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15.0 ROADS, ACCESSWAYS AND PARKING

15.1 Introduction

The purpose of this chapter is to provide for the zoning of land which has legal road reserve status and to detail the engineering standards that will be required by Council, for subdivision and development which involves provision of such facilities as new or extended roads, accessways or parking areas. This chapter is a method to implement the objectives and policies detailed in other chapters of this Plan

The chapter is divided into three groups as follows:

- Roads
- Vehicular crossings and accessways
- Parking and loading

15.2 RULES FOR ROADS

The following Rules shall apply to all activities, where applicable:

15.2.1 Infrastructural Requirements

- a) All proposed new roads shall connect to, and be compatible with, the District Rooding Hierarchy, as depicted in the Rooding Hierarchy Maps.
- b) To meet the access needs of potential users, all new or upgraded roads required for subdivision or development shall comply with the following rules for minimum widths:

Refer to Appendix 12 - Rooding Hierarchy maps and to 8.8.3(2) for rooding hierarchy classifications.

| Road Type | Zone | Potential USERS | ROAD RESERVE WIDTH (Metres) | CARRIAGE WAY WIDTH (Metres) | FOOTPATHS (1.2m in width) |
|--------------|--|-----------------|-----------------------------|-----------------------------|---------------------------|
| Service Lane | ALL | NA | 4.5 | 3.5 | Optional |
| Local | Rural | NA | 12 | 5.5 | Optional |
| | Residential | <20 | 12 | 5.5 | 1 |
| | | ≥20 | 18 | 8 | 2 |
| | Industrial and Commercial | <10 | 15 | 10 | 1 |
| | | ≥10 | 18 | 10 | 2 |
| Port | NA | 18 | 10 | 1 | |
| Collector | Rural | NA | 20 | 10 | Optional |
| | Residential, Commercial, Industrial, Port | NA | 20 | 10 | 2 |
| Principal | Rural | NA | 22 | 12 | Optional |
| | Residential, Commercial, Industrial and Port | NA | 22 | 12 | 2 |
| Arterial | Rural | NA | Specific Design | Optional | |
| | Residential, Commercial, Industrial and Port | NA | Specific Design | 2 | |

Table 1 Rules for New and Upgraded Roads Associated with Subdivision and development.

- c) The following formula shall be used to determine the potential number of users to be applied in Table One above:

$$\text{Potential Users} = T / MS$$
 where:
 - i) T = total area of land to be subdivided (m²)
 - ii) MS = minimum permitted site size for zone (m²)

Refer to relevant zone chapters & Chapter 12 - Subdivision for minimum permitted site size.

15.2.2 Footpaths

- a) Footpaths shall be provided as indicated in Table One above.
- b) Footpath gradients shall not exceed a ratio of 1:6.

15.2.3 Street Lighting

- a) Street lights shall comply with the New Zealand Standard NZS 6701:1983; New Zealand Code of Practice for Street Lighting.

15.2.4 Sight Lines

- a) All new vehicle crossings / accessways shall be designed, located and developed to ensure that the sight lines (illustrated in Figure One) are established and maintained

with no obstructions, whether temporary or permanent. Sight lines are to be in accordance with Figure One and Table Two specified below:

- b) All new intersections shall be designed, located and developed to ensure that the sight lines (illustrated in Figure One) are established and maintained with no obstructions, whether temporary or permanent. Sight lines are to be in accordance with Figure One and Table Two specified below:

c)

| Operating Speed (km/h) | Minimum Sight Distance (Metres) | |
|---------------------------|----------------------------------|-------------------------------------|
| | Local or Collector Road Frontage | Principal or Arterial Road Frontage |
| 40 | 30 | 70 |
| 50 | 40 | 90 |
| 60 | 55 | 115 |
| 70 | 85 | 140 |
| 80 | 105 | 175 |
| 90 | 130 | 210 |
| 100 | 160 | 250 |
| 110 | 190 | 290 |
| 120 | 230 | 330 |

Table 2: Rules for Minimum Distances of Sight Lines

Assessment of sightlines shall be undertaken by a suitably qualified person using the Road & Traffic Standards No.6, Guidelines for Visibility at Driveways and Austroads 1993: Rural Road Design, Guide to the geometric Design of Rural Roads. Austroads Publications No AP-1/89

Note:

1. The column "Operating Speed" in Table 2 is not the posted speed limit of a particular road. It is the actual speed at any given point.
2. Sight distances shall be measured from the road reserve boundary.
3. Sight distances shall be measured to and from a height of 1.15 metres above the existing road surface and the proposed surface level of the side road or access

15.2.5 Turning Areas

- a) Turning areas for cul de sacs (illustrated in Figure Three) shall be constructed to accommodate the manoeuvring of vehicles as specified below:

| Area | Requirement |
|-------------------|---------------------|
| Residential | 90 percentile truck |
| Rural | 90 percentile truck |
| Commercial | 99 percentile truck |
| Industrial / Port | 99 percentile truck |

Table 3: Rules for Turning Areas

15.2.6 Road Corner Splays

- a) Corner lots on intersections shall be rounded to a radius of not less than 6m, or provided with a corner splay to give the equivalent sight distances.

