
			xv. Provision of facilities for people accessing the site by a variety of travel ~~methods~~ modes ***{Trans 881.19}*** (for example dedicated carpool parking, changing rooms, secure bike storage). xvi. There are frequent public transport services within 200m of the site. xvii. ~~Physical works will be used where appropriate (including left in, left out vehicle access; turning bays; traffic signals and roundabouts).~~ ***{Trans cl.16[17]}*** xviii. Customer or visitor car parking is designed to ensure that vehicles travel at safe speeds within it (for example by using speed bumps and advisory signage).
2.	All RD activities that are linked to section 6.10, that have "effects on accessibility" as a matter of discretion and/or where no minimum parking performance standards is specified including but not limited to the activities listed below ***{Trans cl.16}***	a. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.2 ii. Where parking demand either cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities, the activity will provide ~~car~~ ***{Trans 917.1}*** parking either on or near the site at an amount that is adequate to: 1. ~~avoid excessive pressure on publicly available parking in the vicinity of the site (including on-street parking and off-street facilities);~~ ***{Trans 308.147}*** 2. avoid or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigate adverse effects on the availability of ~~public~~ publicly available ***{Trans 308.147}*** parking in the vicinity of the site (including on-street parking and off-street facilities); and 3. ensure accessibility for ~~(as relevant)~~ ***{Trans cl.16}*** residents, visitors, customers, staff and students (as relevant) ***{Trans cl.16}*** who have limited mobility, including disabled people, the elderly and people travelling with young children (Policy 6.2.2.1). iii. Enable the sharing of car parking areas by different land use activities, where adequate accessibility for all users is maintained (Policy 6.2.2.2). iv. For activities that are likely to generate a significant number of trips by walking, cycling or public transport: ***{Trans 753.2}***

6.10.2 Assessment of restricted discretionary activities (activities located in zones)		
Activity	Matters of discretion	Guidance on the assessment of resource consents
		1. activities likely to generate trips by cycling have safe access for cyclists into and through the site and secure cycle parking; ***{Trans 753.2 and 764.5}*** 2. activities likely to generate trips by walking have safe access for pedestrians into and through the site; and ***{Trans 159.6}*** 3. activities likely to generate trips by public transportation are located a reasonable walking distance from a frequent public transportation route with safe access for pedestrians from a bus stop to the site (Policy 6.2.2.4). ***{Trans 1080.4}*** *Potential circumstances that may support a consent application include:* v. The parking demand likely to be generated by the activity means the proposed number of parking spaces will be sufficient. vi. ~~Although the activity may result in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network.~~ ***{Trans cl.16[18]}***
	~~b. Effects on the safety and efficiency of the transport network~~ ***{Trans cl.16[1]}***	~~*Relevant objectives and policies:*~~ ***{Trans cl.16}*** i. ~~Objective 6.2.3~~ ***{Trans cl.16}*** ii. ~~Land use activities to provide adequate vehicle loading and manoeuvring space to support their operations and to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.3)~~ ***{Trans cl.16}*** iii. ~~The activity provides the amount of car parking space necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not possible, adequately mitigated (Policy 6.2.3.4)~~ ***{Trans cl.16}***

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
~~3.~~	~~RD activities where no minimum vehicle loading performance standard is specified~~ ***{Trans cl.16[19]}***		~~*Relevant objectives and policies:*~~ ***{Trans cl.16}*** i. ~~Objective 6.2.3~~ ***{Trans cl.16}*** ii. ~~Land use activities to provide adequate vehicle loading and manoeuvring space to support their operations and to avoid or, if avoidance is not possible, adequately mitigate adverse effects on the safety and efficiency of the transport network (Policy 6.2.3.3)~~ ***{Trans cl.16}***

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
4.	• Visitor accommodation, including ancillary activities ***{Trans cl.16}*** (residential zones and NEC, NECC) • Supported living facilities (residential zones ~~and neighbourhood centres~~ ***{Trans cl.16[20]}*** • ~~Student Hostels (Campus)~~ ***{MF 308.353[2]}***	a. Effects on accessibility	*Relevant objectives and policies:* i. Objective 6.2.2 ii. Visitor accommodation and supported living facilities are located on sites where customers and residents will have convenient walking access to centres, frequent public transport services, other appropriate transport services, and/or an appropriate range of on-site services or facilities (Policy 6.2.2.3). iii. For activities that are likely to generate a significant number of trips by walking, cycling or public transport: ***{Trans 753.2}*** 1. activities likely to generate trips by cycling have safe access for cyclists into and through the site and secure cycle parking; ***{Trans 753.2 and 764.5}*** 2. activities likely to generate trips by walking have safe access for pedestrians into and through the site; and ***{Trans 159.6}*** 3. activities likely to generate trips by public transportation are located a reasonable walking distance from a frequent public transportation route with safe access for pedestrians from a bus stop to the site (Policy 6.2.2.4). ***{Trans 1080.4}*** *General assessment guidance:* iv. Convenient walking access is to be determined taking into account the anticipated mobility levels of the intended customers or residents of the activity. *Potential circumstances that may support a consent application include:* v. Examples of services and facilities required where supported living facilities are not within walking distance of a centre or frequent public transport services are medical services, personal services such as hairdressers, retail services such as dairies or cafés, and sport and leisure activities.

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
		b. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. ~~Visitor accommodation and supported living facilities~~ Land use activities ***{cl.16}*** provide the amount of ~~car~~ ***{Trans 917.2}*** parking ~~space~~ ***{Trans cl.16}*** necessary to ensure that any overspill parking effects that could adversely affect the safety and efficiency of the transport network are avoided or, if avoidance is not ~~possible~~ practicable ***{PO 908.3 and others}***, adequately mitigated (Policy 6.2.3.4). *Potential circumstances that may support a consent application include:* iii. The parking demand likely to be generated by the activity means the proposed number of parking spaces will be sufficient. iv. Although the activity may result in the need for the parking of vehicles on-street, this is unlikely to result in adverse effects on the safety and/or efficiency of the transport network.
5.	• Early childhood education - small scale (Rec, Res, Campus, commercial and mixed use zones) ***{Trans cl.16[3]}*** • Early childhood education - large scale (Dunedin Hospital, Moana Pool, Otago Museum, Schools, Campus, Wakari Hospital, commercial and mixed use zones) ***{Trans cl.16}*** • Dairies (Residential zone) • ~~(all zones except commercial and mixed use zones)~~ ***{Trans cl.16}***	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. Adequate short-term parking and dropping off and picking up facilities are available, either on-site or on-street, to: 1. allow for people to safely enter or exit vehicles; and 2. maintain the safety and efficiency of the frontage road (Policy 6.2.3.6) *General assessment guidance*: iii. In assessing the safety of short-term parking and dropping off and picking up facilities, Council will consider the speed and volume of traffic and width of the road; and for early childhood education, particular regard will be given to whether children can enter and exit vehicles safely.

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
6.	Emergency services (~~commercial and mixed use zones~~ ***{CP 945.49}*** residential zones ***{CP 945.30}***, ~~industrial zones~~, ***{CP 945.36}*** Taieri Aerodrome)	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. The operational needs of the activity can be met in a way that will ***{PO cl.16}*** maintain the safety and efficiency of the transport network (Policy 6.2.3.7).
8.	All subdivision activities (all zones)	a. Effects on the safety and efficiency of the transport network	*Relevant objectives and policies:* i. Objective 6.2.3 ii. ~~There are no significant~~ ***{Trans 881.72 and 1088.24}*** Adverse effects on the safety and efficiency of the transport network are avoided or, if avoidance is not practicable, adequately mitigated (Policy 6.2.3.9.a). ***{Trans 881.72 and 1088.24}*** iii. Any associated changes to the transportation network will be affordable to the public in the long term. ***{Trans 881.63}*** (Policy ~~6.2.3.14~~ 6.2.3.9.b ***{Trans cl.16}***). *Conditions that may be imposed include:* iv. Easements ~~including on/off-site~~ ***{Trans cl.16}*** for pedestrian and/or ***{Trans cl.16}*** vehicle access either on or off the site ***{Trans cl.16}***. *Design considerations that may support a consent application include:* v. Shared driveways are low speed environments, and where appropriate provide for the storage of rubbish and recycling bins. vi. In the commercial and ***{CMU cl.16}*** mixed use zones ***{Trans cl.16}*** and the industrial zones, connections are proposed to link parking areas and provide vehicle access behind buildings to minimise the need for new vehicle accesses. vii. The location and gradient of any new intersection or access ensures the safety and efficiency of the transport network. viii. The design of any driveways is appropriate with respect to the length and potential number of private units to be served.
9.	Subdivision activities that include a new road	a. Effects on the safety and efficiency	*Relevant objectives and policies:* i. Objective 6.2.3

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
	(all zones) ***{Trans cl.16}***	of the transport network	ii. Policy 2.2.1.11 ***{NH 908.35}*** iii. ~~Subdivisions that involve new roads ensure that the~~ ***{Trans cl.16}*** Roads are designed to: 1. provide for the safe and efficient movement of vehicles, pedestrians and cyclists within the subdivision; and 2. provide adequate connections to surrounding areas and the wider transport network, ***{Trans 881.73}*** particularly for buses, pedestrians, and cyclists; and 3. use materials that provide good urban design outcomes and provide good value with respect to ongoing costs to ratepayers for maintenance if the roads are to be vested in Council (Policy ***{Trans cl.16}*** 6.2.3.12). *General assessment guidance*: iv. In assessing the transport network design, Council will make reference to the Dunedin City Council Code of Subdivision and Development 2010 and/or the most recent NZS 4404. v. In assessing the effects on the safety and efficiency of the transport network, Council will consider any changes to traffic volumes on other parts of the network as a result of the subdivision. *Conditions that may be imposed include:* vi. Easements ~~including on/off-site~~ ***{Trans cl.16}*** for pedestrian and/or ***{Trans cl.16}*** vehicle access either on or off the site ***{Trans cl.16}***. vii. The standard of pedestrian and/or cycle paths required. viii. The standard of street lighting or private access lighting required. *Design considerations that may support a consent application include:* ix. Road networks use a permeable 'grid' network design that connects to surrounding streets and/or enables future connections to un-developed areas, except where this is not possible because of natural features or the surrounding patterns of development. Where cul-de-sacs must be provided, pedestrian and cycling links to surrounding roads are provided, if physically possible. x. The design provides for all parking, loading and access standards to be met.

6.10.2 Assessment of restricted discretionary activities (activities located in zones)			
Activity		Matters of discretion	Guidance on the assessment of resource consents
			xi. Appropriate construction standards, materials, design palettes, and products are employed with consideration of both the on-going maintenance costs to ratepayers and appropriate character and amenity standards. xii. The design provides safe and convenient access for pedestrians and cyclists or other active modes to any public places, including the ~~CMA~~ coast ***{Trans cl.16}***, water bodies or reserves.

[1] **Trans cl.16:** Notified Rule 6.10.2.2.b has been deleted and its contents transferred to new Rule 6.10.2.1.a.iv. This does not change the effect of provisions.
[2] **MF 308.353:** Moved to 6.8A
[3] **Trans cl.16:** Early childhood education is a RD activity in the Campus Zone.
[4] **Trans cl.16:** References to specific activities in specific zones have been replaced with a more general description of the activities the rule applies to. This does not change the effect of provisions.
[5] **Trans cl.16:** Content from notified Rule 6.10.2.2.b has been transferred to new Rule 6.10.2.1.a.iv, in order to avoid repetition. This does not change the effect of provisions.
[6] **Trans cl.16:** Content from notified Rule 6.10.2.3 has been transferred to new Rules 6.10.2.1.a.v, in order to avoid repetition. This does not change the effect of provisions.
[7] **Trans cl.16:** Notified Rule 6.10.2.2.a.vi has been transferred to new Rule 6.10.2.1.a.vii, because it relates to the assessment of 'effects on safety and efficiency of the transport network' rather than 'effects on accessibility'. This does not change the effect of provisions.
[8] **Trans cl.16:** Rule 6.10.2.7 has been moved up the table to give it more prominence, given that it applies to multiple activities. This does not change the effect of provisions.
[9] **Trans cl.16:** The paraphrasing of Policy 6.2.3.8 at Rule 6.10.2.7.a.ii has been amended; the notified paraphrasing did not accurately reflect the contents of the policy. This does not change the effect of provisions.
[10] **Trans cl.16:** Notified Rules 6.10.2.7.b.iii.1-4 have been transferred to new Rules 6.10.2.7.a.v.1-4, because they are relevant to the assessment of "effects on safety and efficiency of the transport network", rather than "effects on accessibility". This does not change the effect of provisions.
[11] **Trans cl.16:** Notified Rule 6.10.2.7.b.v has been transferred to new Rule 6.10.2.7.a.vi, because it is relevant to the assessment of "effects on safety and efficiency of the transport network", rather than "effects on accessibility". This does not change the effect of provisions.
[12] **Trans cl.16:** A number of "potential circumstances that may support a consent application" have been relocated from 6.10.2.7.b to 6.10.2.7.a (to become new Rules 6.10.2.7.a.vii-xii), because they are relevant to the assessment of "effects on safety and efficiency of the transport network" rather than "effects on accessibility". This does not change the effect of provisions.
[13] **Trans cl.16:** Notified Rule 6.10.2.7.b.iii (paraphrasing Policy 6.2.3.8) has been deleted, because this policy is not relevant to 'effects on accessibility'.
[14] **Trans cl.16:** Notified Rules 6.10.2.7.b.iii.1-4 have been transferred to new Rules 6.10.2.7.a.v.1-4, because they are relevant to the assessment of 'effects on safety and efficiency of the transport network', rather than 'effects on accessibility'. This does not change the effect of provisions.
[15] **Trans cl.16:** Notified Rule 6.10.2.7.b.v has been transferred to new Rule 6.10.2.7.a.vi, because it is relevant to the assessment of 'effects on safety and efficiency of the transport network', rather than 'effects on accessibility'. This does not change the effect of provisions.
[16] **Trans cl.16:** The general assessment guidance has also been expanded (via the addition of 6.10.2.7.b.iv) to clarify that activities will be assessed against Policy 6.2.2.1, via other assessment rules, where relevant.

