

Draft amendment to remove parking provisions in accordance with NPS-UD 2020

Subpart 8, Clause 3.38 – Car Parking

TP – Transport and Parking

TP-P2 *To promote accessibility within the City and between the City and neighbouring areas.*

Access into and around the Central Business District, suburban shopping areas and industrial areas is important for both businesses and the community. This is facilitated by the availability of adequate car parking facilities and the close proximity of railway stations and the bus interchange.

In certain circumstances, car parking can have an adverse **effect** on the **environment** of an area. The proliferation of on-street car parking can adversely affect the visual and **amenity values** of an area, generate **noise** and make manoeuvring of vehicles difficult and unsafe. ~~It may be necessary to require that sufficient on-site car parking is provided for any proposed activity, or that a financial contribution is made so that it can be developed by Council to avoid problems. The car parking requirements of the Plan have been developed on the basis of anticipated car parking demand and availability of car parking facilities.~~

The ability of people to have access to a variety of transport modes enables greater choice and means that transportation services can be used in a more efficient manner.

~~Comprehensive Residential Developments in the Residential Centres Precinct provide for a reduced level of car parking requirement, in order to build on the availability of a range of transport modes and encourage increased use of public transport, and in recognition of the ability of certain roads to accommodate excess parking demand.~~

Most of Upper Hutt is well suited to cycling because of its topography. The bicycle is a useful, efficient and environmentally friendly form of transport. Although cycling is catered for within the present roading system, conflict can arise between cyclists, pedestrians and vehicular traffic. These conflicts need to be minimised or avoided to promote safety and encourage people to use dedicated cycling facilities. Convenient cycling and walking routes to community focal points need to be provided by linking streets, reserves, car parking areas and shopping centres.

Rules

Activities Tables

Policies DC-P1, TP-P1, TP-P2

Permitted Activities			Zones
Roading, and Traffic and Transport Structures			
TP-R1	Traffic control signals and devices, light and decorative poles and associated structures and fittings, post boxes, landscaped gardens, artworks and sculptures, bus stops and shelters, phone boxes, public toilets, road furniture located within the road reserve or rail corridors	PER	<i>All</i>
Car Parking Activities			
TP-R2	Car park provisions in accordance with standards TP-S1 to TP-S10 shall be made for all activities	PER	<i>All</i>

Standards for Permitted Activities			
TP-S1	No.	Activity	Minimum car parks required
	(1)	Residential units (excluding family flats and sites with more than four residential units)	Two per residential unit
	(2)	Comprehensive Residential Developments	One per residential unit except where access is provided from either a Primary or Secondary Arterial (as specified in TP-SCHED 1 of the Plan) in which case 2 car parks per residential unit shall be provided
	(3)	More than four residential unit on any site (except for Comprehensive Residential Developments)	Two for each of the first four residential units , plus one for each additional residential unit over four
	(4)	home business	Two per residential unit plus one per two employees present on the site at any one time
	(5)	Family flats	One per unit
	(6)	Retail premises up to 1500m²	One per 100m ² net floor area
	(7)	Retail premises more than 1500m² but less than 3000m²	Two per 100m ² net floor area

(8)	Retail premises more than 3000m² but less than 5000m²	Three per 100m² net floor area
(9)	Retail premises more than 5000m²	Five per 100m² net floor area
(10)	Taverns	One per 12m² of net floor area, accessible to the public
(11)	Professional, commercial and administrative offices with less than 2,000m² net floor area	One per 40m² net floor area
(12)	Professional, commercial and administrative offices with greater than 2,000m² net floor area	One per 35m² net floor area
(13)	Service stations	One per four fuel dispensers plus four per service bay
(14)	Manufacturing industry and workshops	One per 100m² net floor area
(15)	Restaurants	One for every four persons the restaurant is designed to accommodate, plus a minimum of five queuing spaces for any drive-in takeaway facility 30 for every 100 persons bar space capacity plus one for every two staff employed on the site at any one time
(16)	Medical rooms	Three per medical practitioner employed on the site at any one time
(17)	Veterinary clinics	Three per practitioner employed on the site at any one time
(18)	Educational activities, including childcare	One per full time equivalent staff member plus one for every 10 students over 16 years of age present at any one time
(19)	Clubrooms, theatres, halls, churches, places of public and private assembly, including museums and indoor sports facilities	One for every four persons the building is designed to accommodate
<p>Notes:</p> <p>Where any particular activity is not listed in TP-S1, then the car park requirement of any activity similar in character shall apply. If there are two or more activities that are similar in character, the highest parking rate shall apply.</p> <p>If there is more than one activity on a site, the car park provision shall be determined by each individual activity located on the site. This is only applicable if each activity is physically separated from each other. If this is not the case, the activities will be assessed as one and the highest car park requirement applicable shall apply.</p> <p>When the assessment of the number of necessary car parks results in a fractional space, the number of car parks to be provided shall be rounded down to the nearest whole number.</p>		

