

## Overview

The transport network includes all transport corridors and infrastructure, including state highways, roads, pedestrian and cycle pathways, railway and flight paths at the New Plymouth Airport. The transport network is an essential physical resource that contributes to the social and economic wellbeing of the district. It enables the movement of goods, the provision of services and for people to travel between home, work, educational, recreational, cultural, commercial and other activities, both within and beyond the district. The provisions in this chapter primarily relate to the road transport network (including state highways, roads and pedestrian and cycle pathways) but it also manages activities within the New Plymouth Airport flight path and in close proximity to the railway corridor. When considering transport related matters, emphasis is placed on ensuring ease of movement for our communities via a safe, efficient and well-connected transport network, promoting good quality urban design and managing adverse effects associated with the construction, maintenance and development of the transport network.

In terms of the road transport network, the District Plan identifies a hierarchy of public roads, promotes connectivity and the integration of land use and subdivision activities with the transport network and specifies key standards for the design and construction of infrastructure. This means that when considering land use and subdivision proposals, a primary aim of the District Plan is to link neighbourhoods and communities and avoid disconnection through, for example, dead end cul-de-sacs and isolated pockets of development. To support safety and connectivity, the District Plan also requires minimum design standards in respect of driveways, vehicle access points, visibility, road widths and other transport related infrastructure while also requiring on-site parking in appropriate places.

Where activities meet the specific standards and thresholds set out in this chapter, the transportation component of the activity will be permitted. Activities that do not meet the standards or which generate higher amounts of traffic than permitted by the provisions in this chapter will require resource consent and any adverse traffic effects associated with the activity will need to be assessed, in particular, any adverse effects on the effective, efficient and safe operation of the transport network.

The District Plan seeks to ensure that activities generate a type or level of traffic that is compatible with the roads they are located on. Heavy vehicles and activities that generate large numbers of vehicles should use roads that can accommodate significant weights, volumes and frequencies. This should also assist with ongoing road maintenance and ensure that such activities establish in areas that can absorb any adverse traffic effects those activities may generate.

In terms of air transport, specific requirements within this chapter relate to building activities and planting of trees within the New Plymouth Airport Flight Path Surface Area identified on the planning maps. In terms of rail transport, specific requirements within this chapter relate to building activities within close proximity to the railway corridor.

Objectives	
TRAN-O1	The transport network is a well-connected, integrated and accessible system that: <ol style="list-style-type: none"> <li>1. meets and is responsive to current and future needs, including projected population growth;</li> <li>2. maximises opportunities to link with land uses; and</li> <li>3. promotes the use of public transport, walking and cycling, and reduces dependency on private motor vehicles.</li> </ol>
TRAN-O2	The transport network is safe, efficient and effective in moving people and goods within and beyond the district.
TRAN-O3	Activities generate a type or level of traffic that is compatible with the local road transport network they obtain access to and from.
TRAN-O4	The existing and future transport network is not compromised by incompatible activities which may result in reverse sensitivity effects and/or conflict.
TRAN-O5	Adverse effects from the construction, maintenance and development of the transport network are managed.

## Policies

### General

TRAN-P1	Identify and map a road transport network hierarchy comprising the following different road types based on purpose, strategic function and anticipated volume of traffic: <ol style="list-style-type: none"> <li>1. state highways;</li> <li>2. arterial roads;</li> <li>3. collector roads;</li> <li>4. local roads; and</li> <li>5. pathway connections.</li> </ol>
TRAN-P2	Allow the following activities provided they do not compromise the safety, efficiency and effectiveness of the transport network: <ol style="list-style-type: none"> <li>1. roads and vehicle access points;</li> <li>2. building activities and trees within the New Plymouth Airport Flight Path Surface 2 area;</li> <li>3. electric vehicle charging stations; and</li> <li>4. operation, maintenance and repair or construction of the transport network.</li> </ol>
TRAN-P3	Manage activities that occur on or in close proximity to the transport network, including: <ol style="list-style-type: none"> <li>1. erection of structures on or adjacent to an indicative road transport network;</li> <li>2. erection of structures on or adjacent to a railway corridor;</li> <li>3. high trip generator activities;</li> <li>4. vehicle access points onto a state highway; and</li> <li>5. vehicle access points over a railway level crossing.</li> </ol>