15.2.7 Kerb and Channelling

- a) All roads in commercial, residential or industrial zones, including service lanes, shall be provided with kerb and channelling.

15.2.8 Zoning of Road Reserve

- a) Where a road is surrounded by one zone, the zone of the road reserve shall be that of the surrounding zone.
- b) Where a road is adjacent to two or more zones, the zone of the road reserve shall be that of the highest adjoining zone ranked in the following order of priority:
 - i) Residential Zones (**highest**)
 - ii) Reserve Zones
 - iii) Rural Zones
 - iv) Commercial Zones
 - v) Port Management Zones
 - vi) Industrial Zones (**lowest**)

Note (affecting all new roads):

The Gisborne District Engineering Code of Practice has been compiled by the Engineering and Works Department of the Council. It contains the specifications for the construction and maintenance of carriageways, footpaths and accessways in the road reserve. This document is independent of the District Plan.

15.3 RULES FOR VEHICLE CROSSINGS AND ACCESSWAYS

The following Rules shall apply to all activities, where applicable:

15.3.1 Sight Lines at Vehicle Crossings

- a) All vehicle crossings shall be constructed and located to ensure that the sight lines (illustrated in Figure One) specified in Table Two are maintained with no obstructions, whether temporary or permanent, for the distances specified in Table Two:

15.3.2 Distances of Vehicle Crossings from Intersections

Sites shall maintain distances of crossings from intersections, so as to comply with Tables 4 and 5.

| Posted (Legal) Speed Limit (Km/h) | Location of property access relative to intersection | | |
|---|--|---------------------------|--|
| | Minimum Distance K (m) | Minimum Distance L (m) | Minimum Side Road Distance M (m) |
| 50 | 20 | 30 | 20 |
| 60 | 50 | 50 | 30 |
| 70 | 100 | 100 | 45 |
| 80 | 120 | 120 | 60 |
| 100 | 200 | 200 | 60 |

Table 4: Property access performance criteria located on principal and arterial roads

| Posted (Legal) Speed Limit (Km/h) | Location of property access relative to intersection |
|---|--|
| | Minimum Distance K, L & M (m) |
| 50 | 20 |
| 60 | 30 |
| 70 | 45 |
| 80 | 60 |
| 100 | 60 |

Table 5: Property Access performance criteria located on collector and minor roads

Note:

All distances are to be measured in accordance with Figure 5.

15.3.3 Manoeuvring Areas

- a) Subject to 15.3.3(b) with the exception of sites containing no more than one single dwelling unit, all sites shall provide either accessways, aisles and turning areas or parking spaces adequate to enable vehicles to enter and exit to the road in a forward direction.

Note

An adequate turning area is one that provides for the car tracking curves depicted in Figure 2.

b) Sites fronting arterial roads

The construction, addition to, or alteration of buildings (including new dwelling units) shall not encroach on or reduce on-site manoeuvring areas beyond the point that they continue to provide the ability for vehicles to enter and exit to the road in a forward direction.

15.3.4 Surfaces

- a) In residential, commercial or industrial zones or reserves adjoining these zones, all vehicle crossings between the road carriageway and the road reserve boundary shall be finished with a sealed surface and drained.
- b) In rural zones, or reserves adjoining rural zones, all vehicle crossings between the road carriageway and the road reserve boundary shall be:
 - i) Finished with a sealed surface where the adjoining carriageway is sealed.
 - ii) Finished with a hard surface where the adjoining carriageway is unsealed.
- c) All shared accessways and associated turning areas shall be:
 - i) Finished with a sealed surface and drained in residential, commercial or industrial zones or reserves adjoining these zones.
 - ii) Finished with a hard surface in rural zones, or reserves adjoining rural zones.
- d) All accessways and associated turning areas for industrial and commercial activities shall be :
 - i) Finished with a sealed surface and drained in residential, commercial or industrial zones or reserves adjoining these zones.
 - ii) Finished with a hard surface in rural zones, or reserves adjoining rural zones.

15.3.5 Access to Sites With More Than One Road Frontage

- a) For properties that have legal frontage on to two roads:
 - i) Where the property is located in a rural zone and adjoins an arterial or principal road, access shall be from the road with the lesser traffic function, as identified in the Roading Hierarchy Maps.
 - ii) Where the property is located in a commercial zone, industrial zone or a port management zone, and adjoins an arterial or principal road, access shall be from the road with the lesser traffic function, as identified in the Roading Hierarchy Maps.

*Refer Appendix 12 -
Roading Hierarchy
maps.*

15.3.6 Minimum Distance Between Vehicle Crossings

- a) The minimum distance between vehicle crossings on any one site shall be 15m.
- b) In commercial zones, industrial zones and the Port Management Zones the minimum distances between vehicle crossings on any two adjacent sites shall be 2m, unless a combined crossing not exceeding 9m serves the two adjacent sites, or the vehicle crossing is for two or more residential dwelling units located on the one site.