<p>TP-S2</p> <p><i>Policies</i> DC-P1, TP-P1, TP-P2</p>	<p>Car parks required by this standard shall be available for vehicles used in association with the activity at any time the activity is carried out.</p>
<p>TP-S3</p> <p><i>Policy</i> NU-P1</p>	<p>All car parks and loading areas shall be surfaced and maintained so they do not create a dust nuisance or allow vehicles to carry deleterious materials such as mud, stone, chips or gravel onto any road, footpath or service lane.</p>
<p>TP-S4</p> <p><i>Policies</i> DC-P1, TP-P1, TP-P2</p>	<p>Two or more owners or occupiers of any one site may jointly make provision, by way of formal agreement, for car parks or loading facilities for their buildings or activities. This is subject to the total number of car parks not being less than the sum of the spaces required for the various buildings or activities calculated separately. The car parks that are required may be located on land other than the site but must be within 150m of it.</p>
<p>TP-S5</p> <p><i>Policy</i> NU-P1</p>	<p>Provision shall be made for all vehicles associated with any permitted activity in the General Rural, Rural Production or Rural Lifestyle Zones to be parked and manoeuvred on the site.</p>
<p>TP-S6</p> <p><i>Policy</i> NU-P1</p>	<p>Every car park shall be designed and constructed in accordance with the Code of Practice for Civil Engineering Works.</p>
<p>TP-S7</p> <p><i>Policy</i> TP-P1</p>	<p>Every car park shall be designed to ensure that vehicles are not required to reverse onto State Highways.</p>
<p>TP-S8</p> <p><i>Policy</i> NU-P1</p>	<p>Where any car parking area accommodates more than five vehicle spaces and adjoins a site which is zoned General Residential, General Rural, Rural Production, Rural Lifestyle, Open Space or Special Activity, then it shall be effectively screened from that site by a close boarded fence, wall or landscaping of no less than 1.6m in height.</p> <p>A car parking area with more than five vehicle spaces that adjoins a road shall also be screened by a landscaped strip within the site of at least 0.6m in width. Note that additional landscape requirements apply in the Special Activities Zone.</p>
<p>TP-S9</p> <p><i>Policy</i></p>	<p>The standards in TP-S1 do not apply in the City Centre Zone (Central Business District), where: The total number of car parks on the site is not reduced; and A new building is erected with a floor space of 1500m² or less; or</p>

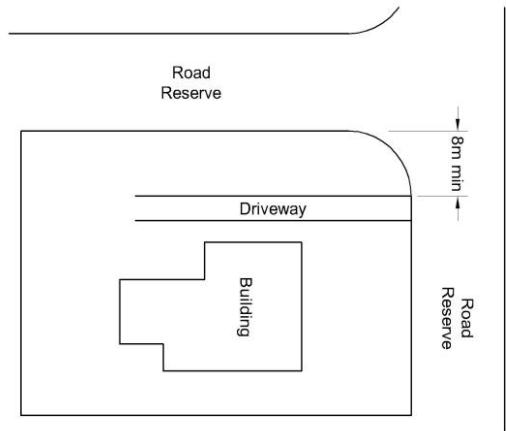
TP-P2	There is a change in the activity carried out in an existing building ; or The floor space of an existing building is extended by not more than 10%.
TP-S10 Policies DC-P1 NU-P1	Car Parking Levy Instead of requiring the number of car parks under the relevant standards of this plan, Council may accept a monetary contribution to provide, extend or upgrade car parking in the vicinity of the site. The maximum car parking levy that Council may require is indicated below. Such contributions may only be considered if it can be demonstrated that it would be inappropriate or impractical to provide all the required on-site parking, or if alternative convenient parking is available. Car Parking Levy = C x N x I C = the cost to Council of providing a single car park that includes the construction and land costs. N = the number of car parks required to meet the requirements of TP-S1 of this Plan. I = the intensity of use: ——— hours of operation between 0900 & 1800 hrs/day ————— hours between 0900 & 1800 hrs/day

Discretionary Activities		Zones	
Roading, and Traffic and Transport Structures			
TP-R3	The construction, alteration or diversion of roads , but excluding any such construction works which are part of a subdivision	DIS	<i>General Residential General Rural Rural Production Rural Lifestyle Commercial City Centre General Industrial Development Area 1 (Gateway Precinct only) Development Area 2</i>
Car Parking Activities			
TP-R4	Any activity that does not comply with the parking standards specified in TP-S1 Exemption: Sites solely occupied by unstaffed utilities or in the City Centre Zone (Central Business District) if TP-S9 applies.	DIS	<i>All</i>