### Connectivity and Integration

TRAN-P4	Identify and map indicative road transport networks for specific sites and areas within the district which: <ol style="list-style-type: none"> <li>1. encourage connectivity and ease of movement within and between communities; and</li> </ol>
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	2. assist to create a compact urban environment while supporting growth and intensification.
<b>TRAN-P5</b>	Require activities on or adjacent to an indicative road transport network to: <ol style="list-style-type: none"> <li>1. locate or design the activity in general accordance with the indicative road transport network; or</li> <li>2. provide an alternative road transport network with the same or similar connectivity outcomes.</li> </ol>
<b>TRAN-P6</b>	Require high trip generator activities to prepare an Integrated Transport Assessment including provision for pedestrians, cyclists, public transport users, freight and motorists.
<b>TRAN-P7</b>	Require that additions and upgrades to the road transport network achieve connectivity through design and construction by: <ol style="list-style-type: none"> <li>1. linking to existing networks, including public transport routes and open space networks;</li> <li>2. not precluding connectivity to future developable land;</li> <li>3. contributing to shorter travel distances and providing choices for users;</li> <li>4. allowing ease of movement within, to and from the activity for a variety of users;</li> <li>5. providing increased opportunity for social interaction, particularly in centres and residential neighbourhoods;</li> <li>6. supporting low impact urban design principles, including the integration of natural features; and</li> <li>7. making it accessible for all users, including the transport disadvantaged and mobility impaired through the provision of features such as dropped kerbs and tactile paving.</li> </ol>
<b>TRAN-P8</b>	Ensure that sensitive activities are appropriately located and separated from state highways and railway corridors and/or that any adverse noise, amenity and/or reverse sensitivity effects are avoided, remedied or mitigated by incorporating acoustic insulation measures.
<b>TRAN-P9</b>	Ensure that on-site parking for activities in centres is located appropriately having regard to: <ol style="list-style-type: none"> <li>1. existing and future accessibility to public transport;</li> <li>2. allowing ease of movement within, to and from the activity for a variety of users;</li> <li>3. ease of access to support walking and cycling; and</li> <li>4. impacts on streetscape and amenity.</li> </ol>
<b>TRAN-P10</b>	Ensure the road transport network is located and designed to avoid, remedy or appropriately mitigate adverse effects on adjacent land, while recognising the positive benefits of enabling the road transport network.
<b>TRAN-P11</b>	Encourage buildings and new developments to: <ol style="list-style-type: none"> <li>1. provide free, secure and covered parking for bicycles and end-of-trip facilities such as secure lockers, showers and changing facilities; and</li> <li>2. allocate parking for mobility devices, scooters, motorcycles, hybrid vehicles and car share or car pool vehicles and to provide charging points for electric vehicles.</li> </ol>

#### Safety and Efficiency

<b>TRAN-P12</b>	Require additions and upgrades to the road transport network to meet design standards to ensure that the safety and efficiency of the road transport network is maintained.
<b>TRAN-P13</b>	Require that activities provide for the safe and efficient movement of vehicles on-site, onto and along the road transport network by: <ol style="list-style-type: none"> <li>1. providing appropriately designed and/or located vehicle access points, on-site parking including bicycle parking, loading and standing spaces, driveways, manoeuvring space and queuing space to reduce disruption to traffic flow, driver distraction and road congestion;</li> <li>2. ensuring that the location, orientation, design and illumination of signs avoid road or footpath user obstruction, distraction or confusion; and</li> <li>3. providing stock truck effluent receiving facilities to avoid or minimise spillage onto roads.</li> </ol>
<b>TRAN-P14</b>	Ensure that activities do not constrain or compromise the safe and efficient operation of the road transport network by: <ol style="list-style-type: none"> <li>1. minimising conflict between vehicles, pedestrians and cyclists;</li> <li>2. managing the width of vehicle access points so that on-street parking is not reduced; and</li> <li>3. managing adverse cumulative effects.</li> </ol>
<b>TRAN-P15</b>	Ensure that activities do not constrain or compromise the safe and efficient operation of the rail transport network by: <ol style="list-style-type: none"> <li>1. requiring appropriately designed and/or located vehicle access points within close proximity to railway level crossings to improve safety for road users on approaches to railway level crossings;</li> <li>2. controlling vehicle access points over railway level crossings to minimise safety risks;</li> <li>3. restricting the location of buildings, structures and other visual obstructions including vegetation within sightline areas of railway level crossings; and</li> <li>4. managing the location of buildings and structures near railway corridors to allow for access to, and maintenance of, railway corridors and the rear of buildings.</li> </ol>
<b>TRAN-P16</b>	Encourage large car parks to be designed to provide clearly marked, connected, convenient, safe, accessible pedestrian pathways, with provision for shelter where possible.

#### Traffic Generation

<b>TRAN-P17</b>	Ensure the type and level of traffic using the road transport network is appropriate by: <ol style="list-style-type: none"> <li>1. minimising the ability for heavy vehicles to directly access and utilise local roads;</li> <li>2. requiring high traffic generating activities to locate on arterial and collector roads; and/or</li> <li>3. avoiding, remedying or mitigating adverse amenity, character, safety and cumulative effects.</li> </ol>
<b>TRAN-P18</b>	Require high trip generator activities which propose to access and utilise the district's roads to be assessed in an Integrated Transport Assessment prepared by a suitably qualified traffic specialist that demonstrates how any adverse effects on the road transport network will be avoided, remedied or mitigated, and assesses: <ol style="list-style-type: none"> <li>1. the road's capacity and the likely effect of the proposed use on the road and its users;</li> <li>2. effects on the amenity values and character of the road;</li> <li>3. the effect on ongoing maintenance of the road and the need for road maintenance agreements;</li> <li>4. whether opportunities for alternative access and/or routes exist;</li> <li>5. appropriate traffic management and travel planning mechanisms;</li> </ol>