[17] **Trans cl.16:** A number of 'potential circumstances that may support a consent application' have been relocated from 6.10.2.7.b to 6.10.2.7.a (to become new Rules 6.10.2.7.a.vii-xii), because they are relevant to the assessment of 'effects on safety and efficiency of the transport network' rather than 'effects on accessibility'. This does not change the effect of provisions.
[18] **Trans cl.16:** Notified Rule 6.10.2.2.a.vi has been transferred to new Rule 6.10.2.1.a.vii, because it is relevant to the assessment of 'effects on safety and efficiency of the transport network' rather than 'effects on accessibility'. This does not change the effect of provisions.
[19] **Trans cl.16:** Notified Rule 6.10.2.3 has been deleted and its contents transferred to new Rule 6.10.2.1.a.v. This does not change the effect of provisions.
[20] **Trans cl.16:** Not required as supported living facilities are permitted activities in the Neighbourhood Centre Zone.

Note 6.10.2A - General advice ***{Trans 753.2 and 764.5}***

1. For guidance on best practice for cycle facility design see the Auckland Transport *Transport Design Manual.* ***{Trans 753.2 and 764.5}***

Rule 6.11 Assessment of Discretionary Activities

Rule 6.11.1 Introduction

1. Discretionary activities will be assessed in accordance with section 104 and 104B of the RMA meaning Council may grant or refuse the application, and, if granted, may impose conditions.
2. Rules 6.11.2 and 6.11.3 provide guidance on how a consent application for the listed discretionary activities will be assessed, including:
   a. relevant objectives and policies that will be considered as a priority with respect to s104(1)(b)(vi);
   b. potential circumstances that may support a consent application;
   c. general assessment guidance, including any effects that will be considered as a priority; and
   d. conditions that may be imposed.
3. For all land use activities that require consent, all associated development activities will be considered as part of the resource consent even if the development otherwise meets the development performance standards in this Plan. Conditions on development activities may be used to minimise any adverse effects from the land use activity or create mitigating positive effects.

6.11.2 Assessment of discretionary activities in management and major facility zones		
Activity		Guidance on the assessment of resource consents
2.	All ~~other~~ ***{Trans cl.16}*** discretionary activities that are linked to Section 6.11, including but not limited to the activities listed below ***{PO cl. 16}***	*Relevant objectives and policies:* i. Objectives 6.2.2 and ***{Trans 753.2}*** 6.2.3 ii. ~~Only allow land use, development, or subdivision activities that may lead to land use or development, where there are no significant~~ Adverse ***{Trans 881.72 and 1088.24}*** effects on the safety and efficiency of the transport network will be avoided or, if avoidance is not practicable, adequately mitigated ***{Trans 881.72 and 1088.24}*** (Policy 6.2.3.9.a) iii. Any associated changes to the transportation network will be affordable to the public in the long term (Policy 6.2.3.9.b). ***{Trans 881.63}*** iv. Where parking demand either cannot be met by the public parking supply, or would significantly affect the availability of that supply for surrounding activities, the activity will provide parking either on or near the site at an amount that is adequate to: ***{Trans cl.16¹}*** 1. avoid or, if avoidance is not practicable, adequately mitigate adverse effects on the availability of ***{Trans cl.16¹}*** publicly available parking ***{Trans 308.147}*** in the vicinity of the site (including on-street parking and off-street facilities); and ***{Trans cl.16¹}*** 2. ensure accessibility for residents, visitors, customers, staff and students (as relevant) who have limited mobility, including disabled people, the elderly and people travelling with young children (Policy 6.2.2.1). ***{Trans cl.16¹}*** v. For activities that are likely to generate a significant number of trips by walking, cycling or public transport: ***{Trans 753.2}*** 1. activities likely to generate trips by cycling have safe access for cyclists into and through the site and secure cycle parking; ***{Trans 753.2 and 764.5}*** 2. activities likely to generate trips by walking have safe access for pedestrians into and through the site; and ***{Trans 159.6}*** 3. activities likely to generate trips by public transportation are located a reasonable walking distance from a frequent public transportation route with safe access for pedestrians from a bus stop to the site (Policy 6.2.2.4). ***{Trans 1080.4}*** *Potential circumstances that may support a consent application include:* ***{CP 634.39}*** vi. Service stations that include the ancillary sale of food or household consumables provide adequate cycle parking and marked pedestrian access to provide for customers who access the site by walking or cycling. ***{CP 634.39}***

6.11.2 Assessment of discretionary activities in management and major facility zones		
Activity		Guidance on the assessment of resource consents
1. ***{Trans cl.16[2]}***	All ~~high trip generating activities, including the following specific land use activities:~~ high trip generators, which include: ***{Trans 458.4 and others}*** • any activities that generate 250 or more vehicle movements per day ***{Trans 458.4}*** • ~~Schools~~ ***{Trans 458.4 and others}*** • ~~Restaurant - Drive through~~ ***{Trans 458.4 and others}*** • ~~Early childhood education - large scale~~ ***{Trans 308.152}*** • ~~Service stations~~ ***{Trans 634.7}*** • ~~Mining (Quarries)~~ ***{Trans 458.4 and others}***	Same as for Rule 6.10.2.7

[1] **Trans cl.16:** Reference to Policy 6.2.2.1 was omitted from the notified assessment rule. Its addition does not result in a substantive change to provisions.
[2] **Trans cl.16:** Rules have been reordered so that Rule 6.11.2.2 appears above 6.11.2.1. This order is more logical given that Rule 6.11.2.2 applies to all activities, whereas Rule 6.11.2.1 only applies to certain activities. This does not change the effect of provisions.

6.11.3 Assessment of discretionary transportation activities	
Activity	Guidance on the assessment of resource consents

1.	All discretionary transportation activities	*Relevant objectives and policies (priority considerations):* a. ~~In assessing the significance of effects, consideration will be given to:~~ ***{MW cl.16[1]}*** i. ~~Manawhenua values and the relationship between Manawhenua and the natural environment is maintained, including the cultural values and traditions associated with:~~ ***{MW cl.16}*** 1. ~~wāhi tūpuna; and~~ ***{MW cl.16}*** 2. ~~mahika kai (Objective 14.2.1).~~ ***{MW cl.16}*** ii. ~~If located outside a **wāhi tūpuna mapped area**, Kai Tahu may advise the Council if it considers that the granting of the consent would affect the integrity of the broader environment within which the wāhi tūpuna is located, or the linkages between wāhi tūpuna.~~ ***{MW 1071.109}*** b. ~~In assessing activities that are discretionary due to being in an overlay zone, mapped area, in a scheduled site, or affecting a scheduled item, that otherwise require resource consent, the assessment guidance provided in relation to the underlying activity status will also be considered.~~ ***{Trans cl.16[2]}*** c. See Section 9.6 for guidance on the assessment of discretionary resource consents in relation to Objective 9.2.2 and effects related to public health and safety. d. Where in a **ONCC, HNCC or NCC overlay zone**, see Section 10.6 for guidance on the assessment of resource consents in relation to Objective 10.2.3 and effects related to the natural character of the coast. e. Where in a **ONF, ONL or SNL overlay zone**, see Section 10.6 for guidance on the assessment of resource consents in relation to Objective 10.2.5 and effects ~~on~~ related to ***{NatEnv cl.16}*** landscape values. f. ~~See Section 10.6 for guidance on the assessment of discretionary resource consents in relation to Objective 10.2.1 and Objective 2.2.3~~ For activities that may have effects on biodiversity values, see Section 10.6 for guidance on the assessment of resource consents in relation to Objective 10.2.1. ***{NatEnv cl.16[3]}.*** g. For activities adjacent to water bodies and the coast, see section 10.6 for guidance on the assessment of resource consents in relation to Objective 10.2.2. ***{NatEnv 900.38}*** h. Where on **a heritage site** see Section 13.7 for guidance on the assessment of resource consents in relation to objectives 13.2.2 ~~and 13.2.3~~ ***{Trans cl.16}*** and effects on heritage values. i. See section 14.5 for guidance on the assessment of resource consents in relation to Objective 14.2.1 and effects on cultural values of Manawhenua. ***{MW cl.16[1]}***

6.11.3 Assessment of discretionary transportation activities		
Activity		Guidance on the assessment of resource consents
2.	New roads or additions or alterations to existing roads	*Relevant objectives and policies (priority considerations):* a. Objective 6.2.1; 6.2.4 ***{Trans 322.30}*** b. Policy 2.2.1.11 ***{NH 908.35}*** c. ~~Only allow new roads or additions or alterations to existing roads, where:~~ ***{Trans cl.16}*** The road is designed to provide for the needs of all users and to integrate with surrounding land uses ***{Trans 881.58}*** as appropriate for the surrounding environment and **road classification hierarchy mapped area** (Policy 6.2.1.3.a). ***{Trans cl.16}*** d. The location and design of the road: i. minimises as far as practicable ***{PO 906.34 and 308.497}*** adverse effects on surrounding residential or other sensitive activities, including severance effects, changes to drainage patterns, and vibration, noise, glare and fumes from vehicle movements; and ii. maintains or enhances the safety and efficiency of the overall transport network~~; and~~ (Policy 6.2.1.3.b). iii. ~~minimises adverse effects on water bodies or the coast, areas of indigenous vegetation or other areas important for biodiversity, or identified landscape or natural character of the coast values (Policy 6.2.1.3.b).~~ ***{NatEnv 900.142 and others}*** e. ~~Where in a **wāhi tūpuna mapped area**, see Section 14.5 for guidance on the assessment of resource consents in relation to Objective 14.2.1 and effects on the cultural values of Manawhenua.~~ ***{MW cl.16[4]}*** f. Sufficient visibility is available where a vehicle access or road crosses an operational rail network via a level crossing, to maintain the safety of the road and rail users (Policy 6.2.4.6.b) ***{Trans 322.30}*** g. Council will assess whether new roads or additions or alterations to roads provide for the safe and efficient movement of cyclists using the road, considering the road space allocation and design, and based on the anticipated role of the road in any cycle networks ***{Trans 753.2}*** h. In considering the appropriateness of the road design, Council will consider the function of the road, including but not limited to the elements described in Appendix 6A. ***{Trans cl. 16}*** i. Council will require new roads that cross an operational rail network via a level crossing to maintain clear sightlines within the sight line triangles shown in Figure 6B.18 Railway Level Crossing Sight Line Requirements. ***{Trans 322.30}***

6.11.3 Assessment of discretionary transportation activities		
Activity		Guidance on the assessment of resource consents
3.	Passenger transportation hubs	*Relevant objectives and policies (priority considerations):* ***{Trans cl.16}*** a. Objective 6.2.1 b. Passenger transportation hubs are located and designed to: i. allow for convenient connections with other travel ~~methods~~ modes ***{Trans 881.19}***; ii. ensure the safety of users; iii. maintain or enhance the safety and efficiency of the overall transport network; and iv. maintain or enhance the amenity of the surrounding environment (Policy 6.2.1.4). *General assessment guidance:* ***{Trans 753.2}*** c. For off-street passenger transportation hubs, Council will consider whether the site and vehicle access design provide for the safety of cyclists entering and exiting the road network. ***{Trans 753.2}*** d. Council will generally require passenger transportation hubs to provide safe and secure cycle parking facilities ***{Trans 753.2 and 764.5}***
4.	Heliports	*Relevant objectives and policies (priority considerations):* ***{Trans cl.16}*** a. Objective 6.2.1 ***{Trans cl.16}*** b. Heliports are located and designed to: i. ensure the safety of users; ii. maintain the amenity of the surrounding environment; and iii. maintain or enhance the safety and efficiency of the overall transport network (Policy 6.2.1.5). *General assessment guidance:* ***{TA 917.11 and others}*** c. Council will assess the noise effects of helicopter movements in accordance with the standards set out in NZS6807:1994 *Noise Management and Land Use Planning for Helicopter Landing Areas*. ***{TA 917.11 and others}***

[1] **MW cl.16:** As a clause 16 amendment, 6.11.3.1.d has been rewritten to redirect to Section 14.5. This is not a substantive change.
[2] **Trans cl.16:** This assessment guidance is not necessary because no transportation activities are discretionary due to being in an overlay zone etc.
[3] **NatEnv cl.16:** The assessment rule has been amended to provide greater clarity and consistency with other assessment rules. This does not change the effect of provisions.

[4] **MW cl.16:** Given the amendment of Rule 6.11.3.1 to refer to Section 14.5, it is no longer necessary to refer to that section in Rule 6.11.3.2, and the relevant text has therefore been deleted. This is not a substantive change.

Note 6.11A - General advice ***{Trans 753.2 and 764.5}***

1. For guidance on best practice for cycle facility design see the Auckland Transport *Transport Design Manual.* ***{Trans 753.2 and 764.5}***

Rule 6.12 Assessment of Non-complying Activities

Rule 6.12.1 Introduction

1. Non-complying activities will be assessed in accordance with section 104, 104B and 104D of the RMA meaning Council may grant or refuse the application, and, if granted, may impose conditions.
2. Rules 6.12.2 - 6.12.3 provide guidance on how a consent application for the listed non-complying activities will be assessed, including:
   a. relevant objectives and policies that will be considered as a priority with respect to s104(1)(b)(vi); and
   b. general assessment guidance, including any effects that will be considered as a priority.