Matters for Consideration	
Matters that may be relevant in the consideration of any discretionary activity resource consent may include the following:	
TP-MC1	<p>Traffic generation and access Accessibility for public transport, cyclists and pedestrians. Any vehicle/pedestrian/cyclist conflict. Accessibility to the site. Current traffic problems in the area. Ability of the existing roading network to cater for increased traffic generation. Ingress and egress to and from the site. Neighbourhood amenity.</p>
TP-MC2	<p>Roads Any need to create a public road. Traffic Safety. Alternative routes or alignments. Visual Impacts. Environmental Effects.</p>
Matters that may be relevant in the consideration of any resource consent may include the following:	
TP-MC3	<p>Car parks Compliance with the Code of Practice for Civil Engineering Works. Whether the topography, size or shape of the site or the location of any natural or built feature(s) on the site or other requirements such as easements, rights-of-way or restrictive covenants impose constraints that make compliance impracticable. Whether the use will not generate the demand for the required car parking as anticipated in the Plan rules. Whether people using the facility use other means of transport to get to the site. Whether additional car parking would adversely affect the character and amenity value of the site, or the development of the surrounding environment. Whether car parking can be easily accommodated on nearby streets or in public car parks without causing congestion, danger or loss of amenity. Whether the nature of adjacent roads is such that the entry, exit and manoeuvring of vehicles can be conducted safely.</p>

Non-complying Activities		Zones
Roading, and Traffic and Transport Structures		
TP-R5	The construction, alteration or diversion of roads , but excluding any such construction works which are part of a subdivision	NC <i>Open Space</i>

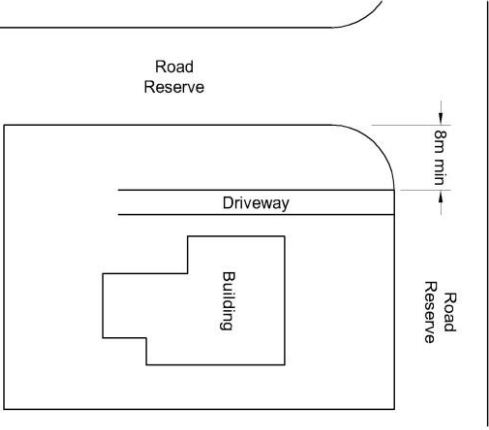
SUB-RES – Subdivision in Residential Zones

<p>SUB-RES-S3</p> <p><i>Policies</i> SUB-GEN-P1, SUB-RES-P1, SUB-RES-P2, SUB-RES-P6, TP-P4,</p>	<p>Access standards for subdivision</p> <p>Where vehicle access points are shared by three or more residential units, for all rear allotments and for all sites fronting arterial, or distributor/collector streets (identified in the Transport and Parking (TP) Chapter there must be provision for turning a vehicle on site in order that vehicles do not reverse into the street.</p> <p>All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works. The required surfacing must be completed prior to certification of the survey plan. Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal.</p> <p>All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the Code of Practice for Civil Engineering Works. This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road.</p> <p>Vehicular access to a corner allotment lot shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial traffic route (identified in the Transport and Parking (TP) Chapter the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre setback shall be measured from where the two front boundaries of the site (refer to the definition of a corner allotment lot) join, or in accordance with the diagram below.</p>  <p>The diagram illustrates a site layout on a street corner. A 'Road Reserve' is shown at the top and right. A 'Driveway' leads from the road reserve to a 'Building'. A vertical dimension line on the right side of the driveway indicates a minimum setback of 8m from the road reserve to the driveway.</p>	<p><i>General Residential</i></p>
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	<p>Where a corner allotment is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no building, fence or other structure is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.</p> <p>At the intersection of a road or rail level crossing, no building, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in Diagram 1A in the Transport and Parking (TP)-Chapter.</p> <p>Subdivision with direct access to a State Highway shall comply with the access and visibility standards set out in Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.</p> <p>In relation to the land identified in SUB- Figure 2:</p> <p>There will be no access off Maidstone Terrace. Access to the land shall be off Railway Avenue.</p> <p>Neither a right of way, private way or legal boundary of any road or accessway serving the land shall at any point encroach within Area B of SUB- Figure 2.</p>	
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SUB-RUR – Subdivision in Rural Zones

<p>SUB-RUR-S2</p> <p><i>Policies</i> <i>SUB-GEN-P1,</i> <i>TP-P4,</i> <i>GRUZ-P5,</i> <i>RPROZ-P4,</i> <i>RLZ-P3</i></p>	<p>Access standards for subdivision</p> <p>Access to any allotment, including rear allotments, shall be sited at least 20m, measured along the road carriageway, from any access on an adjoining allotment, unless the two access provisions join the road carriageway at a common point.</p> <p>All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works. Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal.</p> <p>All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the Code of Practice for Civil Engineering Works. This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road.</p> <p>Vehicular access to a corner allotment shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial traffic route (identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre setback shall be measured from where the two front boundaries of the site (refer to the definition of a corner allotment) join, or in accordance with the diagram below.</p>	<p><i>General Rural</i> <i>Rural Production</i> <i>Rural Lifestyle</i> <i>Development Area 2</i></p>
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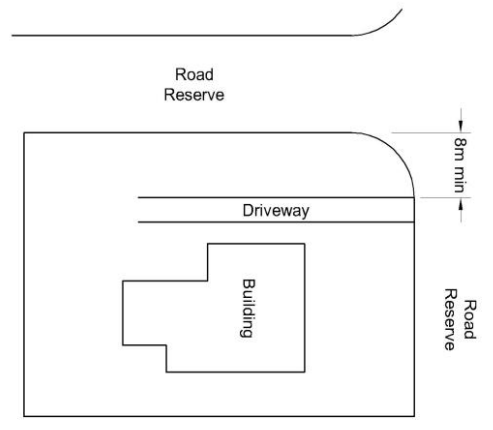
	 <p>Where a corner allotment is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no building, fence or other structure is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.</p> <p>At the intersection of a road or rail level crossing, no building, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in Diagram 1 in the Transport and Parking (TP)-Chapter.</p> <p>Subdivision with direct access to a State Highway shall comply with the access and visibility standards set out in Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.</p>	
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SUB-COM – Subdivision in Commercial Zones