Note:

Attention is drawn to Transit New Zealand's requirement for permission to construct any accessway or vehicle crossing in the road reserve of any state highway

15.3.7 Single-Site Vehicle Access

- a) The width of accessways and vehicle crossings for individual sites shall comply with the rules in Table Four:

| Activity | Width of Crossing (Metres) | |
|---------------------------|----------------------------|---------|
| | Minimum | Maximum |
| Residential (Single Unit) | 3 | 6 |
| All Other Activities | 4 | 9 |

Table 4: Rules for Vehicle Crossing Widths

- b) The number of accessways and vehicle crossings onto a road frontage on any one site shall not exceed that shown in Table 5.

| Frontage Length (Metres) | Type of Road | |
|--------------------------|---------------------------|------------------------------|
| | Local and Collector Roads | Principal and Arterial Roads |
| 0 - 25 | 1 | 1 |
| 26 - 60 | 2 | 1 |
| >60 | 3 | 2 |

Table 5 Rules for the Maximum Number of Vehicle Crossing

15.3.8 Multiple-Site Access and / or Multiple Unit Access

- a) Up to 10 potential dwelling units may share access from a single accessway and vehicular crossing.
- b) Access to serve more than 10 dwelling units are required to be served by a public road vested in the Gisborne District Council.
- c) Up to 3 commercial or industrial sites may share access from a single accessway and vehicular crossing.
- d) More than 3 commercial or industrial sites are required to be served by a public road vested in the Gisborne District Council.
- e) To meet the access needs of potential users, every accessway and vehicle crossing serving more than one site shall be constructed in accordance with the rules specified below:

| Dwellings to be Served | Legal Width (Metres) | Minimum Carriageway Width (Metres) |
|------------------------|----------------------|------------------------------------|
| 2 to 4 | 4 | 3 |
| 5 - 7 | 5 | 4 |
| 8 - 10 | 6 | 5.5 |

Table 6 Rules for Dimensions of Multiple Site Accessways

15.4 RULES FOR PARKING AND LOADING

The following Rules shall apply to all activities, where applicable:

Refer to 17.15.2.4 for additional rule relating to parking on Residential Protection Zone sites.

15.4.1 Provision of Parking and Loading Spaces

- a) Unless otherwise provided for in this chapter, parking spaces and loading bays shall be provided on site in accordance with Table Seven below.
- b) When activities on the same site occur at different times during the day, then the number of parking spaces and loading bays to be provided shall be for the maximum requirement at any one time during the day or night.
- c) In Table 7 GFA = Gross Floor Area.
- d) Parking spaces and loading bay requirements are as follows in Table Seven below:

| Activity | Minimum Number of Parking Spaces | Minimum Number of Heavy Goods Vehicle Loading Bays |
|---|---|--|
| Industry, manufacturing and processing sites | 1 space per 50 m ² GFA | 1 plus 1 space per 1000m ² of GFA over 2000m ² |
| Warehouses, auction rooms and bulk storage facilities, depots | 1 space per 100 m ² GFA | 1 plus 1 space per 1000m ² of GFA over 2000m ² |
| Motor vehicle repairs and services | 4 spaces per service bay | Nil |
| Service stations | 4 spaces per service space plus 3 spaces per car wash | Nil |
| Motor vehicle sales | 1 space per 2 staff members | Nil |
| Offices | 1 space per 50 m ² GFA | 1 per 2000m ² GFA |
| Retail Stores (excluding retail stores with 1500m ² or more GFA) | 1 space per 40 m ² GFA plus 1 space per 40 m ² outdoor retail area | 1 |
| Large Retail Stores (including retail stores with 1500m ² or more GFA) | 1 space per per 40 m ² GFA | 1 plus 1 per 1000m ² GFA over 2000m ² |
| Banks | 1 space per 40 m ² GFA | 1 |
| Taverns, casinos, nightclubs, licensed clubrooms | 1 space per 5 person design capacity plus 1 space per 2 staff members | 1 plus 1 per 1000m ² GFA over 2000m ² |
| Restaurants, cafes, wine-bars and fast food outlets | 1 space per 40 m ² GFA for indoor space plus 1 space per 40 m ² outdoor eating area | > 500m ² GFA; 1 |

| Activity | Minimum Number of Parking Spaces | Minimum Number of Heavy Goods Vehicle Loading Bays |
|---|---|---|
| Entertainment facilities, including: cinemas, libraries, museums, theatres, gymnasiums, indoor sports facilities, indoor pools, marae, and conference centres | 1 space per 5 person design capacity | > 500m ² GFA; 1 |
| Outdoor recreation: | | |
| Golf | 2 spaces per hectare | Nil |
| Field sports | 12 spaces per hectare | Nil |
| Sealed surface sports (including club affiliated lawn tennis courts) | 20 spaces per hectare | Nil |
| Manicured lawn sports (including bowls and croquet) | 80 spaces per hectare | Nil |
| Unlicensed club rooms | 80 spaces per hectare | Nil |
| Spiritual facilities | 1 space per 20m ² of main auditorium / worship area; or 1 space per 20m ² of accessory meeting rooms whichever is the greater | Nil |
| Mortuary chapels and funeral parlours | 1 space per 5 m ² meeting rooms | Nil |
| Visitor accommodation. <u>Note:</u> Public areas assessed separately. | 1 space per accommodation unit plus 1 space per 2 staff members | Nil |
| Camp grounds and motor camps | 1 space per site plus 1 space per 2 staff members | Nil |
| Hospitals | 1 space per 2 patient beds plus 1 space per 2 staff members | 1 per 50 beds |
| Residential care housing | 1 space per 5 people accommodated plus 1 space per 2 staff members | Nil |
| Health & medical centres | 4 spaces per health practitioner plus 1 space per 2 support staff | Nil |
| Tertiary Institutions | 1 space per staff member plus 2 space per classroom equivalent | 1 plus 1 per 2000m ² GFA over 2000m ² |
| Secondary Schools | 2 spaces per classroom equivalent | 1 |
| Primary Schools | 2 spaces per classroom equivalent | Nil |
| Child care and early learning centres | 1 space per staff member plus 1 space per 10 children | Nil |