6.12.2 Assessment of ~~all~~ *{Trans cl.16}* non-complying activities <u>located in management zone or major facility zone sections</u> *{Trans cl.16}*	
Activity	Guidance on the assessment of resource consents
1. All non-complying activities <u>that are linked to Section 6.12, including but not limited to the activities listed below</u> ***{PO cl. 16}***	*Relevant objectives and policies (priority considerations):* a. Objectives 6.2.2, 6.2.3, 6.2.4 *General assessment guidance:* b. In assessing the significance of effects, consideration will be given to: i. both short and long term effects, including effects in combination with other activities; and ii. the potential for cumulative adverse effects arising from similar activities occurring as a result of precedent being set by the granting of a resource consent. c. ~~In assessing activities that are non-complying due to being in an overlay zone, mapped area, in a scheduled site, or affecting a scheduled item, that otherwise require resource consent, the assessment guidance provided in relation to the underlying activity status will also be considered.~~ ***{Trans cl.16[1]}***
<u>2.</u> <u>All high trip generators, which include:</u> <u>• any activities that generate 250 or more vehicle movements per day</u> ***{Trans cl.16[2]}***	<u>Same as for Rule 6.10.2.7</u> ***{Trans cl.16}***

[1] **Trans cl.16:** This text has been deleted because it is not relevant to the activities that this rule applies to. This does not change the effects of provisions.
[2] **Trans cl.16:** This assessment rule has been added to provide a cross-reference to relevant provisions in the transportation section. This cross-reference is required to link activities covered by the notified definition of 'high trip generating activities' with provisions relevant to the assessment of these activities. This does not change the effect of provisions.

6.12.3 Assessment of non-complying performance standard contraventions		
Activity		Guidance on the assessment of resource consents
1.	In a **primary pedestrian street frontage mapped area**: • Access to loading areas (Rule 6.6.2.5.b)	*Relevant objectives and policies (priority considerations):* a. Objective 6.2.4 b. Adverse effects on pedestrian safety and ease of movement would be insignificant (Policy 6.2.4.3).

Rule 6.13 Special Information Requirements

6.13.1 Parking demand information

When land use activities do not meet performance standards for minimum car parking, Council may require ~~that~~ ***{Trans cl.16}*** the following information, to demonstrate the likely parking demand of the activity and potential effects of that demand on publicly available parking near the site:

a. Current usage rates (% usage) of all publicly available on- and off-street parking spaces within 250m of the site.

b. The accessibility of the site ~~in terms of~~ by ***{Trans cl.16}*** public transport, and for ***{Trans cl.16}*** cyclists and pedestrians.

c. The predicted transport behaviour of users of the activity, including the numbers of ~~users who will~~ people predicted to ***{Trans cl.16}*** access the activity by private vehicle, carpool, public transport, cycle or foot.

d. Details of ~~and~~ ***{Trans cl.16}*** any travel plan provided by the applicant, ~~which sets~~ setting ***{Trans cl.16}*** out targets for increased proportions of users accessing the activity by carpool, public transport, cycle or foot, and a detailed implementation plan for actions to achieve those targets.

6.13.2 Integrated transport assessment

Council will generally require ~~Resource consent applications for all high trip generating activities must include~~ an Integrated Transport Assessment (ITA) for applications for high trip generators ~~unless, having considered the specific circumstances of the activity and site, Council determines that an ITA is unnecessary~~ ***{Trans 458.4}***. The information requirements for an ITA are set out in the table below. The level of detail and analysis provided in each section of the ITA should reflect the scale and complexity of the proposed activity and the context of the site and its surrounding environment.

Item	Details to be included
Description of baseline conditions	Description of the site's existing characteristics, any existing land use(s), the trip generation of existing land use(s), the existing transport environment including transport networks, safety, vehicle parking, accessibility by public transport, cycle and foot.
Description of the proposal	Description of the proposed land use, proposed vehicle and pedestrian access arrangements, proposed vehicle parking, proposed vehicle loading, proposed cycle parking, any other facilities proposed to improve access by any transport mode.
Travel characteristics	Estimated trip generation for all modes.
Planned transportation ***{PO cl.16}*** infrastructure changes	Description of any planned upgrades to the transport network near the site that may be relevant to the activity.
Accessibility of the activity	Explanation of how accessible the activity will be for each mode, including the following information: • How will the predicted demand for vehicle parking, vehicle loading, pedestrians and cycle parking be met? What facilities will there be on or near the site for users of each mode? • How safe will it be for each mode to access the site? • What facilities will be provided on-site for pedestrians to safely walk within the site ? • Details of the demand predicted to be placed on public vehicle and cycle parking facilities (on- and off-street), and an assessment of the capacity of public facilities to absorb that demand.
Assessment of effects on accessibility and on the safety and efficiency of the ***{Trans cl.16}*** transport network	Explanation of how the activity will support Objective 6.2.2 and relevant associated policies, in relation to the accessibility of the land use activity by a range of travel modes. Explanation of how the activity will support Objective 6.2.3 and Policy 6.2.3.8, in relation to effects on the safety and efficiency of the transport network for all modes.
Mitigation and options to influence travel choice	Description of measures that are proposed to mitigate effects on accessibility, safety and effects on the transport network.
Summary	Summary of the main aspects of the transport assessment.

Appendices

Appendix 6A. Road Classification Hierarchy

6A.1 Description of the Road Classification Hierarchy

The Road Classification Hierarchy is used to distinguish roads into categories, as some of the rules in the District Plan only apply to some of the roads in a particular category.

The classification reflects not only the transport function of a road but also the place function or its contribution to the surrounding environment, taking into account the surrounding land use, and the role the road plays in contributing to the amenity values, identity and public space of the adjoining area.

6A.2 Road Classification

Classification	Description
Motorway	Any ~~New Zealand~~ NZ Transport Agency classified motorway. High speed routes where movement of motorised vehicles ***{Trans cl.16}*** is the sole purpose. Pedestrians and cyclists are generally prohibited and property access is limited and controlled.
Strategic	High capacity roads (including state highways) that form part of the national and/or regional network. A strategic road provides ~~They provided~~ through movement for freight, tourists and vehicular traffic; and connect main centres, outlying settlements and goods to markets ***{Trans cl.16}***. A ~~S~~strategic roads ~~are~~ is constructed and managed to a high standards ~~to ensure they~~ it operates safely and efficiently ***{Trans cl.16}***. In urban areas, these roads ~~may~~ also support local transport, various ~~methods~~ modes ***{Trans cl.16}*** of transport and a mixed land use environment. Provision ~~will be~~ is ***{Trans cl.16}*** made for pedestrians in urban areas, and where provided, cycle facilities should be physically separated from traffic. Public transport ~~may~~ operates on these roads but stops ~~may be~~ are ***{Trans cl.16}*** limited.
Arterial	Roads that connect, distribute and collect within and between residential, rural, commercial and industrial areas~~;~~ as well as providing ~~property access~~ access to properties ***{Trans cl.16}***. In urban areas, these roads ~~may~~ ***{Trans cl.16}*** support a range of travel ~~methods~~ modes ***{Trans 881.19}*** including frequent public transport services and considerable pedestrian and cycle activity. ~~On-street parking may be limited in favour of providing for public transport and cyclists~~ On an arterial road, it may be appropriate to prioritise road space allocation/road design to support safe cycling and/or public transportation. This can result in less space for on-street parking ***{Trans 452.6 and others}***. In rural areas, ~~arterials may~~ an arterial road carr~~y~~ies ***{Trans cl.16}*** moderate volumes ***{Trans cl.16}*** of general traffic, including a higher percentage of heavy vehicles serving key sites of primary industry. ~~They~~ Although it may also support some residential development, ~~however, it is inappropriate that arterials in rural~~ an arterial road in a rural area is not expected to meet the same standards that apply in ~~the~~ urban ~~context~~ areas ***{Trans cl.16}*** such as kerb and channel gutters and street lighting.

Classification	Description
Urban High Density Corridor	A ~~H~~high use arterial road in ~~an increasingly~~ a densely developed~~, high place~~ ***{Trans cl.16}*** environment. These corridors typically support a combination of moderate to high traffic volumes~~;~~, ***{Trans cl.16}*** moderate to high pedestrian volumes~~;~~, ***{Trans cl.16}*** frequent bus services~~;~~, ***{Trans cl.16}*** ~~the Strategic Cycle Network;~~ cycling, ***{Trans 452.6}*** freight movements~~;~~, ***{Trans cl.16}*** medium density residential land use~~;~~, ***{Trans cl.16}*** and commercial or tertiary education activity. Through traffic ~~must~~ should ***{Trans cl.16}*** be catered for, however it is expected that the form and speed of the corridor will evolve to support the integration of the transport corridor function with adjacent land use. On-street parking ~~will~~ is generally ~~be~~ provided where space allows, but priority ~~will be~~ is given to public transport~~,~~ and to cycle and pedestrian infrastructure over parking, ***{Trans cl.16}*** where space is limited.
Commercial Centre Streets	Roads located within ~~Principe, Suburban, Destination, Neighbourhood and rural activity centres as well as our CBD and Warehouse Precinct zone~~ the Central Business District and centres zones, the CBD edge mixed use zones and other commercial zones ***{Trans cl.16}***. It is expected that the form of these streets will evolve to support a complementary integration of the transport corridor function with adjacent land use. The design elements of these streets ~~will be more~~ should be ***{Trans cl.16}*** conducive to a high level of pedestrian activity~~,~~; and to ***{Trans cl.16}*** supporting active frontages and high-quality public spaces. The highest level of safety, connectivity, accessibility and amenity for pedestrians, cyclists and public transport users should be provided on these streets. Where parking is provided in urban areas, it ~~will~~ should ***{Trans cl.16}*** increasingly be provided off- street rather than on-street, and toward the periphery of the centre or zone ***{Trans cl.16}***.
Collector	Roads in local neighbourhoods that collect and distribute local traffic. A collector road provides a local through movement function as well as access to ~~property~~ properties ***{Trans cl.16}***. In urban areas, a collector road ~~may~~ supports some public transport services, ***{Trans cl.16}*** with frequent stopping points. Considerable pedestrian and cycle activity ~~should be~~ is expected, ~~hence~~ so the road layout should be ~~designated~~ designed ***{Trans cl.16}*** to discourage speed.
Local	Roads that are not intended to act as main through routes for motorised vehicle traffic but primarily provide~~s~~ for ~~property~~ access to properties ***{Trans cl.16}***. These roads can be different in nature depending on the land use environments they serve. In residential environments, layout and design discourages speed as the intention is to provide an environment that supports safe and balanced ***{Trans cl.16}*** access for cars, pedestrians and cyclists. ~~Some~~ A local road~~s~~ ***{Trans cl.16}*** may support bus routes.
Industrial	Roads ~~whose~~ that have a ***{MF cl.16}*** primary role ~~is to~~ of provid~~e~~ing ***{MF cl.16}*** access to ~~significant~~ ***{Trans cl.16}*** industrial sites. Sufficient width needs to be maintained for the manoeuvring of larger and heavier vehicles. Footpaths and on-street parking ~~will~~ are generally ~~be~~ provided, but where necessary, space ~~will~~ should ***{Trans cl.16}*** be prioritised for the manoeuvring needs of heavy vehicles. Speeds ~~may be~~ are managed to a level consistent with safe on-street manoeuvring, and ~~height~~ high levels of ~~property~~ access to properties ***{Trans cl.16}*** for heavy vehicles should be provided. Parking ~~will~~ should ***{Trans cl.16}*** generally be controlled to serve the primary purpose of industrial access. ~~Some~~ An ***{Trans cl.16}*** industrial road may support alternative cycle routes.