<p>SUB-COM-S2</p> <p><i>Policies</i> <i>SUB-GEN-P1,</i> <i>TP-P4,</i> <i>CCZ-P1,</i> <i>GIZ-P1,</i> <i>CCZ-P2</i></p>	<p>Access standards for subdivision</p> <p>All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works. Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal.</p>	<p><i>Commercial</i> <i>City Centre</i> <i>General Industrial</i> <i>Development Area1</i></p>
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All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the **Code of Practice for Civil Engineering Works**. This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road. Adequate vehicular access shall be made available to the rear of every new building in accordance with the **Code of Practice for Civil Engineering Works**.

Vehicular access to a corner allotment lot shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial traffic route (identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre setback shall be measured from where the two front boundaries of the site (refer to the definition of a corner allotment lot) join, or in accordance with the diagram below.



Where a corner allotment lot is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no building, fence or other structure is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.

At the intersection of a road or rail level crossing, no building, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in Diagram 1A in the Transport and Parking (TP)-Chapter.

Subdivision with direct access to a State Highway shall comply with the access and visibility standards set out in Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.

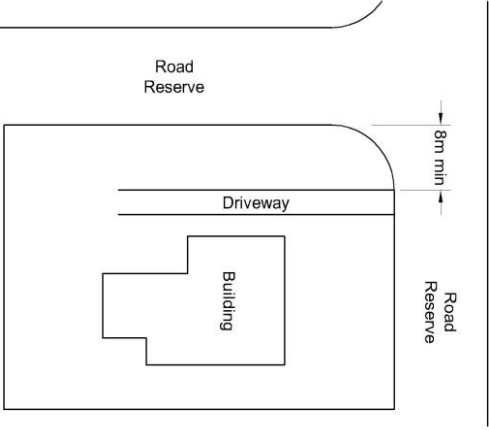
SUB-OSZ – Subdivision in the Open Space Zone

<p>SUB-OSZ-S2</p> <p><i>Policies SUB-GEN, TP-P4</i></p>	<p>Access standards for subdivision</p> <p>(8) All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works. Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal.</p> <p>(9) All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the Code of Practice for Civil Engineering Works. This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road.</p> <p>(10) Vehicular access to a corner allotment shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial traffic route (identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre setback shall be measured from where the two front boundaries of the site (refer to the definition of a corner allotment) join, or in accordance with the diagram below.</p> <div data-bbox="896 829 1400 1268" data-label="Diagram"> </div>	<p><i>Open Space</i></p>
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	<p>(11) Where a corner allotment lot is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no building, fence or other structure is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.</p> <p>(12) At the intersection of a road or rail level crossing, no building, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in Diagram 1 in the Transport and Parking (TP) Chapter.</p> <p>(13) Subdivision with direct access to a State Highway shall comply with the access and visibility standards set out in Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.</p>	
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SUB-SAZ – Subdivision in the Special Activity Zone

<p>SUB-SAZ-S2</p> <p><i>Policies SUB-GEN-P1, TP-P4</i></p>	<p>Access standards for subdivision</p> <p>All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works. Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal.</p> <p>All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the Code of Practice for Civil Engineering Works. This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road.</p> <p>Adequate vehicular access shall be made available to the rear of every new building in accordance with the Code of Practice for Civil Engineering Works.</p> <p>Vehicular access to a corner allotment shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial traffic route (identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre setback shall be measured from where the two front boundaries of the site (refer to the definition of a corner allotment) join, or in accordance with the diagram below.</p>	<p><i>Special Activity</i></p>
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	 <p>Where a corner allotment is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter 37, no building, fence or other structure is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.</p> <p>At the intersection of a road or rail level crossing, no building, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in Diagram 1A in the Transport and Parking (TP)-Chapter.</p> <p>Subdivision with direct access to a State Highway shall comply with the access and visibility standards set out in Diagrams B 2 to E 9 in the Transport and Parking (TP) Chapter.</p>	
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PART 3 – AREA-SPECIFIC MATTERS ZONES

Residential Zones

Standards for Permitted and Controlled Activities	
GRZ-S1	Access standards for land use activities