	<p>6. whether it is appropriate to stage the activity and/or undertake improvements to the road transport network; and</p> <p>7. cumulative effects.</p>
<b>TRAN-P19</b>	<p>Require activities that generate vehicle trips associated with construction to minimise any adverse traffic effects having regard to:</p> <ol style="list-style-type: none"> <li>1. the types of vehicles serving the site, their frequency, the time of vehicle movement and anticipated traffic generation;</li> <li>2. the duration of the traffic generation and the extent to which it creates adverse amenity effects and/or sleep disturbances for surrounding sensitive activities;</li> <li>3. the capacity of the site and adjoining roads to accommodate parking for workers associated with the construction work;</li> <li>4. any potential adverse effects on the safety and efficiency of the transport network; and/or</li> <li>5. the outcomes or recommendations of a Construction Traffic Management Plan undertaken by a suitably qualified traffic specialist.</li> </ol>

**Rules**

Refer to Part 1 for how to use this District Plan, including activity status abbreviations.

**Activities Rules**

<b>TRAN-R1</b>	<b>Roads and vehicle access points</b>	
<b>All zones</b>	<p><b>Activity status: PER</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>1. the following are complied with:                     <ol style="list-style-type: none"> <li>a. the standards set out in Council's Land Development and Subdivision Infrastructure Standard Local Amendments Version 3; and</li> <li>b. the vehicle access point dimensions required for fire appliances for developments in SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice where a fire appliance is not able to reach either a house or the source of a firefighting water supply from a public road; and</li> </ol> </li> <li>2. all Transport Effects Standards are complied with.</li> </ol> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. All new roads and vehicle access points that intersect a state highway require the approval of the New Zealand Transport Agency under the Government Roading Powers Act 1989.</li> </ol>	<p><b>Activity status where compliance not achieved: RDIS</b></p> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>1. Adverse effects on the safe, efficient and effective operation of the road transport network.</li> <li>2. The ability to provide an adequate and reliable firefighting water supply.</li> <li>3. The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in the infringed rule(s) or standard(s).</li> </ol>
<b>TRAN-R2</b>	<b>Building activities and trees within New Plymouth Airport Flight Path Surface 2</b>	
<b>All zones</b>	<p><b>Activity status: PER</b></p> <p>Where:</p> <ol style="list-style-type: none"> <li>1. the height of any structure and/or of any tree does not exceed these section limits:                     <ol style="list-style-type: none"> <li>1. Section 1: 2m; or</li> <li>2. Section 2: 4m; or</li> <li>3. Section 3: 8m; or</li> <li>4. Section 4: 12m or the maximum height of the underlying zone, whichever is lesser; and</li> </ol> </li> <li>2. all Transport Effects Standards are complied with.</li> </ol> <p><b>This rule does not apply to:</b></p> <ol style="list-style-type: none"> <li>1. Antennas, aerials, satellite dishes (less than 1m in diameter), chimneys, flues and flag poles provided these do not exceed the height limit by more than 5m measured vertically.</li> <li>2. Solar panels and solar water heaters provided these do not exceed the height limit by more than 0.50m measured vertically. Refer to ENGY-S3;</li> </ol> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. Details on the New Plymouth Airport Flight Path Surfaces are shown in TRAN - Figure 1.</li> <li>2. Where any building activity or tree penetrates the Airport Flight Path Surface Area 2 in TRAN - Figure 1. Civil Aviation Rule Pt 77 requires that the proposal be notified to the Director of Civil Aviation who may require it to be marked or lit. This is a statutory requirement of the Civil Aviation Act 1990 that operates outside of the provisions contained within this District Plan.</li> </ol>	<p><b>Activity status where compliance not achieved: CON</b></p> <p><b>Matters over which control is reserved:</b></p> <ol style="list-style-type: none"> <li>1. Compliance with the Civil Aviation Act 1990 and any associated regulations and/or safety requirements of the New Plymouth Airport.</li> </ol>