Appendix 6B. Transportation Figures {Was "Rule 6.14 Transportation Figures" - Trans cl.16}

Figure 6B.1 On-site car parking dimensions {Was "Figure 6.14A" - Trans cl.16}

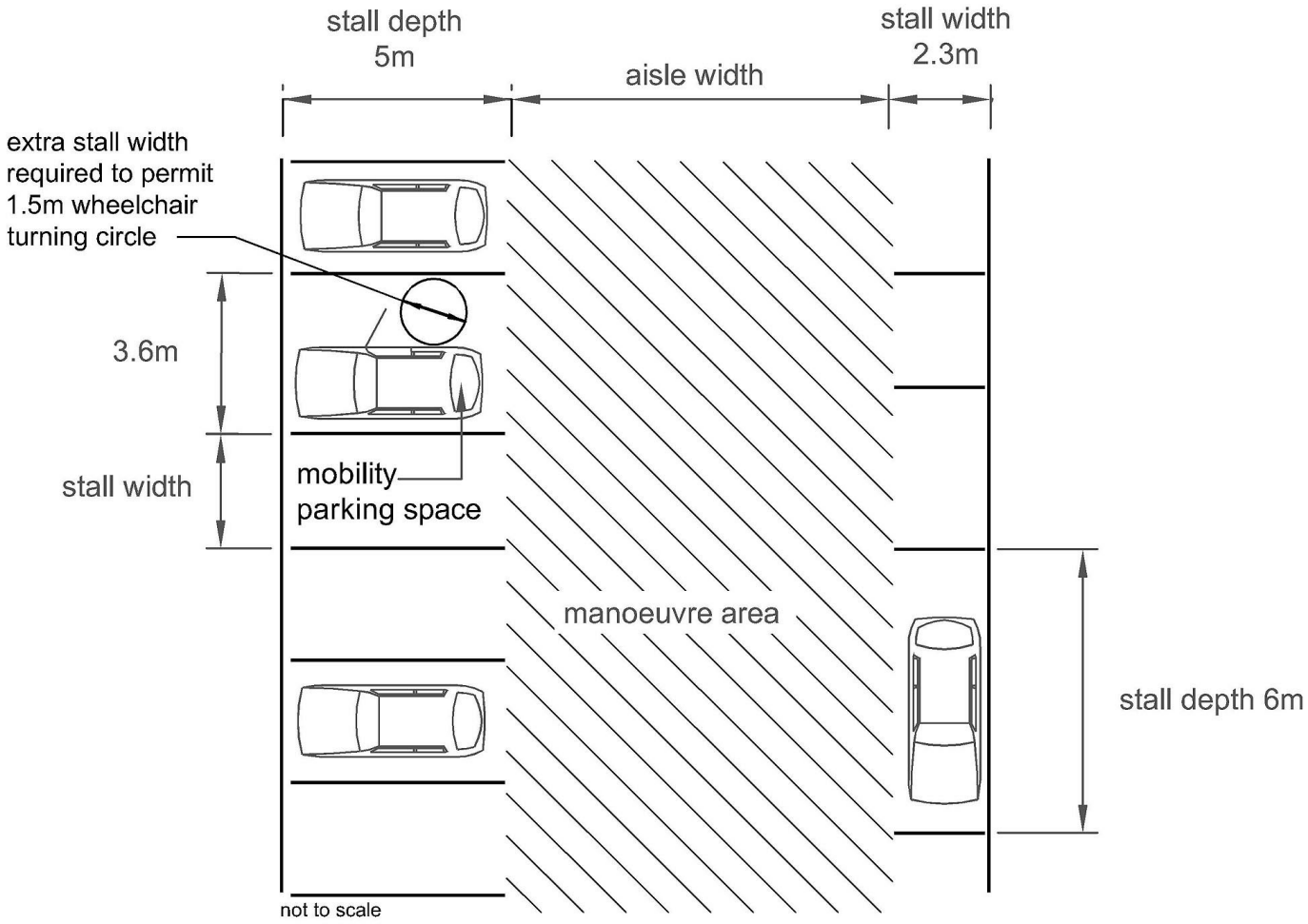


Figure 6B.2 Typical parking layout 85th percentile vehicles {Was "Figure 6.14B" - Trans cl.16}

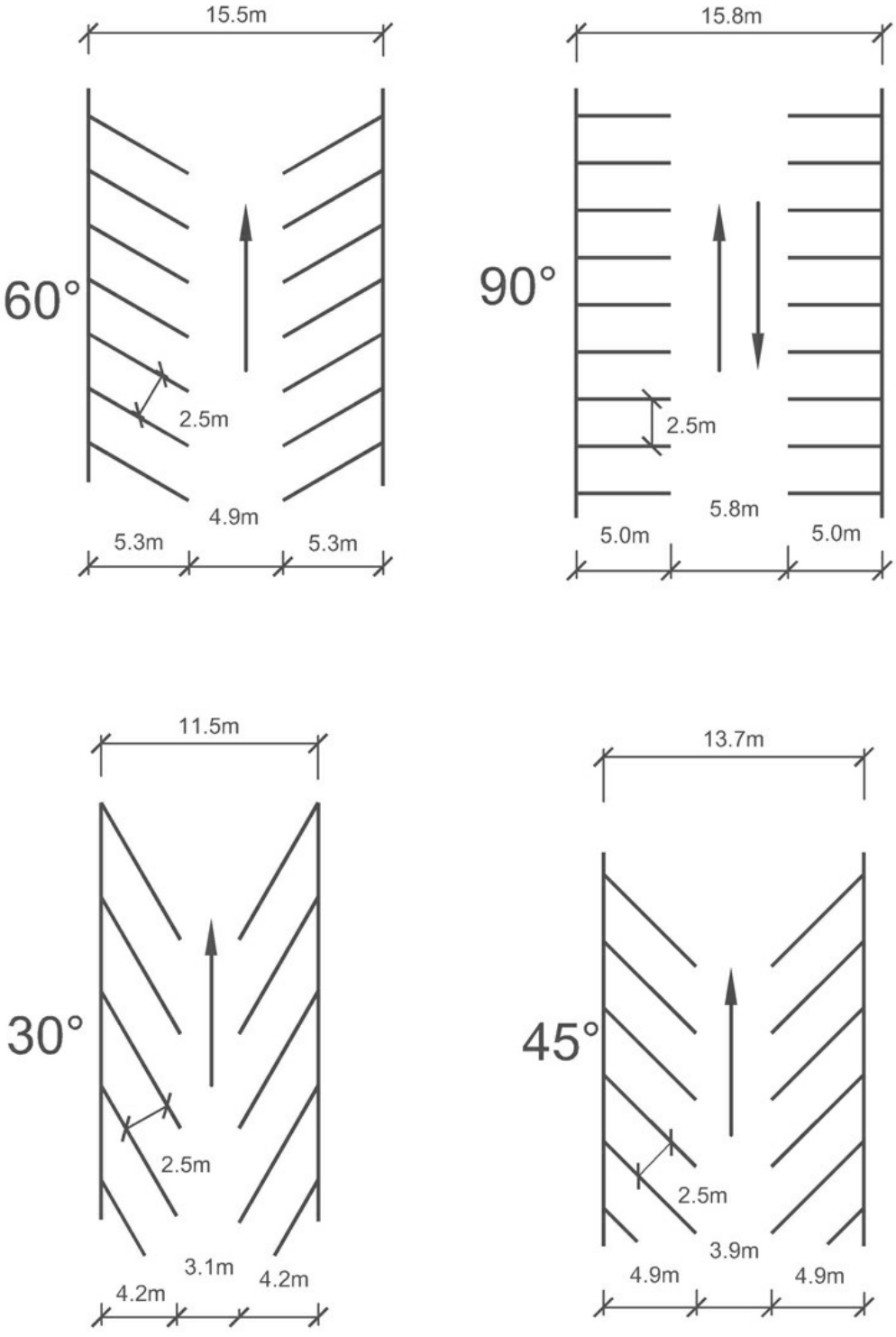


Figure 6B.3 Typical parking layout 99th percentile vehicles {Was "Figure 6.14C" - Trans cl.16}

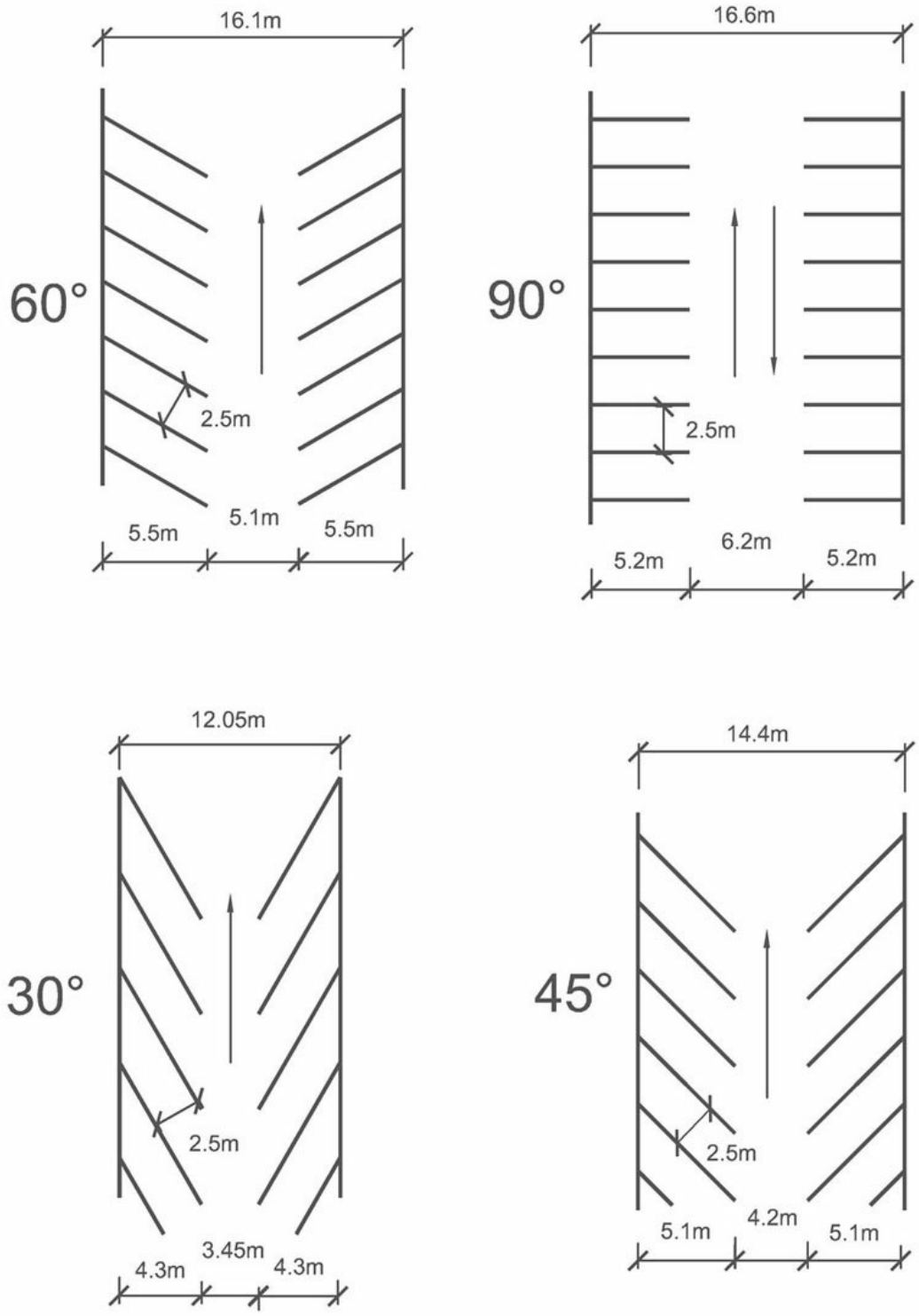


Figure 6B.4 Minimum separation distance between residential unit and vehicle access {Was "Figure 6.14D" - Trans cl.16}

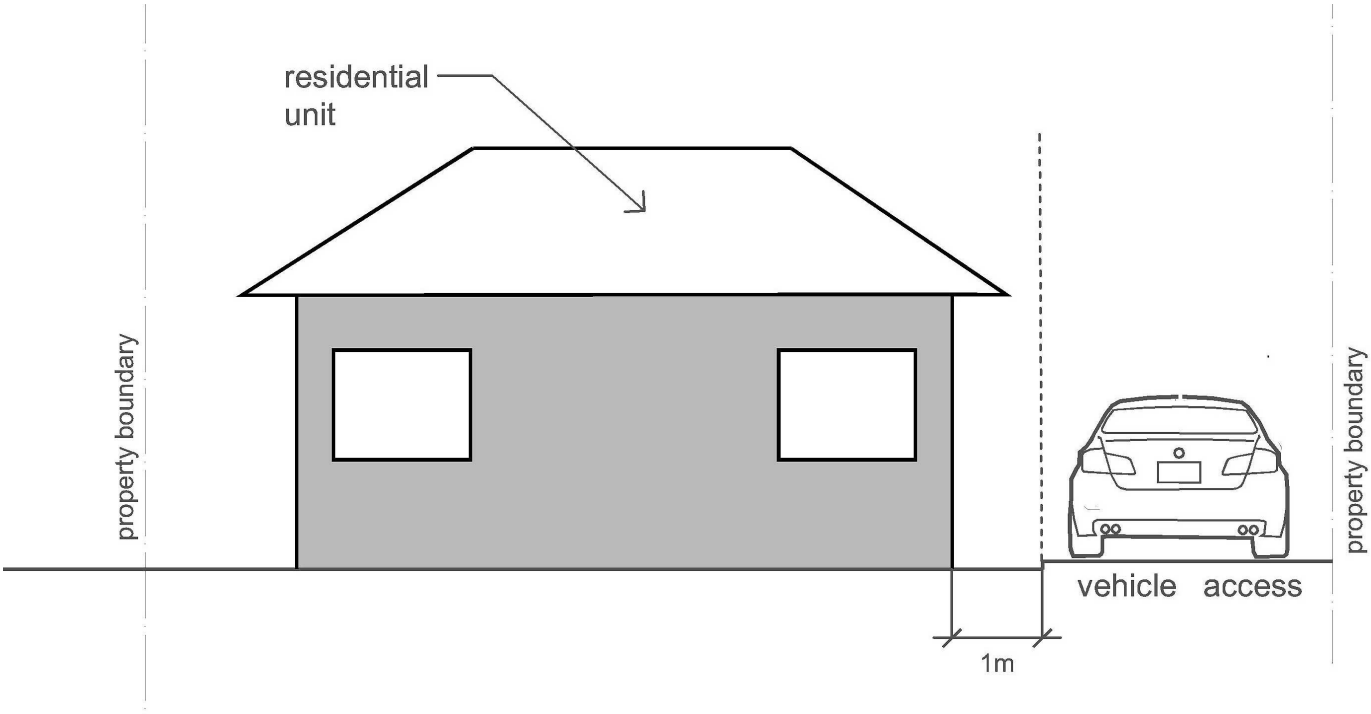
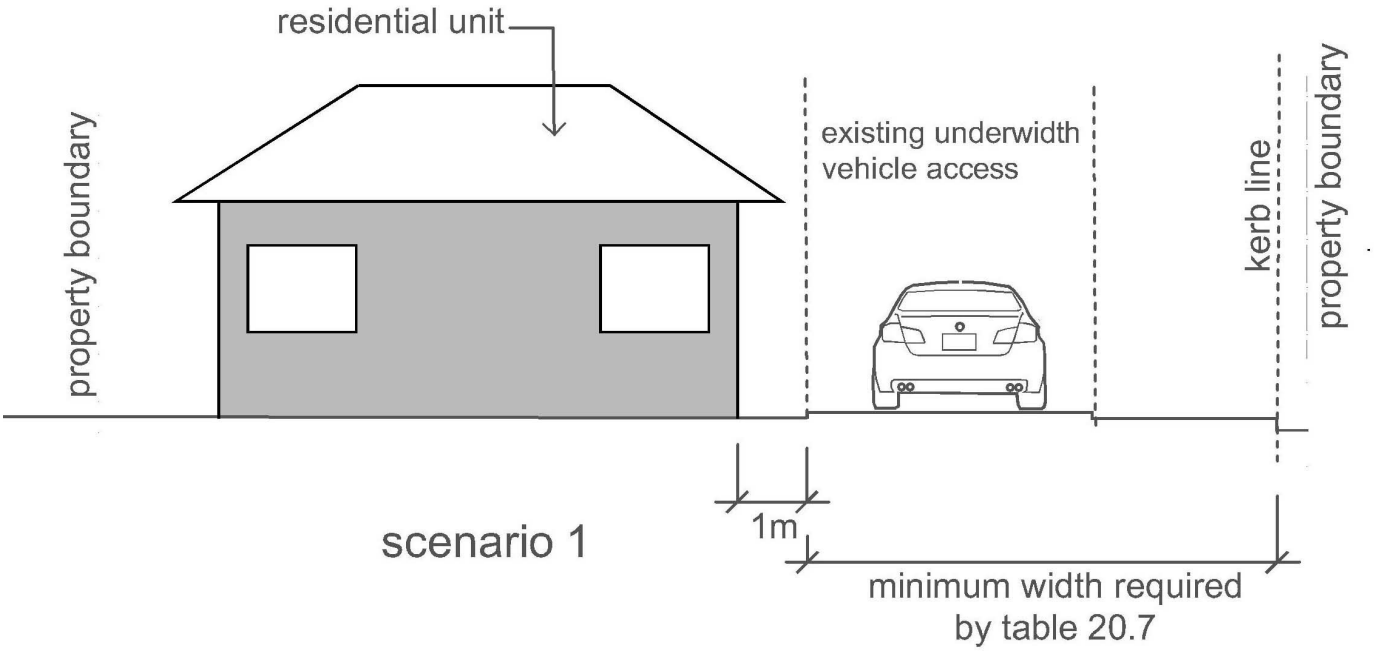