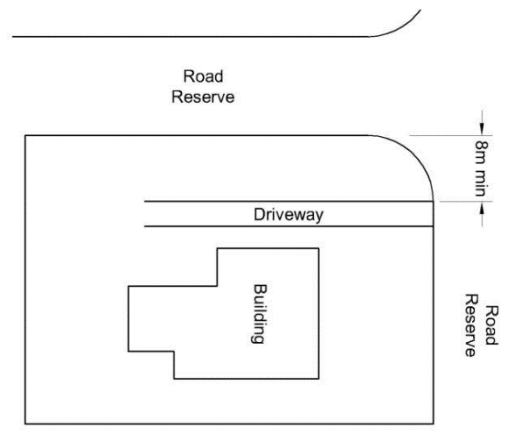
Policies
GRZ-P2,
GRZ-PREC1-P2,
GRZ-P7,
GRZ-PREC1-P3

Where vehicle access points are shared by three or more **residential units**, for all **rear allotments** and for all **sites** fronting arterial, or distributor/collector streets (identified in the Transport and Parking (TP) Chapter) there must be provision for turning a vehicle on **site** in order that vehicles do not reverse into the street.

All accessways and manoeuvring areas shall be formed and surfaced in accordance with the **Code of Practice for Civil Engineering Works**. The required surfacing must be completed prior to certification of the survey plan. Exemption – the requirement for accessways serving **sites** solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the **road** carriageway seal.

All sites shall have practical vehicle access to car parking and **loading** spaces, in accordance with the **Code of Practice for Civil Engineering Works**. This requirement does not apply to **sites** solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the **road**.

Vehicular access to a **corner allotment** shall be located no closer than 8m from the street corner. Where a **site** is located on an intersection of a primary or secondary arterial traffic route (identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre **setback** shall be measured from where the two front **boundaries** of the **site** (refer to the definition of a **corner allotment**) join, or in accordance with the diagram below.



Where a **corner allotment** is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no **building**, fence or other **structure** is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.

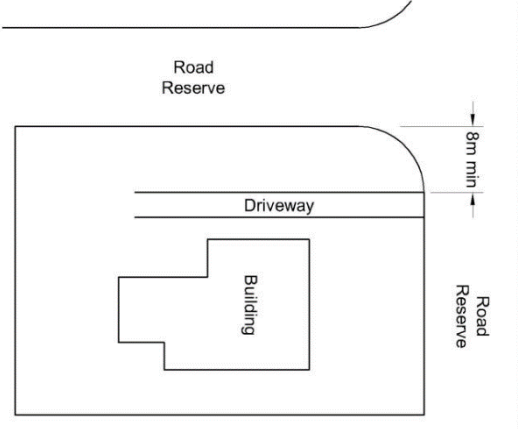
At the intersection of a **road** or rail level crossing, no **building**, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in TP-Diagram 1 in the Transport and Parking (TP) Chapter.

	Land use activities with direct access to a State Highway shall comply with the access and visibility standards set out in TP-Diagrams 2 to 9 in the Transport and Parking (TP) Chapter
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Rural Zones

GRUZ – General Rural Zone

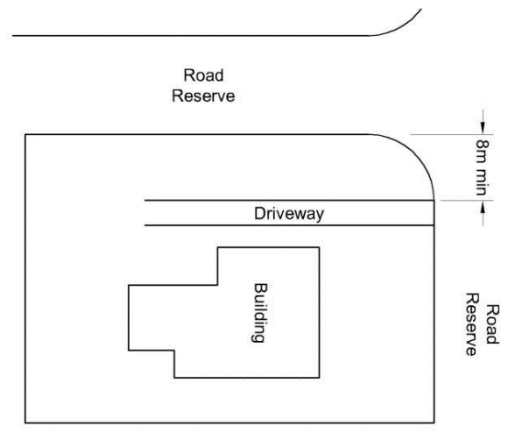
Standards for Permitted and Controlled Activities	
<p>GRUZ-S1</p> <p><i>Policies GRUZ-P5, TP-P5</i></p>	<p>Access standards for land use activities</p> <p>Access to any allotment, including rear allotments, shall be sited at least 20m, measured along the road carriageway, from any access on an adjoining allotment, unless the two access provisions join the road carriageway at a common point.</p> <p>All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works. Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal.</p> <p>All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the Code of Practice for Civil Engineering Works. This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road.</p> <p>Vehicular access to a corner allotment let shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial route (identified in the Transport and Parking (TP) Chapter 37), the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre setback shall be measured from where the two front boundaries of the site (refer to the definition of a corner allotment let) join, or in accordance with the diagram below.</p>

	 <p>Where a corner allotment is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no building, fence or other structure is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line. At the intersection of a road or rail level crossing, no building, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in TP-Diagram 1 in the Transport and Parking (TP)-Chapter. Land use activities with direct access to a State Highway shall comply with the access and visibility standards set out in TP-Diagrams B 2 to E 9 in the Transport and Parking (TP)-Chapter.</p>
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RPROZ – Rural Production Zone