TRAN-R3		
<b>Electric vehicle charging stations</b>		
<b>All zones (1)</b>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>the electric vehicle charging device is installed in association with an existing, permitted or consented vehicle parking space, vehicle depot or garage structure;</li> <li>the electric vehicle charging device is freestanding;</li> <li>the electric vehicle charging device does not exceed: <ol style="list-style-type: none"> <li>a height of 2.1m; and</li> <li>an area of 3m<sup>2</sup>; and</li> </ol> </li> </ol> <p>1. all Transport Effects Standards are complied with.</p>	<p><b>Activity status where compliance not achieved: RDIS</b></p> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>The extent and effect of non-compliance with any relevant rule or standard and any relevant matters of discretion in the infringed rule(s) or standard(s).</li> </ol>
<b>All zones (2)</b>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>the electric vehicle charging device is installed on the road reserve;</li> <li>the electric vehicle charging device is freestanding; and</li> <li>all Transport Effects Standards are complied with.</li> </ol> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>There are no maximum dimensions for electric vehicle charging stations installed on the road reserve.</li> </ol>	<p><b>Activity status where compliance not achieved: RDIS</b></p> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>The extent and effect of non-compliance with any relevant rule or standard and any relevant matters of discretion in the infringed rule(s) or standard(s).</li> </ol>
<b>TRAN-R4</b>		
<b>Operation, maintenance and repair or construction of the transport network</b>		
<b>TRAN-R5</b>		
<b>Any activity not otherwise listed in this table</b>		
<b>All zones</b>	<p><b>Activity status: PER</b> Where:</p> <ol style="list-style-type: none"> <li>all Transport Effects Standards are complied with.</li> </ol>	<p><b>Activity status where compliance not achieved: RDIS</b></p> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>The extent and effect of non-compliance with any relevant rule or standard and any relevant matters of discretion in the infringed rule(s) or standard(s).</li> </ol>
<b>TRAN-R6</b>		
<b>Erection of structures on or adjacent to an indicative road transport network</b>		
<b>All zones</b>	<p><b>Activity status: RDIS</b> Where the structure is located:</p> <ol style="list-style-type: none"> <li>within an allotment containing an indicative road transport network; or</li> <li>within 20m of the edge of an indicative road; and/or</li> <li>within 5m of the edge of an indicative pathway connection; and</li> <li>all Transport Effects Standards are complied with.</li> </ol> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>Whether the indicative road transport network is taken into account in the siting of structures.</li> <li>Whether the structure would compromise the design, construction or functioning of the future road transport network.</li> <li>Whether any land use activities enabled or established by the structure would be incompatible with the transport network or create reverse sensitivity issues.</li> <li>The ability to comply with SUB-R8.</li> </ol> <p><b>This rule does not apply to:</b></p> <ol style="list-style-type: none"> <li>Temporary structures.</li> <li>All fences less than 2m in height.</li> <li>Signs.</li> <li>Driveways.</li> <li>Vehicle access points.</li> </ol> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>The edge of an indicative road shall be taken 7.5m either side of the centre point of the indicative road.</li> <li>The edge of an indicative pathway connection shall be taken 2.5m either side of the centre point of the indicative pathway connection.</li> </ol>	<p><b>Activity status where compliance not achieved: DIS</b></p>
<b>TRAN-R7</b>		
<b>Erection of structures on or adjacent to a railway corridor</b>		
<b>All zones</b>	<p><b>Activity status: RDIS</b> Where the structure is located:</p> <ol style="list-style-type: none"> <li>within 5m of the edge of a railway corridor; and</li> <li>all Transport Effects Standards are complied with.</li> </ol> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>The size, nature and location of the structure on the site.</li> <li>The extent to which the safety and efficiency of current and future rail operations will be adversely affected.</li> <li>The outcome of any consultation with KiwiRail.</li> </ol>	<p><b>Activity status where compliance not achieved: DIS</b></p>
<b>TRAN-R8</b>		
<b>High trip generator activities</b>		

<b>Town Centre Zone</b> <b>Local Centre Zone</b> <b>Mixed Use Zone</b> <b>Large Format Retail Zone</b> <b>Residential Zones</b> <b>General Industrial Zone</b> <b>Open Space and Recreation Zones</b> <b>Special Purpose Zones</b> <b>Rural Zones</b>	<b>Activity status: RDIS</b> Where: <ol style="list-style-type: none"> <li>any of the activities listed in TRAN - Table 1 exceed the stated thresholds, inclusive of an increase in use or additions and extensions of existing activities; and</li> <li>all Transport Effects Standards are complied with.</li> </ol> <b>Matters over which discretion is restricted:</b> <ol style="list-style-type: none"> <li>The effects of the activity on the safety, efficiency and effectiveness of the local and wider transport network, including consideration of cumulative effects with other activities (including those consented but not yet constructed or operational) in the vicinity, proposed infrastructure, and construction work associated with the activity.</li> <li>The integration of different modes of land transport and transport choices.</li> <li>The extent to which the number, pattern and/or timing of traffic movements is likely to adversely affect the amenity values and character of the immediate and surrounding area.</li> <li>Whether the use is in an appropriate location and of an appropriate intensity and scale.</li> <li>The type and intensity of vehicle movements using the road transport network and how this may adversely impact on quality and maintenance requirements, taking into account the need for road maintenance agreements to address any such matters as extraordinary repair work, widening or resurfacing.</li> <li>Whether additional traffic generation increases the use of the road beyond what is expected for its status.</li> <li>Any alternative locations and methods considered to avoid, remedy and mitigate any adverse effects, while recognising practical constraints and any benefits generated by the activity.</li> <li>Outcomes and recommendations in the Integrated Transport Assessment provided with the application.</li> <li>The duration, staging and scheduling of construction activity and resultant vehicle movements.</li> <li>The extent to which the number, pattern and/or timing of construction traffic movements is likely to adversely affect the amenity values of the immediate and surrounding area.</li> <li>The temporary nature of construction traffic movements and any positive effects enabled by the activity.</li> </ol> <b>Note:</b> <ol style="list-style-type: none"> <li>An Integrated Transport Assessment considering both operational and construction effects, prepared by a suitably qualified traffic specialist, must be submitted with any resource consent application under this rule.</li> <li>Where there is no threshold stated for an activity listed in TRAN - Table 1, a resource consent application is required.</li> <li>Provisions to manage the effects of temporary activities are dealt with in the Temporary Activities Chapter.</li> </ol>	<b>Activity status where compliance not achieved: DIS</b>
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TRAN - Table 1 - High Trip Generator Thresholds