Figure 6B.5 Minimum separation distance between new residential unit and existing under-width vehicle access: possible scenarios {Was "Figure 6.14E" - Trans cl.16}



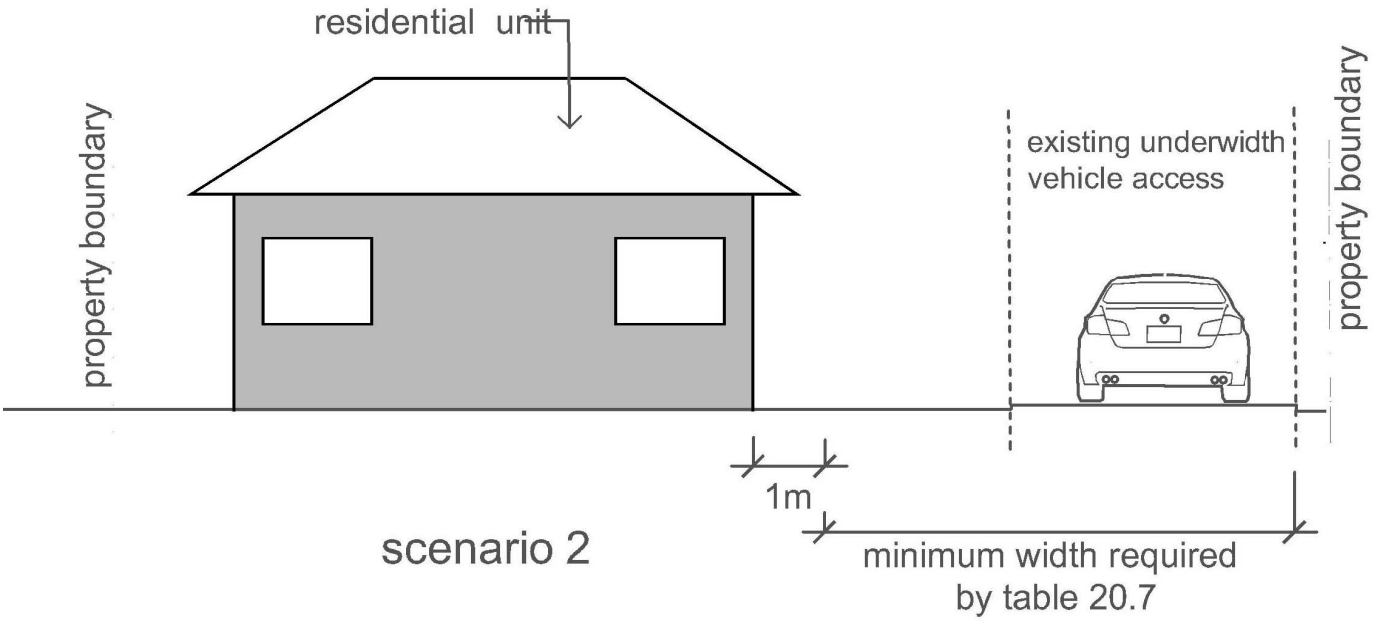


Figure 6B.6 99th percentile vehicle dimensions {Was "Figure 6.14F" - Trans cl.16}

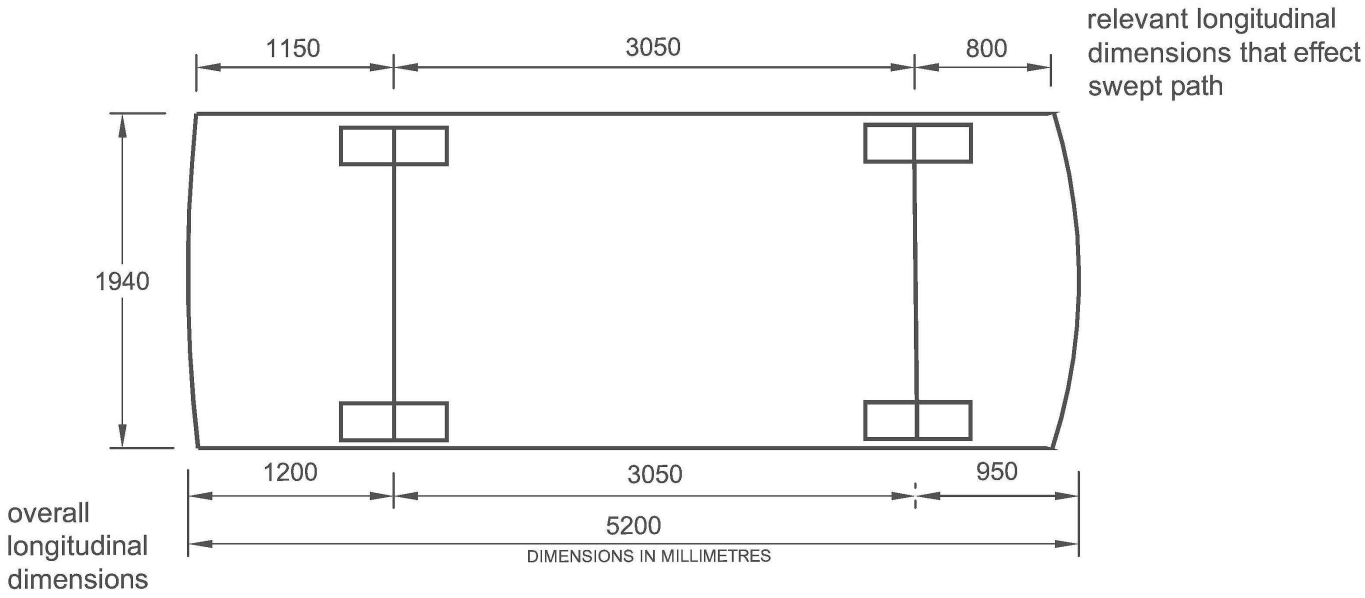
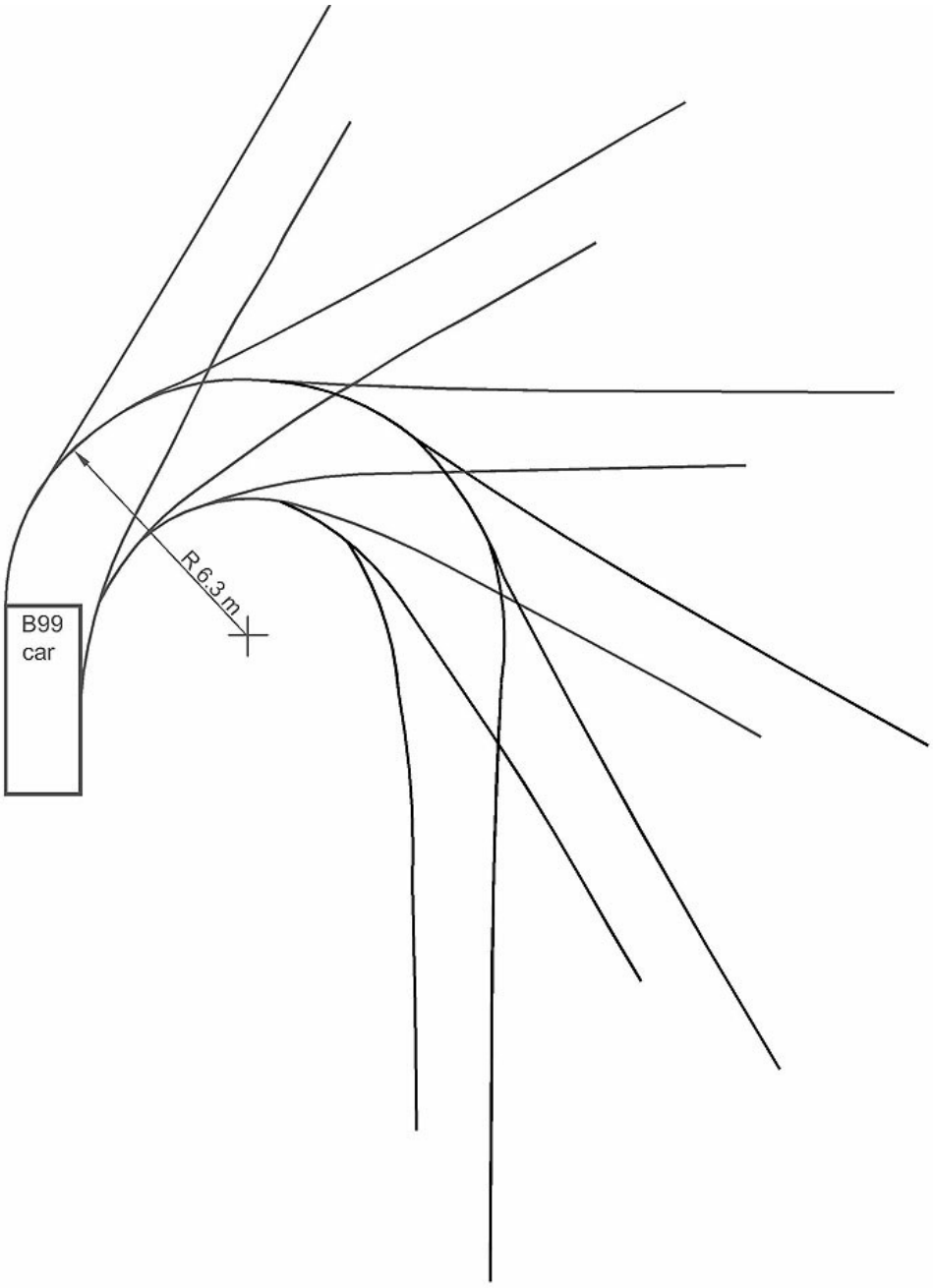


Figure 6B.7 99th percentile vehicle turning circle {Was "Figure 6.14G" - Trans cl.16}



LEGEND:

= Denotes the B99 base dimension swept path

Recommended clearances (300mm) must be added to each side of the tracking curve
NOTE: This is minimum radius turn for a B99 vehicle

Figure 6B.8 85th percentile vehicle dimensions {Was "Figure 6.14H" - Trans cl.16}