Standards for Permitted and Controlled Activities	
RPROZ-S1 <i>Policies</i> <i>RPROZ-P4,</i> <i>TP-P5</i>	<p>Access standards for land use activities</p> <p>Access to any allotment, including rear allotments, shall be sited at least 20m, measured along the road carriageway, from any access on an adjoining allotment, unless the two access provisions join the road carriageway at a common point.</p>

All accessways and manoeuvring areas shall be formed and surfaced in accordance with the **Code of Practice for Civil Engineering Works**.
 Exemption – the requirement for accessways serving **sites** solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the **road** carriageway seal.
All sites shall have practical vehicle access to car parking and **loading** spaces, in accordance with the **Code of Practice for Civil Engineering Works**.
 This requirement does not apply to **sites** solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the **road**.
 Vehicular access to a **corner allotment** shall be located no closer than 8m from the street corner. Where a **site** is located on an intersection of a primary or secondary arterial route (identified in the Transport and Parking (TP) Chapter), the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre **setback** shall be measured from where the two front **boundaries** of the **site** (refer to the definition of a **corner allotment**) join, or in accordance with the diagram below.



Where a **corner allotment** is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no **building**, fence or other **structure** is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.
 At the intersection of a **road** or rail level crossing, no **building**, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in TP-Diagram 1 in the Transport and Parking (TP) Chapter.
Land use activities with direct access to a State Highway shall comply with the access and visibility standards set out in TP-Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.

RLZ – Rural Lifestyle Zone

Standards for Permitted and Controlled Activities

RLZ-S1

Policies
RLZ-P3,
TP-P5

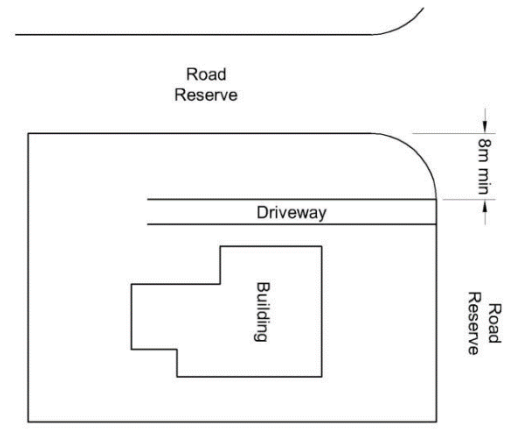
Access standards for land use activities

Access to any **allotment**, including **rear allotments**, shall be sited at least 20m, measured along the **road** carriageway, from any access on an adjoining **allotment**, unless the two access provisions join the **road** carriageway at a common point.

All accessways and manoeuvring areas shall be formed and surfaced in accordance with the **Code of Practice for Civil Engineering Works**. Exemption – the requirement for accessways serving **sites** solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the **road** carriageway seal.

All sites shall have practical vehicle access to car parking and **loading** spaces, in accordance with the **Code of Practice for Civil Engineering Works**. This requirement does not apply to **sites** solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the **road**.

Vehicular access to a **corner allotment** shall be located no closer than 8m from the street corner. Where a **site** is located on an intersection of a primary or secondary arterial route (identified in the Transport and Parking (TP) Chapter), the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre **setback** shall be measured from where the two front **boundaries** of the **site** (refer to the definition of a **corner allotment**) join, or in accordance with the diagram below.



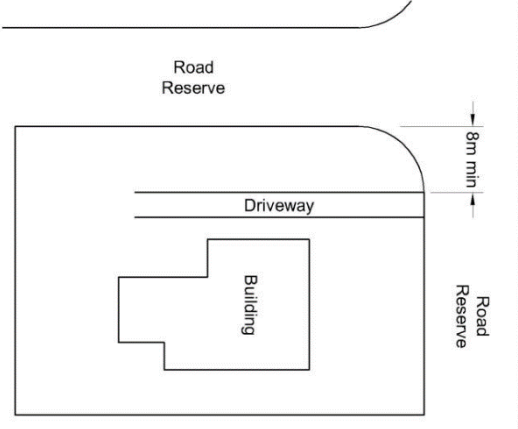
Where a **corner allotment** is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no **building**, fence or other **structure** is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.

	<p>At the intersection of a road or rail level crossing, no building, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in TP-Diagram 1 in the Transport and Parking (TP) Chapter.</p> <p>Land use activities with direct access to a State Highway shall comply with the access and visibility standards set out in TP-Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.</p>
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Commercial and Mixed Use Zones

COMZ – Commercial Zone

Standards for Permitted and Controlled Activities	
<p>Note: The following standards for Permitted and Controlled Activities apply to all properties in the Commercial Zone unless otherwise specified in the text of the standard in question.</p>	
<p>COMZ-S1</p> <p><i>Policies CCZ-P1, GIZ-P1, TP-P5</i></p>	<p>Access standards for land use activities</p> <p>All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works. Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal.</p> <p>All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the Code of Practice for Civil Engineering Works. This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road.</p> <p>Adequate vehicular access shall be made available to the rear of every new building in accordance with the Code of Practice for Civil Engineering Works. Vehicular access to a corner allotment shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial traffic route (as identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre setback shall be measured from where the two front boundaries of the site (refer to the definition of a corner allotment) join, or in accordance with the diagram below.</p>