| Activity | Minimum Number of Parking Spaces | Minimum Number of Heavy Goods Vehicle Loading Bays |
|---|---|--|
| Home occupations- medical and health services | (Additional to household unit requirements) 1 space for non residents staff plus 2 spaces for public use | Nil |
| Home occupations - all other activities | (Additional to household unit requirements) 1 space for non residents staff space plus 1 space for public use | Nil |
| Home stays | (Additional to household unit requirements) 1 space per accommodation room | Nil |
| Residential dwelling unit greater than 65m ² GFA | 2 spaces per unit | Nil |
| Residential dwelling unit 65m ² or less GFA | 1 space per unit | Nil |

Table 7 Rules for Parking and Loading Provisions

Refer to 17.6 for policies relating to parking and residential zones.

15.4.2 Calculation of Financial Contributions for Parking and Loading Waivers

- a) Where the required parking spaces or loading bays for an activity cannot be provided in the Fringe Commercial, Amenity Commercial, Outer Commercial, Suburban Commercial, Rural Commercial Zones or the Port Management Zones in accordance with Table Seven of 15.4.1(d), contributions based on the following formula will be taken:

$$\text{Contribution} = \text{Nb} ((22.5\text{m}^2 \times \text{LC}/\text{m}^2) + (\$1000 \times \text{PPICI}))$$

where:

- i) Nb = Number of parking spaces or loading bays calculated for the activity from Table Seven.
- ii) 22.5m² = The average area required for a parking space, which includes the area of the space required for manoeuvring.
- iii) LC = Land cost based on the valuation of similar land per square metre in the area as if the Council were to acquire land for parking.
- iv) \$1000 = The cost of construction of a space based on March 1997 figures.
- v) PPICI = Producers Price Index Outputs Construction Industry.

Refer to 3.11.2 for parking dispensations with respect to Cultural Heritage items.

Refer to 20.4 - for parking dispensations in Port Management Zones.

15.4.3 Waiver of Parking Space or Loading Bay Requirements

- a) It shall not be necessary to provide parking spaces, loading bays or financial contributions in lieu of parking spaces or loading bays on sites in the Inner Commercial Zone or the Fringe Commercial Zone:

Refer to 18.6 for policies relating to Commercial Zones and parking.

Provided that

1. The site has frontage to streets marked as continuous street facade on the urban maps.
2. The site has no legal access to any other road or service lane.

Refer to Urban planning maps for continuous street facade.

15.4.4 Assessment of Number of Spaces

- a) The required number of parking spaces and loading bays shall be:
 - i) Calculated in respect of each activity undertaken on the site.
 - ii) Re-calculated in the event of a change in activity.
 - iii) Re-calculated in the event of a change in the scale or intensity of land use.

15.4.5 Sharing of Parking and Loading Spaces

- a) Parking spaces and loading bays may be shared between different activities that occupy the same site.

Provided that:

- 1. The occupier requiring the parking spaces or loading bay is located adjacent to the occupier who provides the parking spaces or loading bay.
- 2. The total number of required parking spaces or loading bays calculated from Table 7 for the site is still provided.
- 3. The written agreement of the occupier providing the parking or loading bay is obtained and a copy of the agreement is lodged with Gisborne District Council prior to the commencement of the activity.

15.4.6 Availability of Spaces

- a) All required loading and parking spaces shall be kept clear and available for use of occupants or visitors during the normal hours of operation of that use.
- b) With the exception of the following activities, no parking space or loading bay shall obstruct access to any other parking space or loading bay:
 - i) Parking spaces for single residential or minor dwelling units;
 - ii) Parking spaces for home occupations;
 - iii) Parking spaces for service stations.

15.4.7 Provision of Parking Spaces for the Disabled

- a) Parking spaces for disabled persons shall be provided in accordance with New Zealand Standard NZS 4121:1985: Design for Access and Use of Buildings and Facilities by Disabled Persons.
- b) The number of parking spaces for the disabled required by with New Zealand Standard NZS 4121:1985 is inclusive of the parking requirements specified in Table Seven.

15.4.8 Design and Construction of Parking Spaces

- a) The gradient of any parking space used for industrial or commercial activities shall not exceed 1:20.
- b) Where the public make use of vehicle parking spaces at night they shall be lit in accordance with Australian Standard AS 1158.1:1986: ASS Public Lighting Code.
- c) All parking spaces shall be formed and constructed to comply with either the following rules for dimensions in table 8 (to accommodate the 90 percentile car illustrated in Figure 4) or the Australian / New Zealand Standard AS/NZS 2890.1:2004, Part 1 Off-street car parking or any subsequent replacement AS/NZS standard for this standard.