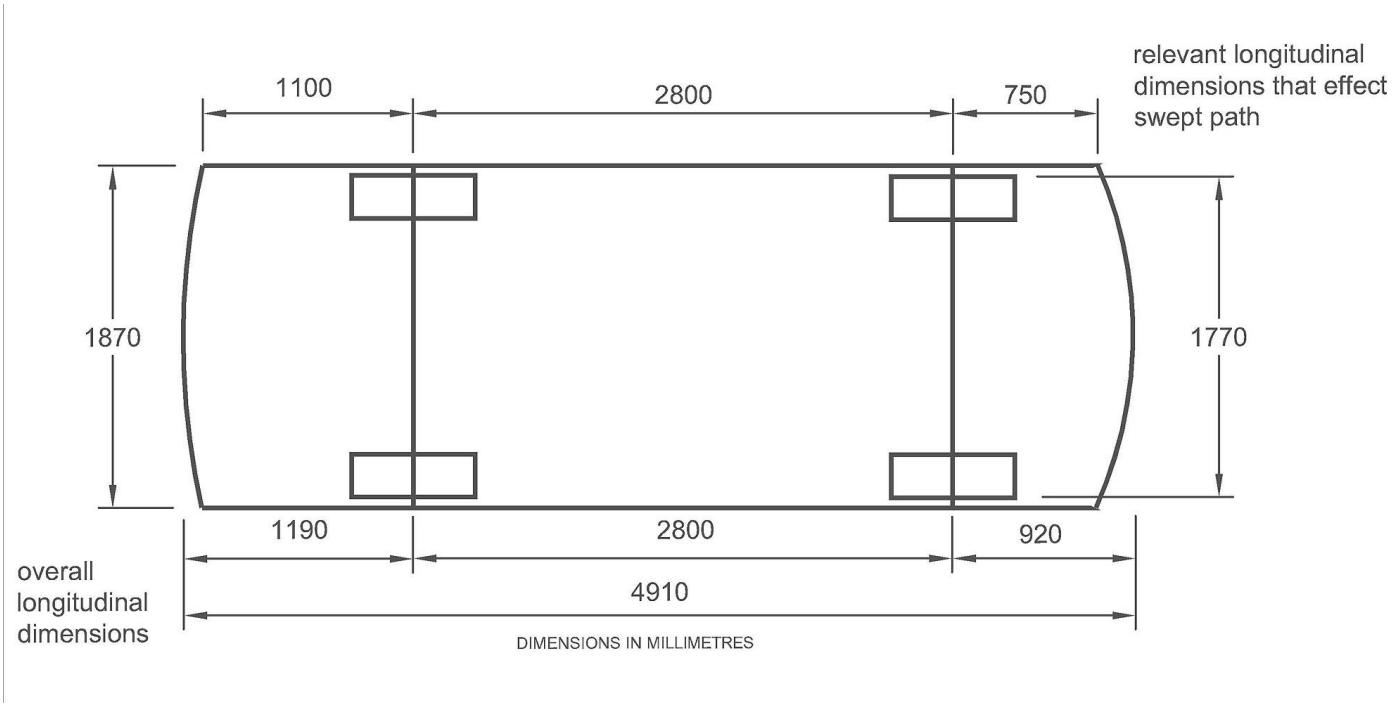
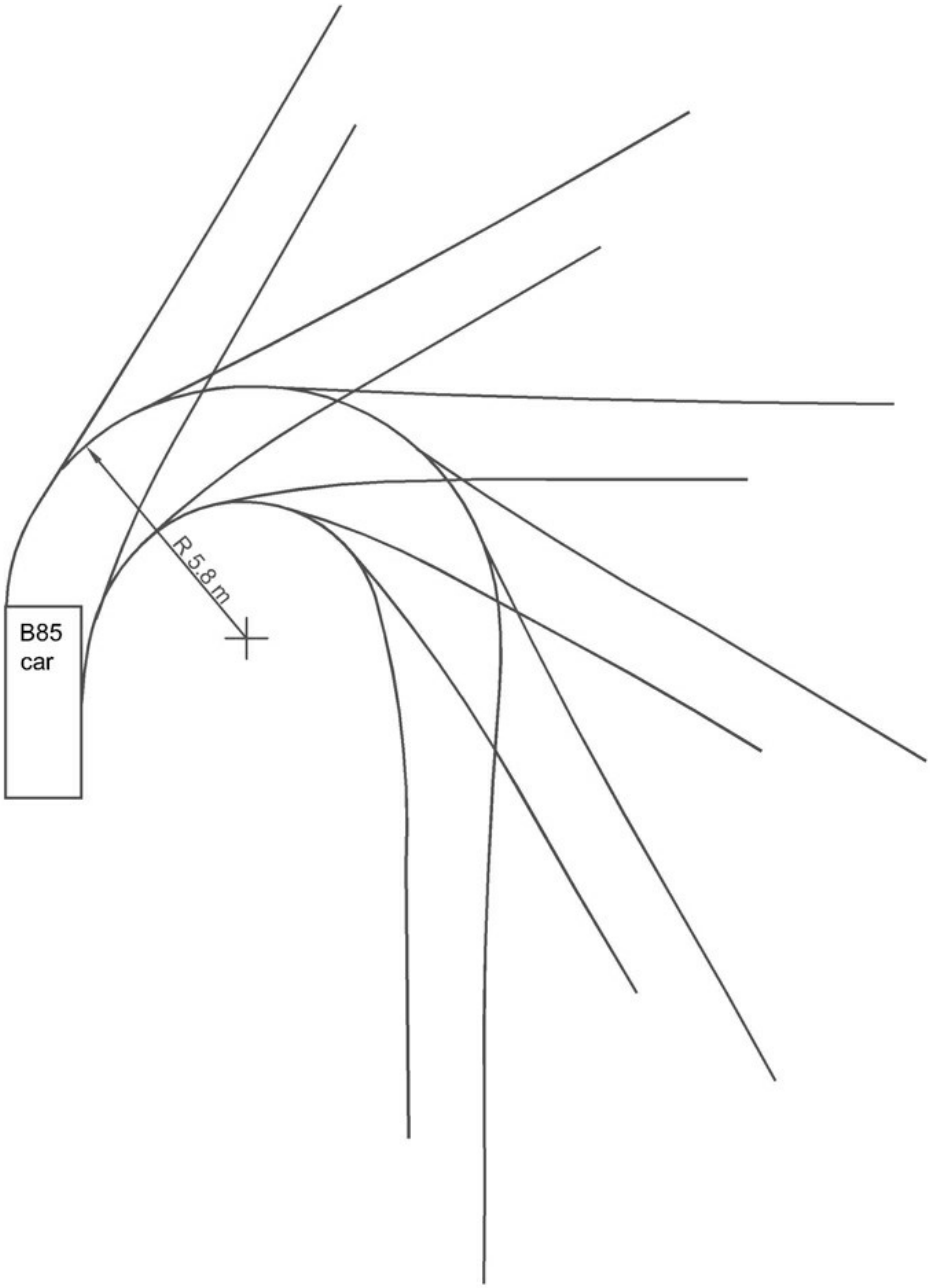


Figure 6B.9 85th percentile vehicle turning circle {Was "Figure 6.14I" - Trans cl.16}



LEGEND:

= Denotes the B85 base dimension swept path

Recommended clearances (300mm) must be added to each side of the tracking curve
NOTE: This is minimum radius turn for a B85 vehicle