	Activity	Threshold
1.	Activities in the Special Purpose Zones (excluding the Future Urban Zone and the Māori Purpose Zone)	No threshold.
2.	Residential activities or subdivision activities	Enabling in excess of 20 dwellings or creating 20 allotments.
3.	Retail activities	Exceeding 500m <sup>2</sup> gross floor area (GFA).
4.	Business service activities	Exceeding 1,000m <sup>2</sup> GFA.
5.	Commercial service activities (excluding vehicle sales, service stations and transport depots)	Exceeding 1,000m <sup>2</sup> GFA.
6.	Vehicle sales	No threshold.
7.	Service stations	No threshold.
8.	Transport depots	No threshold.
9.	Child care services	Exceeding: <ul style="list-style-type: none"> <li>20 children in a Residential Zone; or</li> <li>50 children in any other zone.</li> </ul>
10.	Educational facilities	No threshold.
11.	Major healthcare activities	Exceeding 1,500m <sup>2</sup> GFA.
12.	Medical and health services	Exceeding 400m <sup>2</sup> GFA.



13.	Visitor accommodation and/or camping ground activities	Exceeding 50 accommodation units or berths.
14.	Primary production	Exceeding 200 vehicle movements per day.
15.	Industrial activities	Exceeding 5,000m <sup>2</sup> GFA.
16.	Energy activities	Exceeding 200 vehicle movements per day.
17.	Storage and warehouse activities	Exceeding 5,000m <sup>2</sup> GFA.
18.	Emergency service facilities	Exceeding 1,000m <sup>2</sup> GFA.
19.	Places of assembly, community facilities or sport and recreation activities	Accommodating in excess of 200 people at any one time.
20.	Any activity, including activities 1-19 listed above. This includes vehicle movements associated with construction.	Exceeding 200 vehicle movements per day.

<b>TRAN-R9</b>	<b>Vehicle access points onto a state highway</b>	
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<b>All zones</b>	<p><b>Activity status: RDIS</b> Where:</p> <ol style="list-style-type: none"> <li>an activity requires a new vehicle access point or an alteration or increase in the use of an existing vehicle access point onto a state highway (including limited access roads) in TRAN-S1;</li> <li>traffic generation in relation to a site is more than 60 vehicle movements per day; and</li> <li>all Transport Effects Standards are complied with.</li> </ol> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>The use, location, design and number of vehicle access points.</li> <li>The ability to obtain alternative access.</li> <li>The safe, efficient and effective operation of the state highway.</li> <li>Whether the vehicle access point is sufficiently removed from an intersection having regard to traffic volumes on roads, the 85th percentile speed of vehicles on roads and any other factors that will prevent congestion between vehicles turning at the vehicle access point or at the intersection.</li> <li>Whether there is a need to separate entry and exit points in order to reduce potential traffic confusion and congestion.</li> <li>Whether the physical form of the road will minimise the adverse effects of inappropriate access manoeuvres, for example whether the road offers good visibility, the presence of a solid median to stop right hand turns, or a flush median to assist right hand turns.</li> <li>The extent to which the safety and efficiency of the road transport network will be adversely affected due to inappropriate design or construction of the vehicle access point.</li> <li>Whether particular mitigation measures such as an acceleration or deceleration lane are required due to the volume and speed of vehicles on the road.</li> <li>Any cumulative effects of extra vehicle access points on the function of the road boundary in terms of its position in the roading hierarchy.</li> <li>Whether the speed environment on the road, as determined by the 85th percentile speed data, is such that the sight distance standards in the District Plan can be safely reduced.</li> <li>The types of vehicles serving the site, their intensity, the time of day the site is frequented and the likely anticipated vehicle generation.</li> </ol> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>There are no permitted activity design standards within the District Plan relating to vehicle access points onto a state highway that is a limited access road. Consultation with New Zealand Transport Agency will be important in the assessment of resource consent applications in relation to this rule.</li> <li>State highways that are limited access roads are illustrated on the planning maps.</li> </ol>	<b>Activity status where compliance not achieved: DIS</b>
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<b>TRAN-R10</b>	<b>Vehicle access points over a railway level crossing</b>	
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<b>All zones</b>	<p><b>Activity status: RDIS</b> Where:</p> <ol style="list-style-type: none"> <li>an activity requires a new vehicle access point or an alteration or increase in the use of an existing vehicle access point over a railway level crossing in TRAN-S3; and</li> <li>all Transport Effects Standards are complied with.</li> </ol> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>The relevant aspects of TRAN-S3.</li> <li>The potential for adverse effects on the safety and efficiency of the railway resulting from the nature, use, location and design of the</li> </ol>	<b>Activity status where compliance not achieved: DIS</b>
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vehicle access point to a subdivision or land use activity. 3. Whether the vehicle access point will be grade separated so that the road is separated from the railway by an overpass or underpass. 4. The ability to obtain alternative access. 5. The outcome of any consultation with KiwiRail.
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**Effects Standards**