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| Plan Change 32 Notified 20 October 2006 |
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| A Parking Angle (°) | B Width of Parking Space (Metres) | C Kerb Overhang (Metres) | D Depth of Parking Space (Metres) | E Manoeuvring Space (Metres) | F Total Depth - One Row (Metres) | Total Depth Two rows (Metres) |
|------------------------------|--|-----------------------------------|--|---------------------------------------|---|-------------------------------------|
| 90 | 2.3 | 1.0 | 4.9 | 8.3 | 13.2 | 18.1 |
| | 2.5 | 1.0 | 4.9 | 7.7 | 12.6 | 17.5 |
| | 2.6 | 1.0 | 4.9 | 7.0 | 11.9 | 16.8 |
| | 2.8 | 1.0 | 4.9 | 6.6 | 11.5 | 16.4 |
| 75 | 2.3 | 1.0 | 5.2 | 7.0 | 12.2 | 17.4 |
| | 2.5 | 1.0 | 5.2 | 6.3 | 11.5 | 16.7 |
| | 2.6 | 1.0 | 5.2 | 5.2 | 10.4 | 15.6 |
| | 2.8 | 1.0 | 5.2 | 4.1 | 9.3 | 14.5 |
| 60 | 2.3 | 1.0 | 5.2 | 5.0 | 10.2 | 15.4 |
| | 2.5 | 1.0 | 5.2 | 4.1 | 9.3 | 14.5 |
| | 2.6 | 1.0 | 5.2 | 3.5 | 8.7 | 13.9 |
| | 2.8 | 1.0 | 5.2 | 3.2 | 8.4 | 13.6 |
| 45 | 2.3 | 0.8 | 4.9 | 2.7 | 7.6 | 12.5 |
| | 2.5 | 0.8 | 4.9 | 2.6 | 7.5 | 12.4 |
| | 2.6 | 0.8 | 4.9 | 2.4 | 7.3 | 12.2 |
| | 2.8 | 0.8 | 4.9 | 2.3 | 7.2 | 12.1 |
| 30 | 2.3 | 0.6 | 4.0 | 2.5 | 6.5 | 10.5 |
| | 2.5 | 0.6 | 4.0 | 2.4 | 6.4 | 10.4 |
| | 2.6 | 0.6 | 4.0 | 2.4 | 6.4 | 10.4 |
| | 2.8 | 0.6 | 4.0 | 2.3 | 6.3 | 10.3 |
| 0 | 6.1 | 0.4 | 2.5 | 2.8 | 5.3 | 7.8 |

Table 8: Rules for the Dimensions of Parking Spaces

- d) All carparks and associated turning areas for activities other than residential activities shall be sealed and drained.

15.4.9 Design and Construction of Loading Bays

- a) All loading areas shall be a minimum of 3m wide and 8.5m in length and be capable of accommodating a vehicle 3m in height. Turning areas shall be based on the 99 percentile Two-Axle Truck Tracking Curve illustrated in Figure Three.
- b) The gradient of any loading bay shall not exceed 1:20.
- c) All loading bays and associated turning areas shall be hard surfaced and drained.