Figure 6B.10 8m rigid truck turning circle {Was "Figure 6.14J" - Trans cl.16}

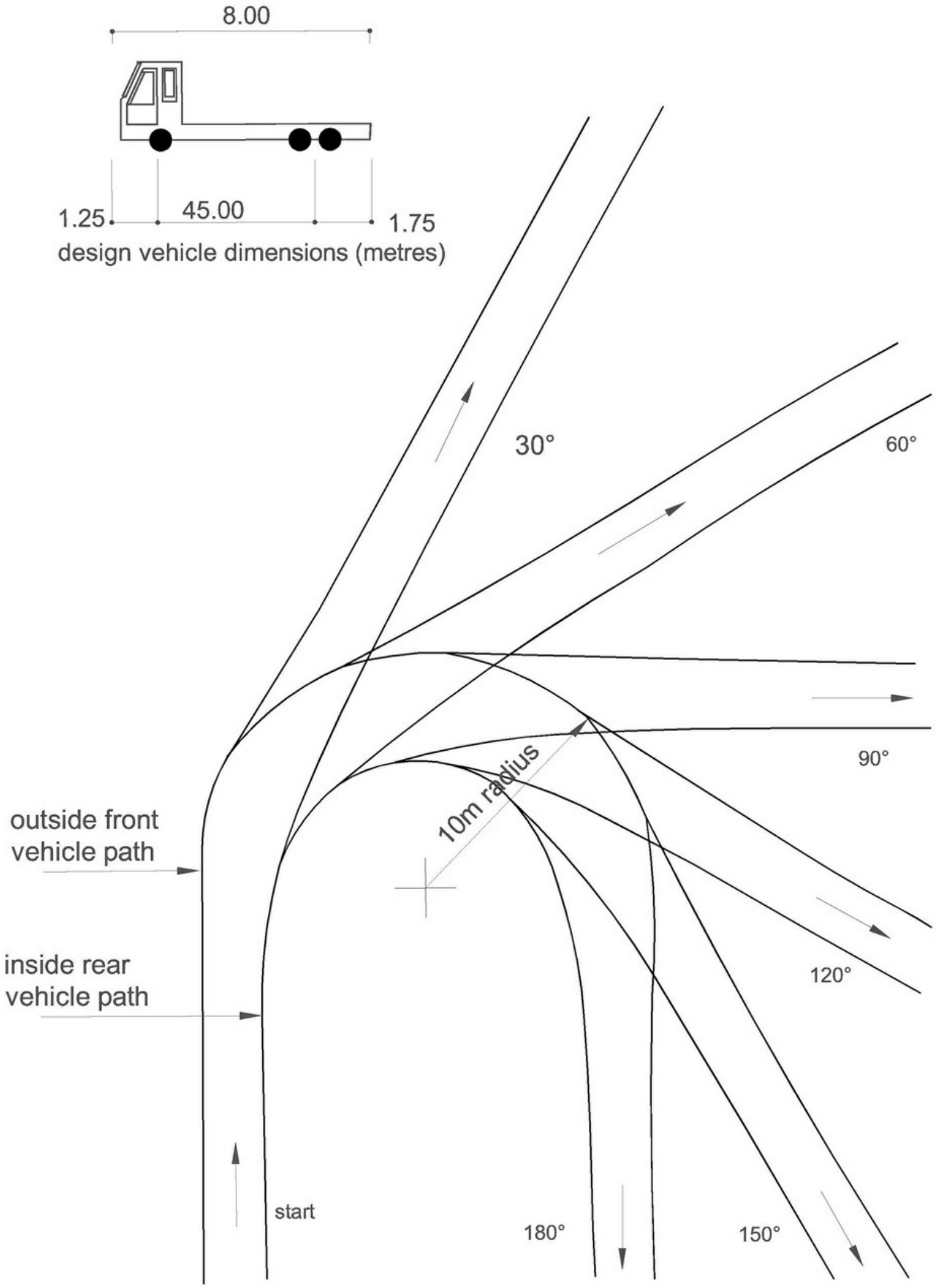


Figure 6B.11 B-train truck turning circle {Was "Figure 6.14K" - Trans cl.16}

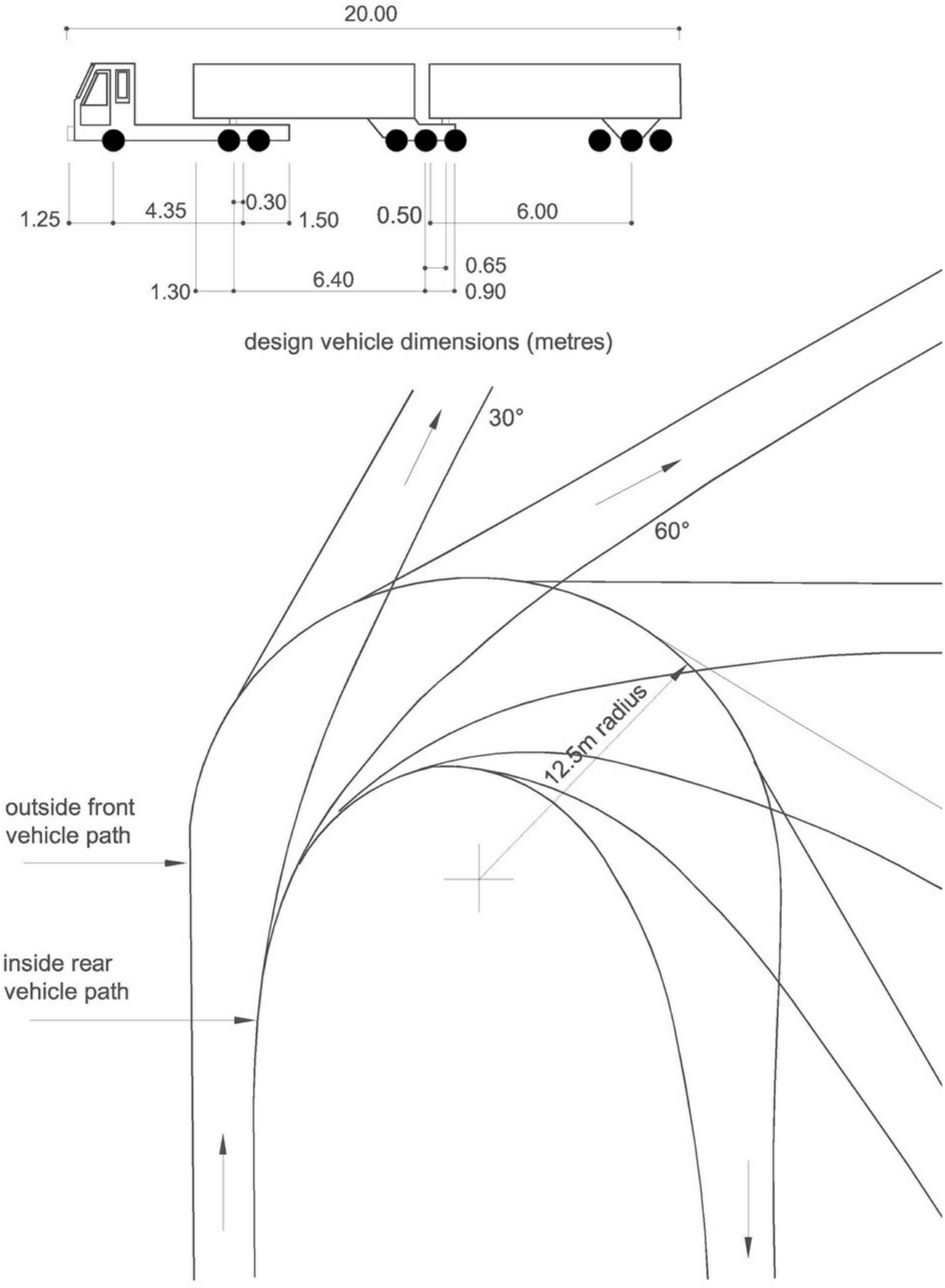


Figure 6B.12 Coach turning circle {Was "Figure 6.14L" - Trans cl.16}

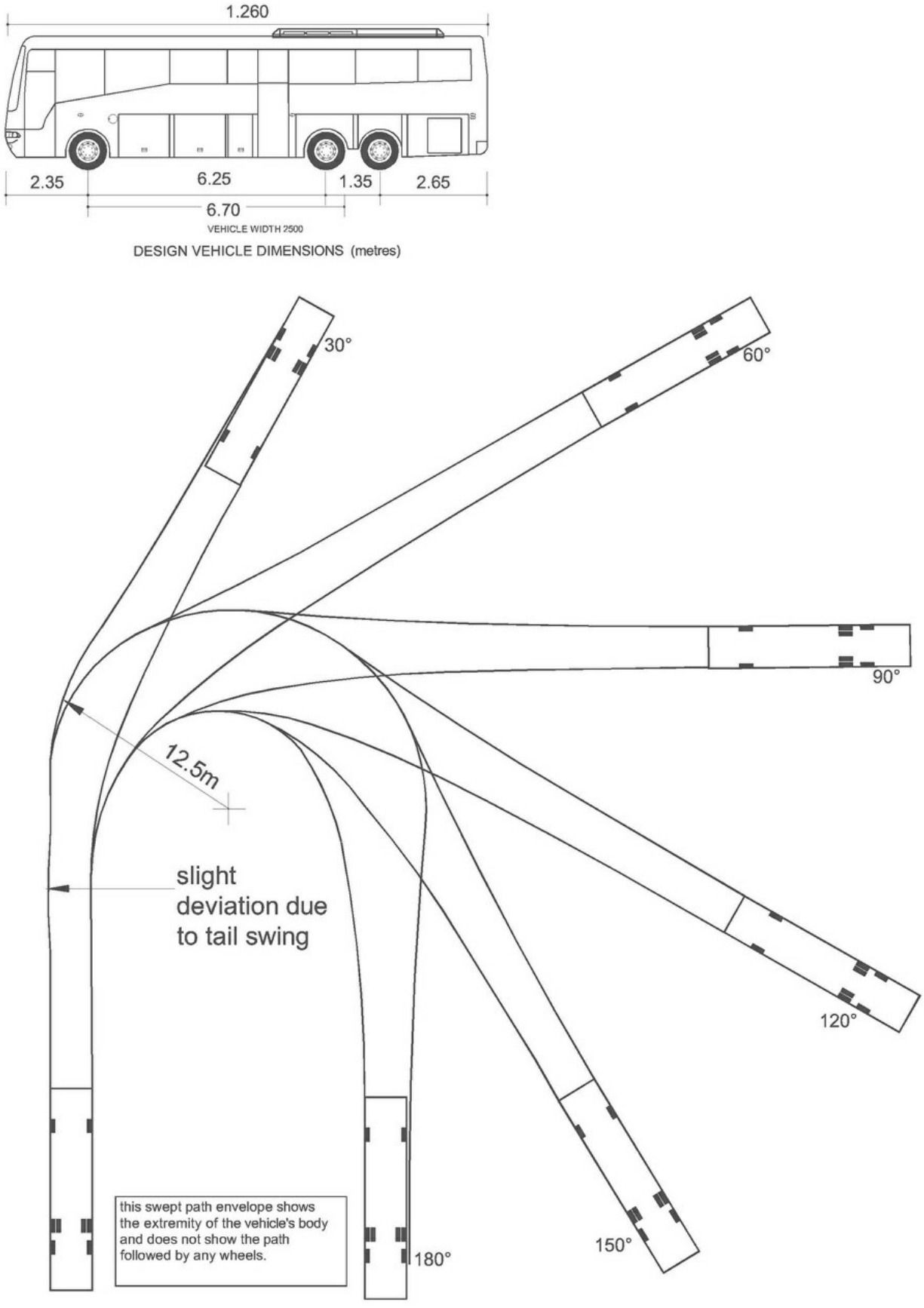
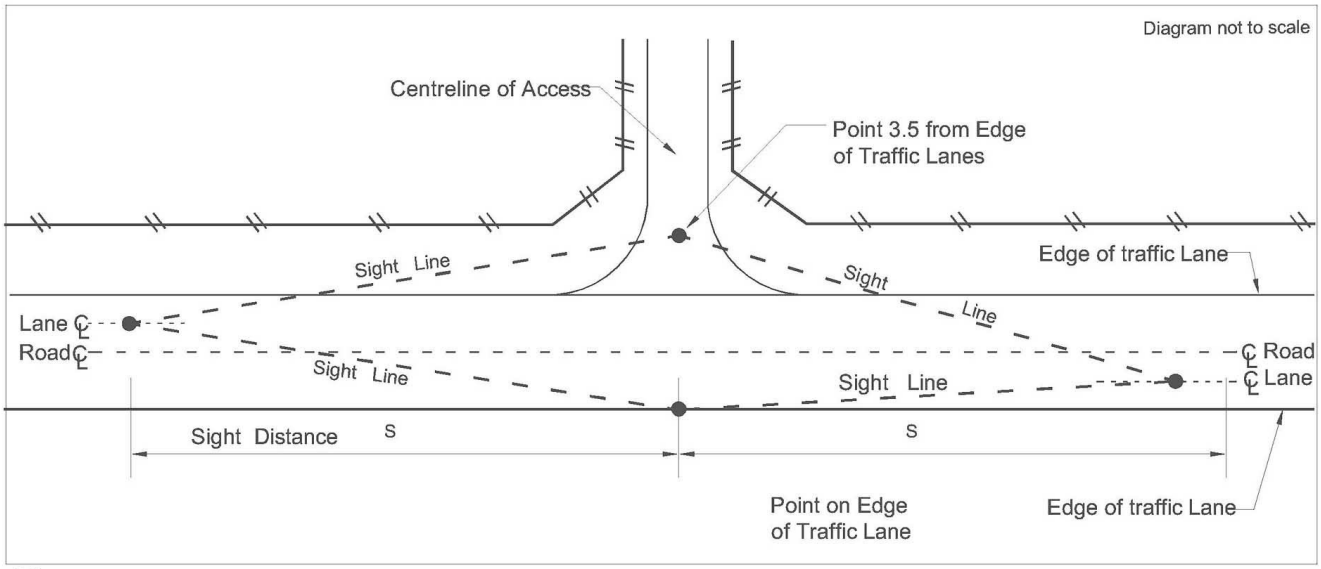


Figure 6B.13 Method for determining sight distance {Was "Figure 6.14M" - Trans cl.16}

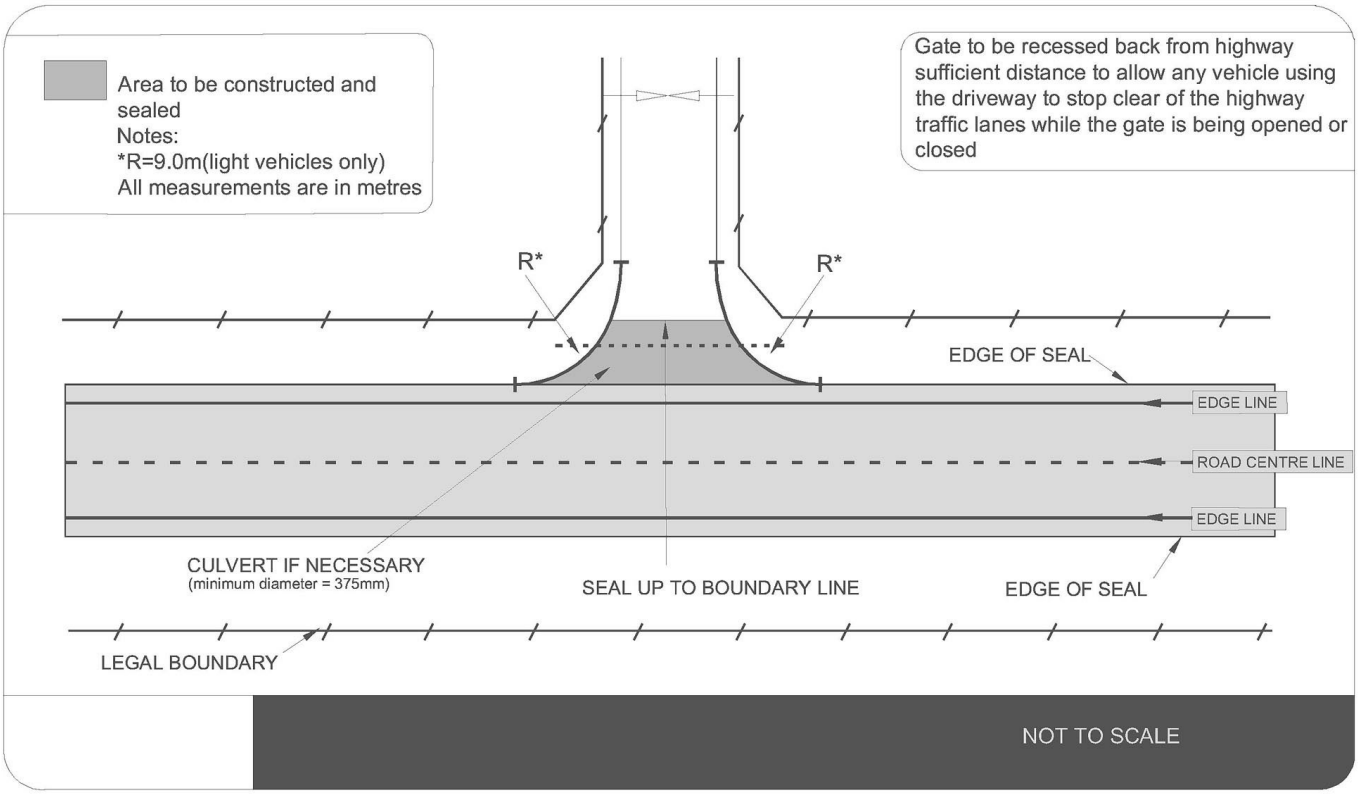
Method to Determine Sight Distance at Property Accesses



Notes:

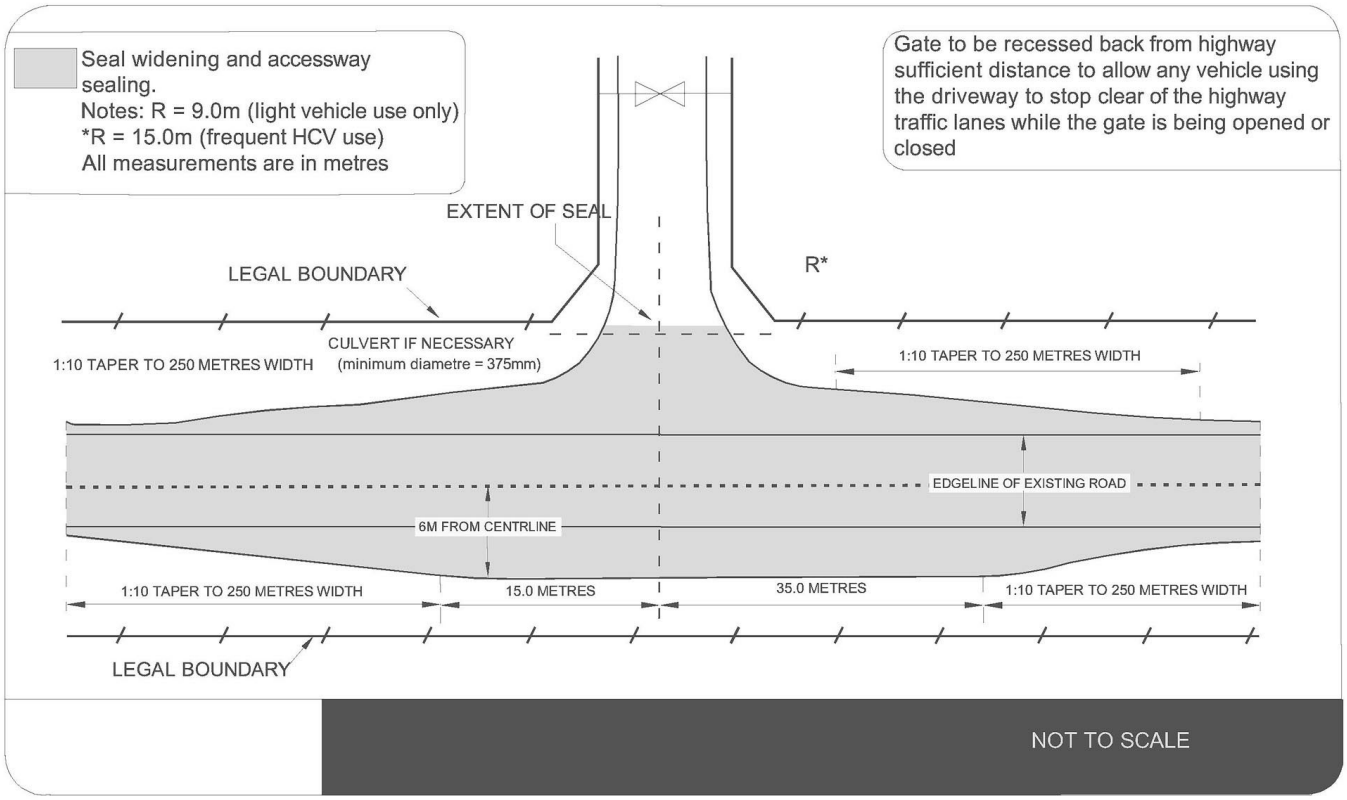
1. Sight distances shall be measured to and from a height of 1.15m above the existing road surface and the proposed road surface level of the side road or access.
2. There are to be no obstructions to visibility inside the area bounded by site lines.