**Vehicle Access Points**

TRAN-S1	Design standards for vehicle access points onto a state highway that is not a limited access road	
(1) All zones	1. For traffic generation in relation to a site that is less than or equal to 30 vehicle movements per day: TRAN - Table 2 and TRAN - Figure 2 and TRAN - Figure 3 must be complied with.	<b>Matters of discretion if compliance is not achieved:</b> 1. The potential for adverse effects on the safety and efficiency of the road transport network resulting from the nature, use, location and design of the vehicle access point. 2. The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in the rule or standard.
(2) All zones	1. For traffic generation in relation to a site that is more than 30 and less than or equal to 60 vehicle movements per day: TRAN - Table 3 and TRAN - Figure 2 and TRAN - Figure 3 must be complied with.	<b>Matters of discretion if compliance is not achieved:</b> 1. The potential for adverse effects on the safety and efficiency of the road transport network resulting from the nature, use, location and design of the vehicle access point. 2. The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in the rule or standard.

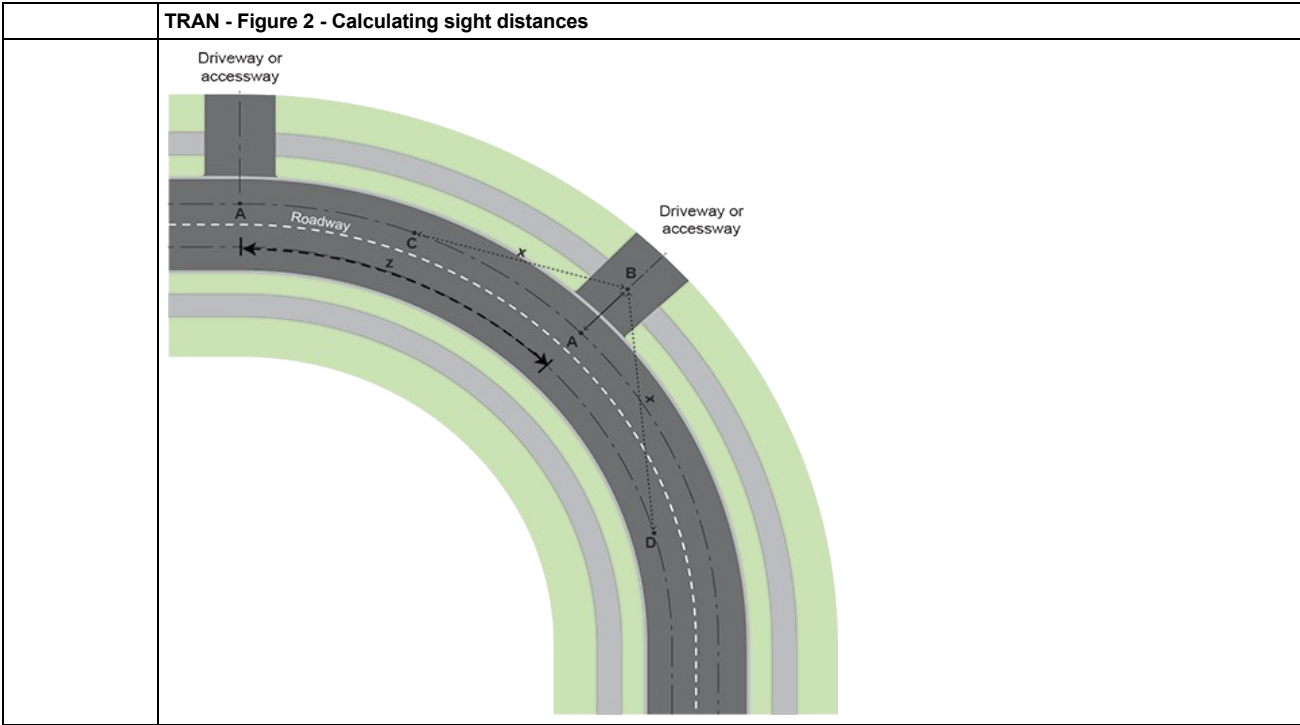
**TRAN - Table 2 - Design Standards - minimum sight distances, minimum distance of vehicle access point relative to intersections and minimum spacing where traffic generation to the site is less than or equal to 30 vehicle movements per day.**

<u>Posted legal speed limit</u>	<u>Minimum sight distance</u>	<u>Minimum distance of vehicle access point relative to intersections</u>	<u>Minimum spacing between vehicle access points on same or opposite frontages</u>
<i>Km/hr</i>	<i>Distance (x) Measured in metres</i>	<i>Distance (y) Measured in metres</i>	<i>Distance (z) Measured in metres</i>
50	140m	20m	7.5m for residential land uses; or 15m all other land uses
60	175m	30m	20m
70	210m	60m	40m
80	250m	90m	100m
100	330m	150m	200m

**TRAN - Table 3 - Design Standards - minimum sight distances, minimum distance of vehicle access point relative to intersections and minimum spacing where traffic generation to the site more than 30 but fewer than 60 vehicle movements per day.**

<u>Posted legal speed limit</u>	<u>Minimum sight distance</u>	<u>Minimum distance of vehicle access point relative to intersections</u>	<u>Minimum spacing between vehicle access points on same or opposite frontages</u>
<i>Km/hr</i>	<i>Distance (x) Measured in metres</i>	<i>Distance (y) Measured in metres</i>	<i>Distance (z) Measured in metres</i>
50	140m	30m	7.5m for residential land uses; or 15m all other land uses
60	175m	50m	20m
70	210m	100m	40m
80	250m	120m	100m
100	330m	200m	200m