Sight Lines at Intersections and Vehicle Crossings

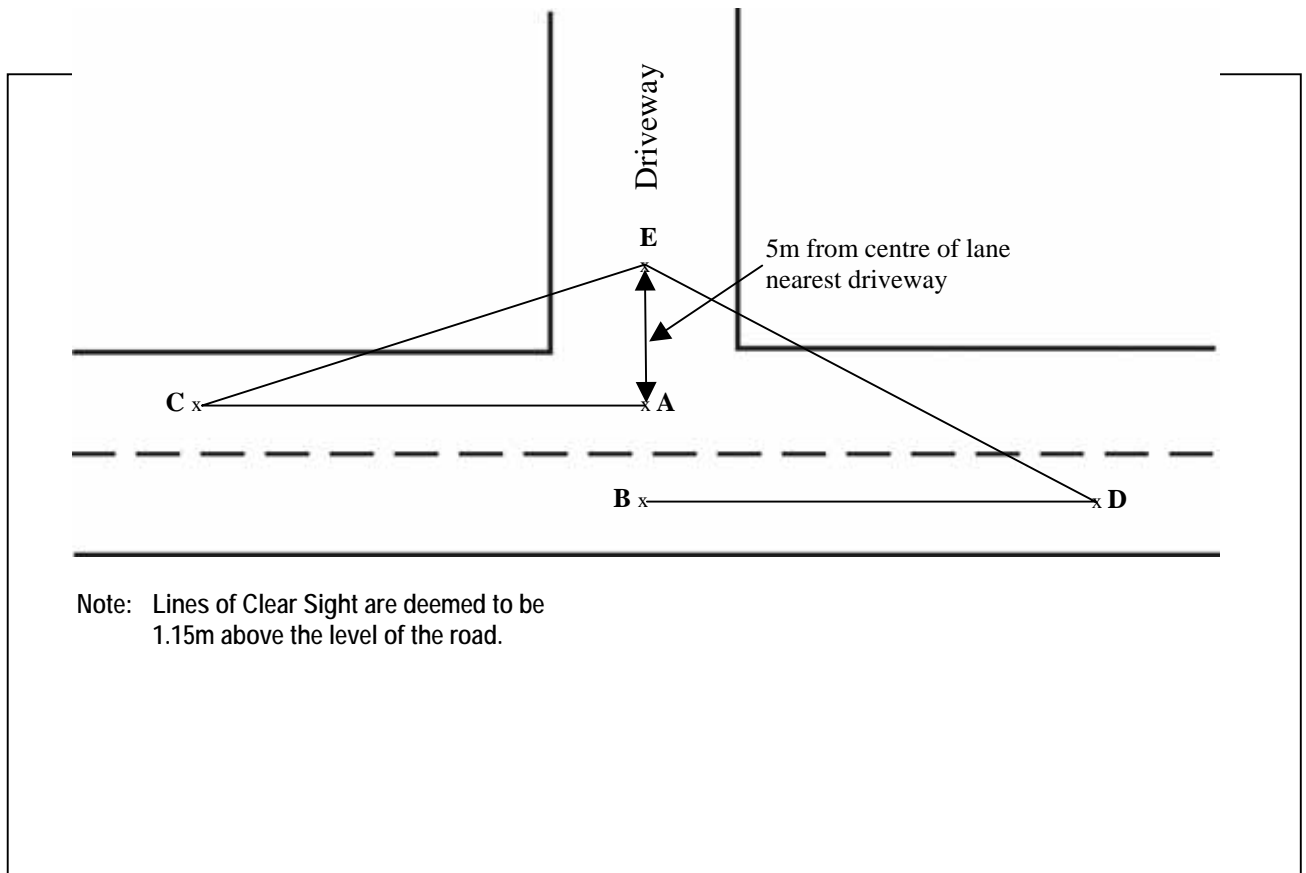


Figure 1: Sight Lines at Intersections and Vehicle Crossings

Note: All new vehicle crossings / accessways shall have clear lines of sight between points AC, BD, EC and ED as shown in Figure 1 above and in accordance with operating speeds and sight distances in rule 15.2.4 (Table 2). The specified sight distances in rule 15.2.4 (Table 2) shall be measured along the centre of the appropriate lane between points A to C and B to D. For practical purposes, A and B can be taken as opposite the centre of the driveway.