Figure 6B.14 Vehicle access onto a state highway sealing diagram {Was "Figure 6.14N Access sealing diagram" - Trans cl.16}



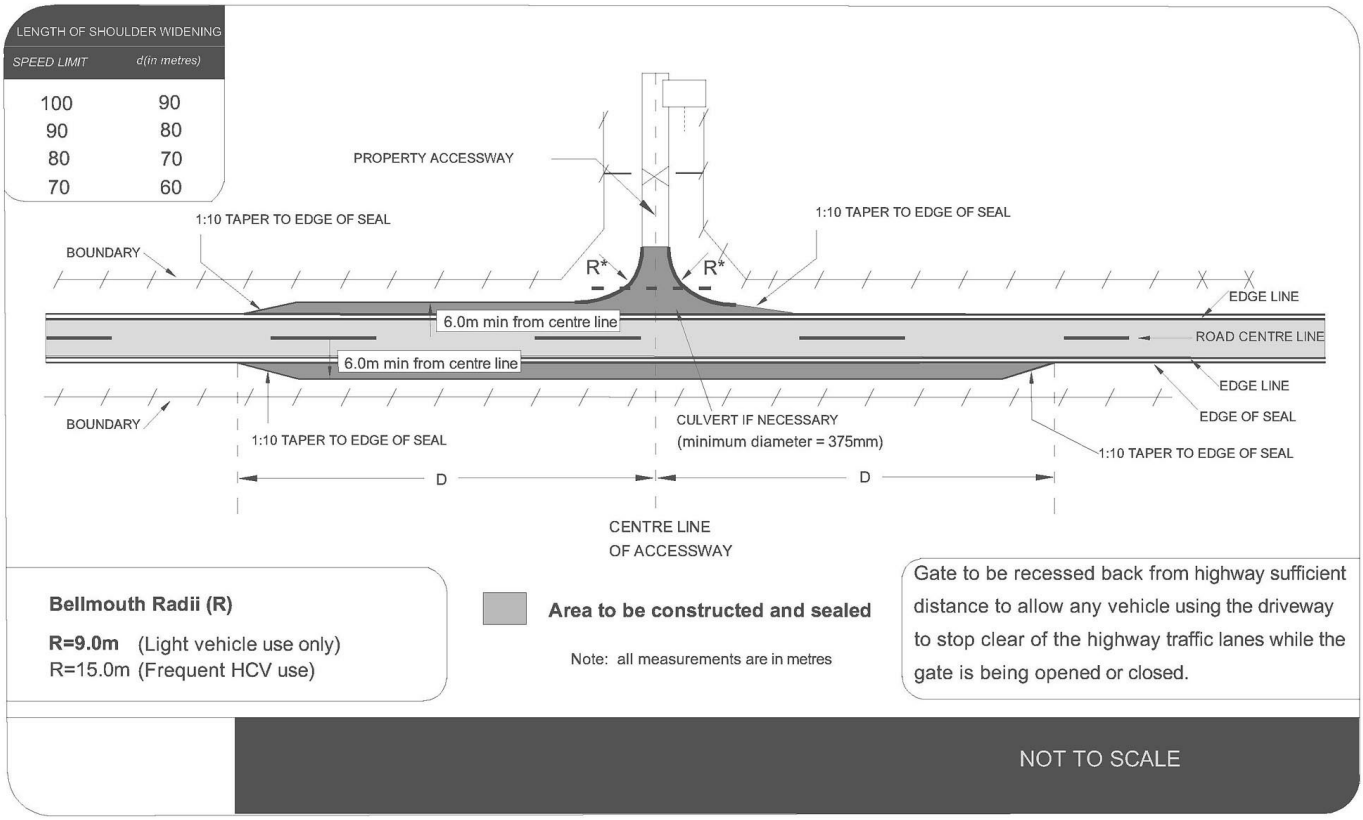
Refer also to Figure 6B.19 ***{Trans 881.91}***

Figure 6B.15 Vehicle access onto a state highway - sealing with localised widening {Was 'Figure 6.14O Access sealing with localised widening" - Trans cl.16}



Refer also to Figure 6B.19 ***{Trans 881.91}***

Figure 6B.16 Vehicle access onto a state highway - sealing with full seal widening {Was "Figure 6.14P Access sealing with full seal widening" - Trans cl.16}



Refer also to Figure 6B.19 ***{Trans 881.91}***

Figure 6B.17 Method to determine minimum sight distance between vehicle crossing and intersection {Was "Figure 6.14Q" - Trans cl.16}

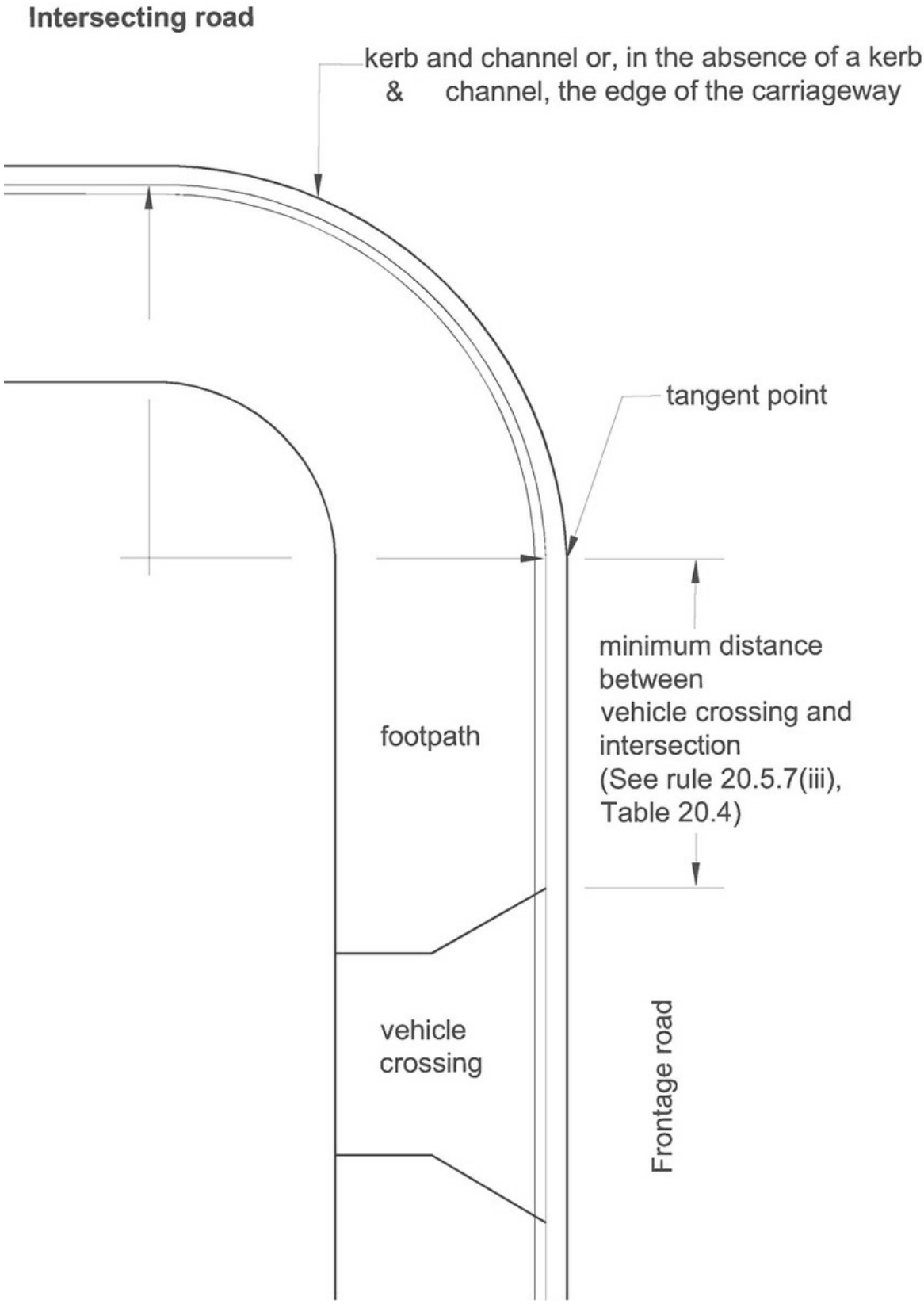


Figure 6B.18 Railway Level Crossing Sight Line Requirements {Was "Figure 6.14R" - Trans cl.16}

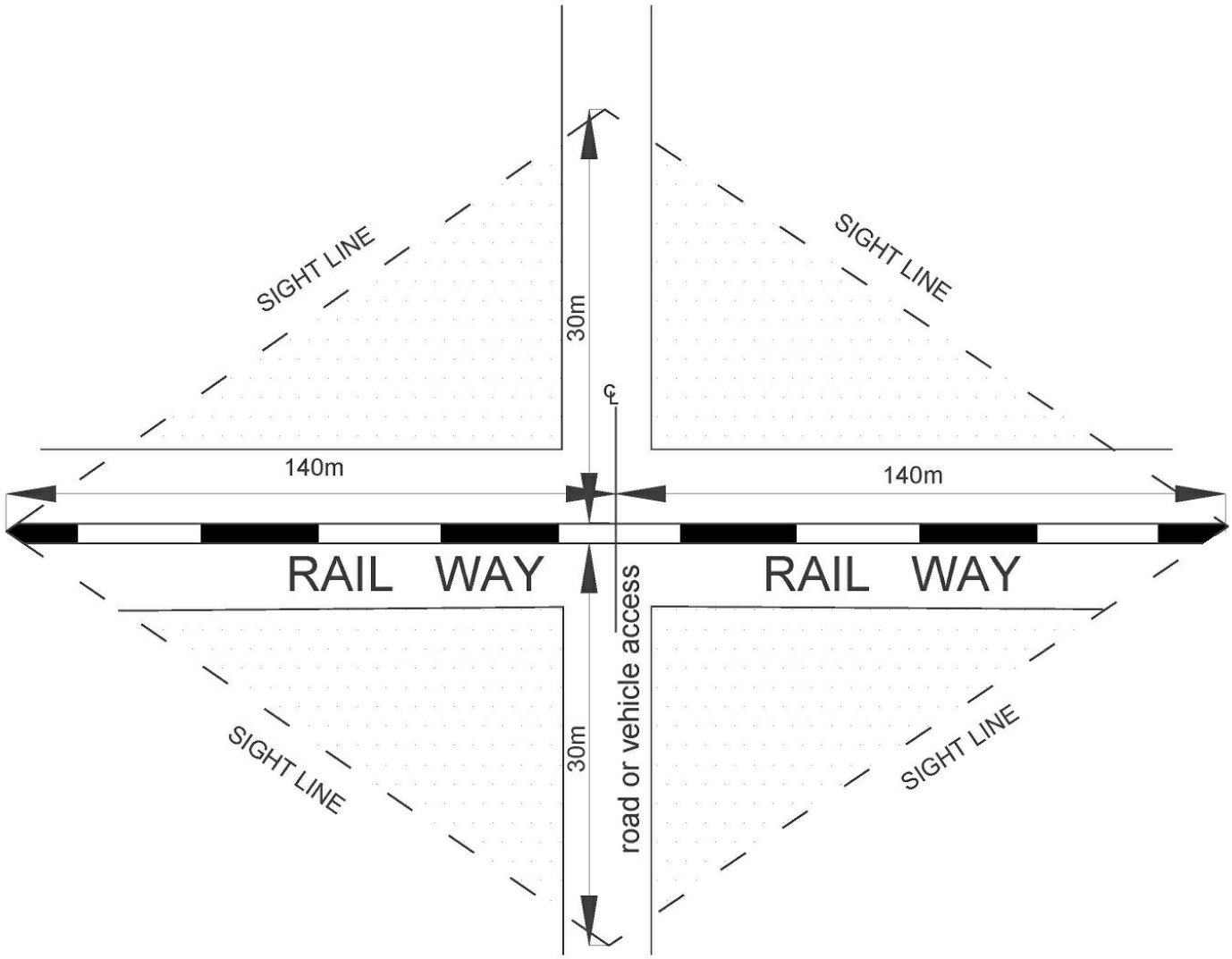


Figure 6B.19 Vehicle Driveway Surfacing Diagram {Confirmed for addition - Trans 881.91}