	<div style="text-align: center;">  <p>The diagram illustrates a corner allotment at a road intersection. A building is situated within a plot, with a driveway leading to the road. A 'Road Reserve' is shown on both sides of the road. A vertical dimension line indicates a minimum clearance of 8m from the top of the building to the top of the road reserve on the right side.</p> </div> <p>Where a corner allotment is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no building, fence or other structure is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line. At the intersection of a road or rail level crossing, no building, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in TP-Diagram 1 in the Transport and Parking (TP) Chapter. Land use activities with direct access to a State Highway shall comply with the access and visibility standards set out in TP-Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.</p>
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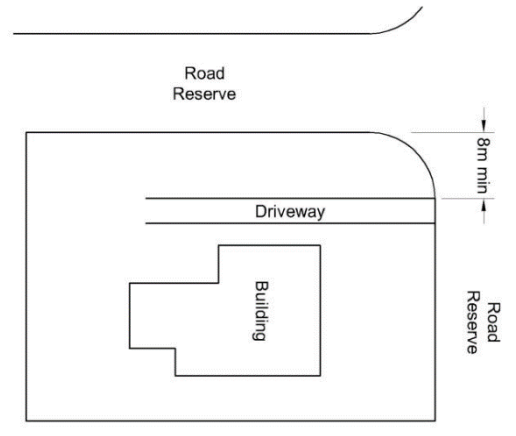
CCZ - City Centre Zone

Standards for Permitted and Controlled Activities	
<p>Note: The following standards for Permitted and Controlled Activities apply to all properties in the City Centre Zone unless otherwise specified in the text of the standard in question.</p>	
<p>CCZ-S1</p> <p><i>Policies CCZ-P1, CCZ-P2,</i></p>	<p>Access standards for land use activities</p> <p>All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works. Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal.</p>

TP-P5

All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the **Code of Practice for Civil Engineering Works**. This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road.

Adequate vehicular access shall be made available to the rear of every new building in accordance with the **Code of Practice for Civil Engineering Works**. Vehicular access to a **corner allotment** shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial traffic route (as identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre **setback** shall be measured from where the two front boundaries of the site (refer to the definition of a **corner allotment**) join, or in accordance with the diagram below.



Where a **corner allotment** is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no **building**, fence or other **structure** is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.

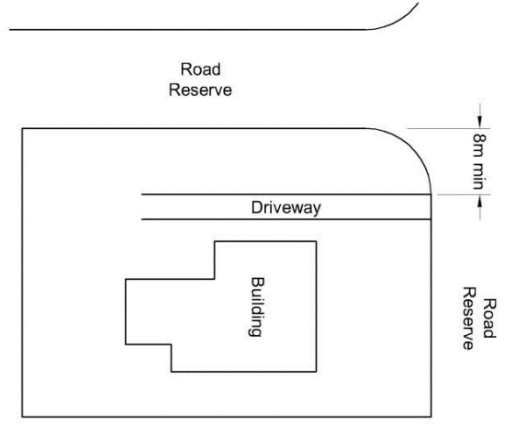
At the intersection of a **road** or rail level crossing, no **building**, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in TP-Diagram 1 in the Transport and Parking (TP) Chapter.

Land use activities with direct access to a State Highway shall comply with the access and visibility standards set out in TP-Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.

Industrial Zones

GIZ – General Industrial Zone

Standards for Permitted and Controlled Activities	
Note: The following standards for Permitted and Controlled Activities apply to all properties throughout the general industrial Zone unless otherwise specified in the text of the standard in question.	
GIZ-S1 <i>Policies GIZ-P1, CCZ-P2, TP-P5</i>	Access standards for land use activities All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works . Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal. All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the Code of Practice for Civil Engineering Works . This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road . Adequate vehicular access shall be made available to the rear of every new building in accordance with the Code of Practice for Civil Engineering Works . Vehicular access to a corner allotment shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial traffic route (as identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre setback shall be measured from where the two front boundaries of the site (refer to the definition of a corner allotment) join, or in accordance with the diagram below.

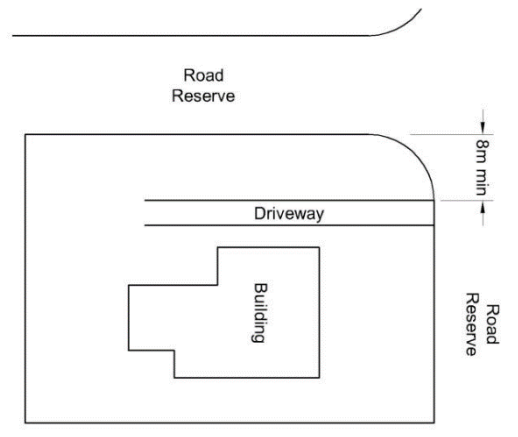
	<div style="text-align: center;">  <p>The diagram illustrates a corner allotment at a road intersection. It shows a building with a driveway leading to a road. A 'Road Reserve' is indicated on both sides of the road. A vertical dimension line on the right side of the road indicates a minimum clearance of 8m from the road reserve to the building. The building is situated within a larger rectangular boundary, and the driveway is shown as a horizontal line connecting the building to the road.</p> </div> <p>Where a corner allotment is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no building, fence or other structure is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line. At the intersection of a road or rail level crossing, no building, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in TP-Diagram 1 in the Transport and Parking (TP) Chapter. Land use activities with direct access to a State Highway shall comply with the access and visibility standards set out in TP-Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.</p>
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Open Space and Recreation Zones