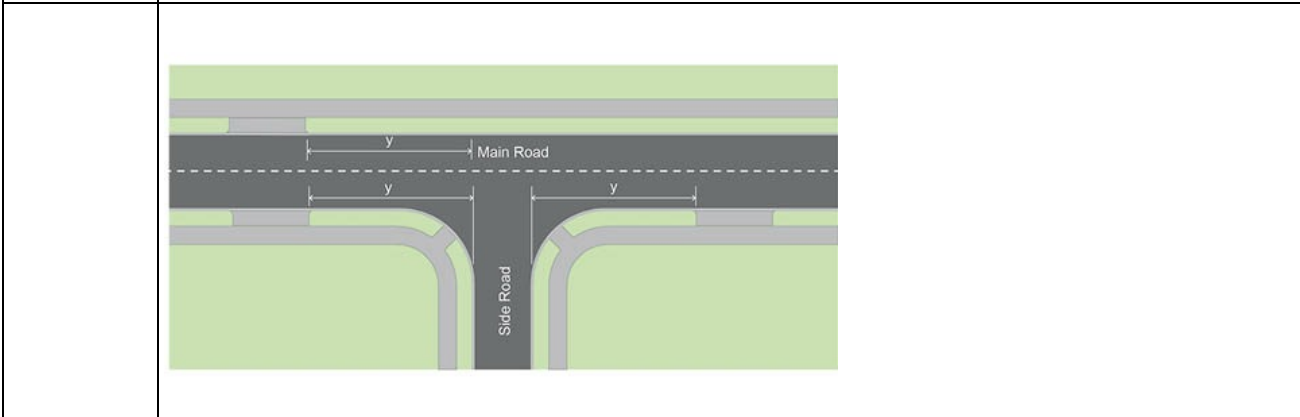




Sight lines shall be from drivers eye height to drivers eye height (1.15m) above ground level within the sight triangle.

Point A: Intersection of lane centreline and driveway centreline.  
 Point B: Position of centreline of driveway where sight distance is measured (note - this is measured from the edge lane line and where there is no edge lane line, from the edge of seal) and is 3.5m from residential houses and 5m for all other activities.  
 Point C and D: Position on centreline of lane where sight distance is measured.

**TRAN - Figure 3 - Location of vehicle access points from intersections**



**TRAN-S2 Design standards for vehicle access points onto a local road, collector road or arterial road**

<b>All zones</b>	All vehicle access points onto a local road, collector road or arterial road shall comply with: 1. the design standards in TRAN - Table 4; and 2. the design standards in TRAN - Figure 2 and TRAN - Figure 3.	<b>Matters of discretion if compliance is not achieved:</b> 1. The potential for adverse effects on the safety and efficiency of the road transport network resulting from the nature, use, location, design and construction of the vehicle access point.

**TRAN - Table 4 - Design standards for vehicle access points onto local, collector and arterial roads**

<u>Posted legal speed limit</u>	<u>Minimum sight distance Local Road</u>	<u>Minimum sight distance Collector Road</u>	<u>Minimum sight distance Arterial Road</u>	<u>Minimum spacing between vehicle access points on same or opposite frontages</u>
<i>Km/hr</i>	<i>Distance (x) Measured in metres</i>	<i>Distance (x) Measured in metres</i>	<i>Distance (x) Measured in metres</i>	<i>Distance (z) Measured in metres</i>
50 or below	40m	90m	90m	N/A
60	55m	115m	115m	N/A
70	85m	140m	140m	10m

80	105m	175m	175m	10m
100	160m	250m	250m	10m
Total maximum combined width of vehicle access points on any site				4m or 50 per cent of the road boundary, whichever is the greatest

**TRAN-S3 Requirements for vehicle access points within close proximity to a railway level crossing**

<b>All zones</b>	All new vehicle access points shall be located a minimum of 30m from a railway level crossing. The 30m shall be measured from the closest rail track to the edge of seal on the proposed vehicle access point.  <b>Note:</b> 1. All new vehicle access points that intersect a railway require the approval of KiwiRail.	<b>Matters of discretion if compliance is not achieved:</b> 1. The potential for adverse effects on the safety and efficiency of the rail transport network resulting from the nature, use, location and design of the vehicle access point.
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**TRAN-S4 Vehicle access points**

<b>All zones</b>	All new vehicle access points must comply with the standards set out in Council's Land Development and Subdivision Infrastructure Standard Local Amendments Version 3.  <b>Note:</b> 1. All new vehicle access points that intersect a state highway require the approval of the New Zealand Transport Agency under the Government Roading Powers Act 1989.	<b>Matters of discretion if compliance is not achieved:</b> 1. The potential for adverse effects on the safety and efficiency of the road transport network resulting from the nature, use, location and design of the vehicle access point.
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**TRAN-S5 Minimum distance between vehicle access points**