Car Tracking Curves

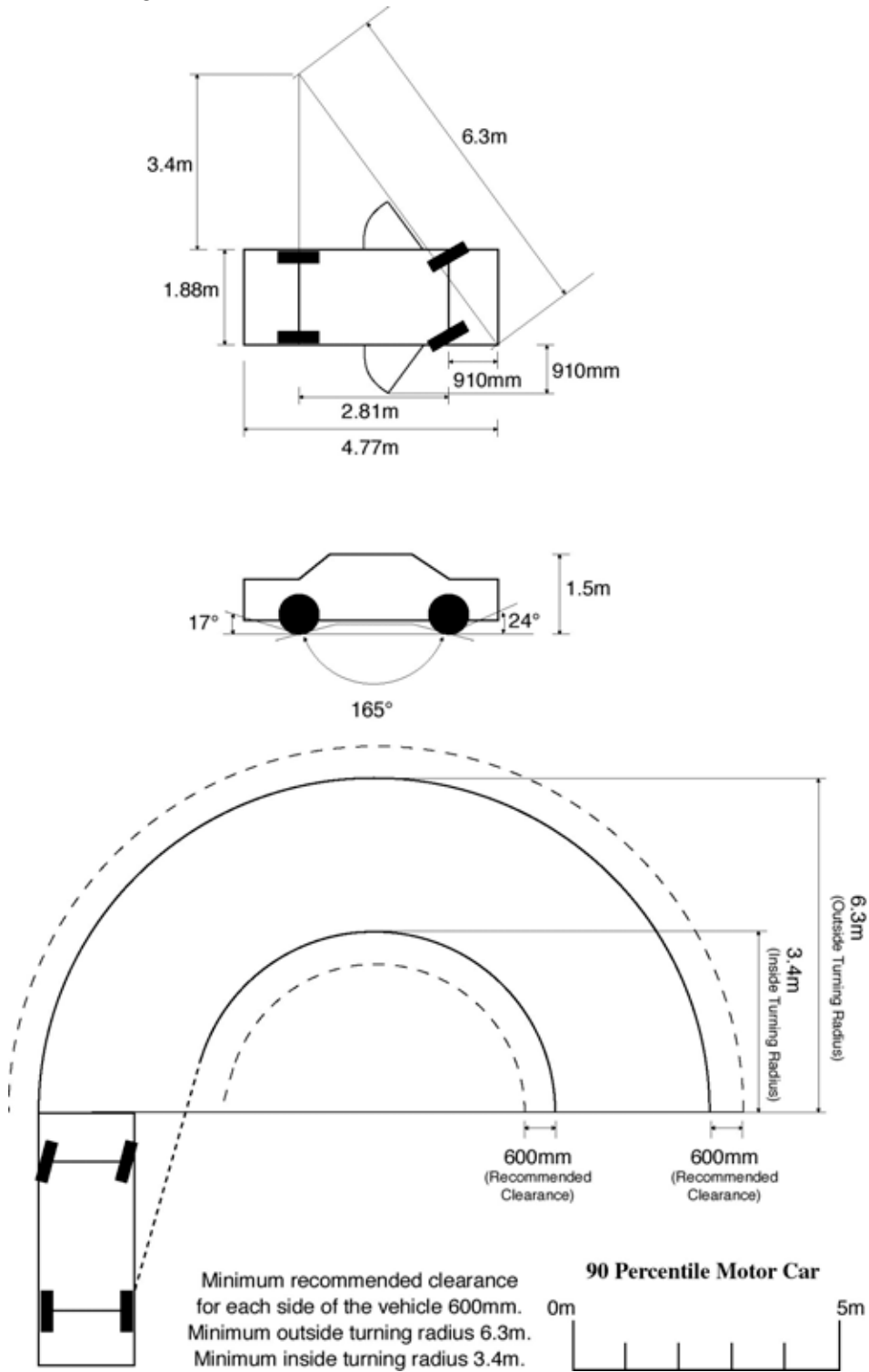


Figure 2: Car Tracking Curves

Truck Tracking Curves

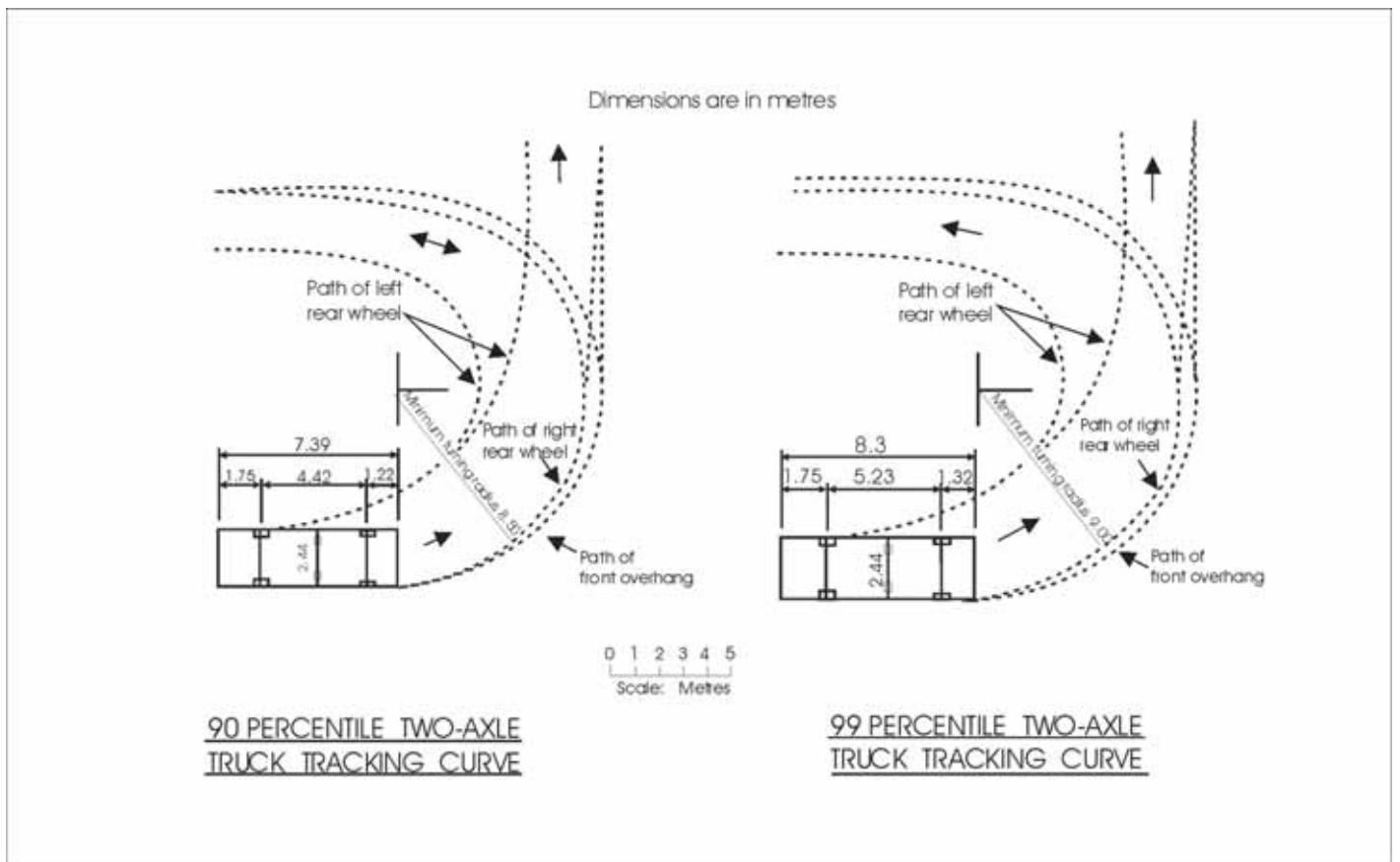


Figure 3: Truck Tracking Curves

Car Parking Dimensions