OSZ – Open Space Zone

Standards for Permitted and Controlled Activities	
Zone-wide provisions (including Speedway Area) Unless otherwise specified, all permitted and controlled activities within the Open Space Zone shall comply with the standards specified below.	
OSZ-S1 <i>Policy</i> <i>TP-P5</i>	Access standards for land use activities

All accessways and manoeuvring areas shall be formed and surfaced in accordance with the **Code of Practice for Civil Engineering Works**.
 Exemption – the requirement for accessways serving **sites** solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the **road** carriageway seal.
All sites shall have practical vehicle access to car parking and **loading** spaces, in accordance with the **Code of Practice for Civil Engineering Works**.
 This requirement does not apply to **sites** solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the **road**.
 Vehicular access to a **corner allotment** shall be located no closer than 8m from the street corner. Where a **site** is located on an intersection of a primary or secondary arterial traffic route (as identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre **setback** shall be measured from where the two front boundaries of the **site** (refer to the definition of a **corner allotment**) join, or in accordance with the diagram below.



Where a **corner allotment** is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no **building**, fence or other structure is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line.
 At the intersection of a **road** or rail level crossing, no **building**, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in TP-Diagram 1 in the Transport and Parking (TP) Chapter.
land use activities with direct access to a State Highway shall comply with the access and visibility standards set out in TP-Diagrams 2 to 9 in the Transport and Parking (TP) Chapter.

OSZ-S17

*Policies
 OSZ-P3,
 OSZ-P5*

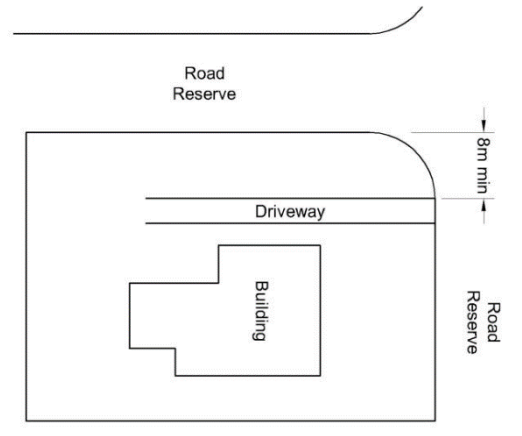
Car parks

An area capable of holding a minimum of 1000 car parks shall be provided on-site.

Special Purpose Zones

SAZ – Special Activity Zone

Standards for Permitted and Controlled Activities	
Zone-wide (including St. Patrick’s Estate Area)	
<p>SAZ-S1</p> <p><i>Policy TP-P5</i></p>	<p>Access standards land use activities</p> <p>All accessways and manoeuvring areas shall be formed and surfaced in accordance with the Code of Practice for Civil Engineering Works. Exemption – the requirement for accessways serving sites solely occupied by unstaffed utilities shall be that the accessway shall be surfaced with permanent all weather surfacing for a minimum length of 5m from the edge of the road carriageway seal.</p> <p>All sites shall have practical vehicle access to car parking and loading spaces, in accordance with the Code of Practice for Civil Engineering Works. This requirement does not apply to sites solely occupied by unstaffed utilities, provided that vehicles associated with utilities shall not obstruct the footpath or create a traffic hazard on the road.</p> <p>Adequate vehicular access shall be made available to the rear of every new building in accordance with the Code of Practice for Civil Engineering Works.</p> <p>Vehicular access to a corner allotment shall be located no closer than 8m from the street corner. Where a site is located on an intersection of a primary or secondary arterial traffic route (as identified in the Transport and Parking (TP) Chapter) the siting of the vehicular access shall be located as far as practicable from the corner of the street. The 8 metre setback shall be measured from where the two front boundaries of the site (refer to the definition of a corner allotment) join, or in accordance with the diagram below.</p>



Where a **corner allotment** is located at an intersection of a national, primary or secondary arterial traffic route, as identified in the Transport and Parking (TP) Chapter, no **building**, fence or other **structure** is to be erected and no vegetation allowed to grow so as to obstruct a traffic sight line. At the intersection of a **road** or rail level crossing, no **building**, fence or other obstructions which block sight lines for trains shall be erected, placed or grown in the hatched area marked in TP-Diagram A in the Transport and Parking (TP) Chapter. **land use activities** with direct access to a State Highway shall comply with the access and visibility standards set out in TP-Diagrams B to E in the Transport and Parking (TP) Chapter.