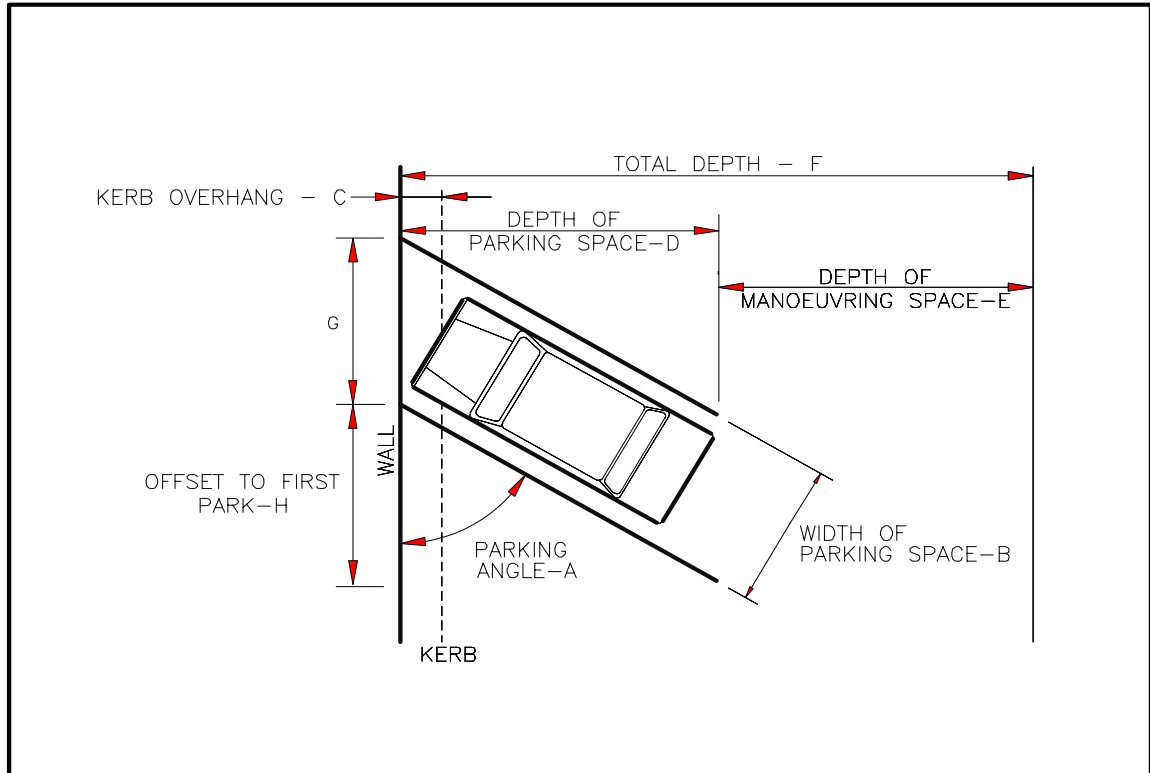


Figure 4 Car Parking Dimensions

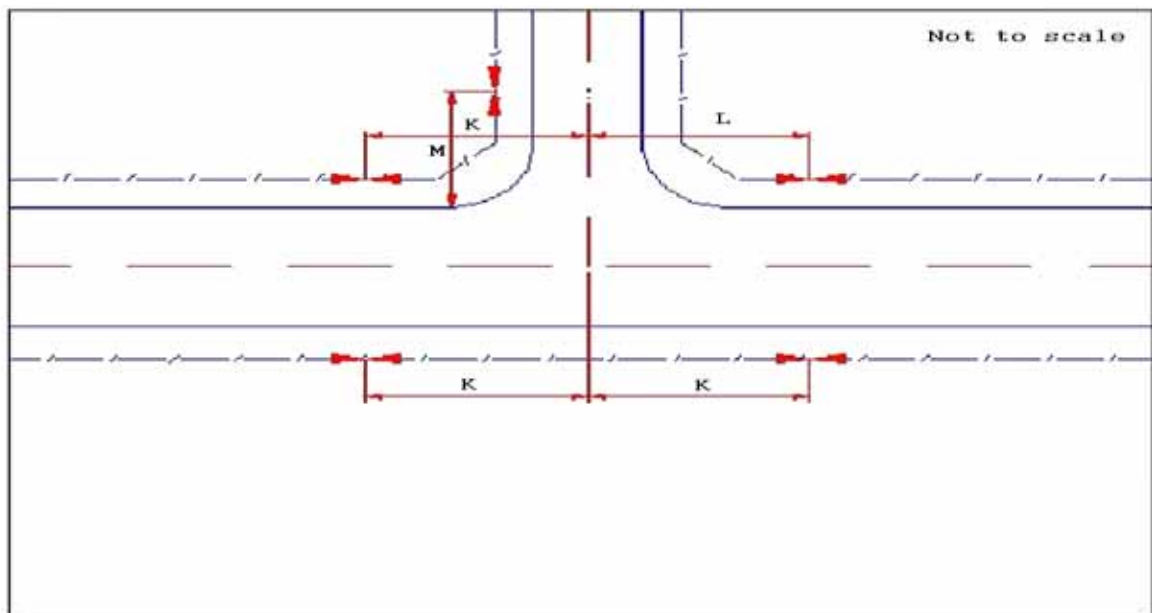


Figure 5 Minimum Spacing between property accesses relative to intersections