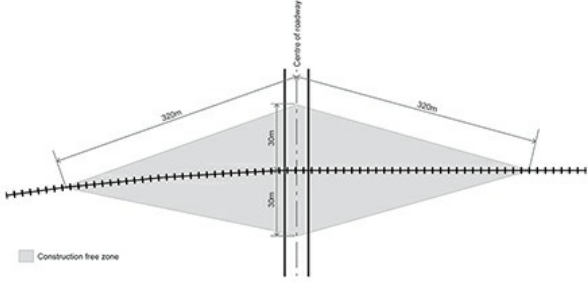
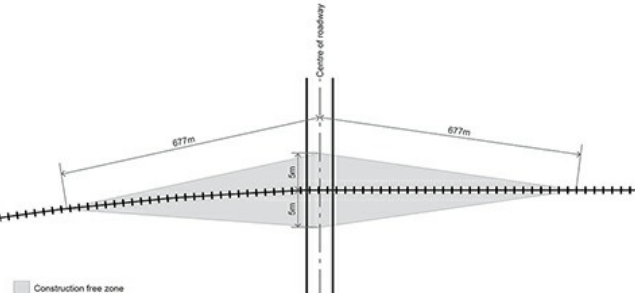
<b>All zones</b>	All vehicle access points shall comply with: 1. the design standards in TRAN - Table 5; and 2. the design standards in TRAN - Figure 3 in TRAN-S1.	<b>Matters of discretion if compliance is not achieved:</b> 1. The potential for adverse effects on the safety and efficiency of the road transport network resulting from the nature, use, location and design of the vehicle access point.
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**TRAN - Table 5 - Design standards for minimum distance between any vehicle access point and transport corridor intersection**

	<u>Posted speed limit of 60km/hr or less</u>	<u>Posted speed limit of 60km/hr or less</u>	<u>Posted speed limit of 60km/hr or less</u>	<u>Posted speed limit greater than 60km/hr</u>	<u>Posted speed limit greater than 60km/hr</u>	<u>Posted speed limit greater than 60km/hr</u>
	<b>Arterial Road</b>	<b>Collector Road</b>	<b>Local Road</b>	<b>Arterial Road</b>	<b>Collector Road</b>	<b>Local Road</b>
Residential Zones	15m	9m	9m	15m	9m	9m
Rural Zones	30m	30m	30m	50m	50m	50m
Commercial and Mixed Use Zones	50m	30m	30m	50m	30m	9m
General Industrial Zone	50m	30m	30m	50m	30m	9m
Open Space and Recreation Zones	50m	30m	30m	50m	30m	9m
Airport Zone	50m	30m	30m	50m	30m	9m
Future Urban Zone	30m	30m	30m	50m	50m	50m
Hospital Zone	50m	30m	30m	50m	30m	9m
Māori Purpose Zone (rural)	30m	30m	30m	50m	50m	50m
Māori Purpose Zone (urban)	15m	9m	9m	15m	9m	9m
Port Zone	50m	30m	30m	50m	30m	9m
Major Facility Zone	50m	30m	30m	50m	30m	9m

**TRAN-S6 Maximum width of vehicle access points**

<b>(1) General Residential Zone</b>  <b>Low Density Residential Zone</b>	6m	<b>Matters of discretion if compliance is not achieved:</b> 1. The potential for adverse effects on the safety and efficiency of the road transport network resulting from the reduction in the availability of on-street car parking space and the nature, use, location and design of the vehicle access point.
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<b>(2) Medium Density Residential Zone</b>	<ol style="list-style-type: none"> <li>For sites containing up to 3 residential units: 3.6m</li> <li>For sites containing 4 or more residential units: 6m.</li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>The potential for adverse effects on the safety and efficiency of the road transport network resulting from the reduction in the availability of on-street car parking space and the nature, use, location and design of the vehicle access point.</li> </ol>
<b>(3) All other zones</b>	No maximum width	<b>Matters of discretion if compliance is not achieved:</b> N/A
<b>TRAN-S7 Minimum sight distances at railway level crossings</b>		
<b>All zones</b>	<ol style="list-style-type: none"> <li>As set out in TRAN - Figure 4 and TRAN - Figure 5; and</li> <li>No obstruction shall be located such that it fails to comply with the railway level crossing approach sight triangles determined in accordance with TRAN - Figure 4 and TRAN - Figure 5.</li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>The potential for adverse effects on the safety and efficiency of the rail transport network resulting from the nature, use, location and design of the vehicle access point.</li> </ol>
<b>TRAN - Figure 4 - Approach sight triangles for railway level crossings</b>		
On sites adjacent to railway level crossings controlled by "Give Way" signs, no building, structure or planting shall be located within the shaded areas shown in the figure below. These are defined by a sight triangle taken 30m from the outside rail and 320m along the railway track.		
		
<b>TRAN - Figure 5 - Restart sight triangles for railway level crossings with "Stop" and "Give Way" signs</b>		
On sites adjacent to all railway level crossings, no building, structure or planting shall be located within the shaded areas shown in the figure below. These are defined by a sight triangle taken 5m back from the outside rail and 677m along the railway track.		
		

**Parking**

<b>TRAN-S8 Minimum number of on-site vehicle parking spaces</b>		
<b>(1) General Residential Zone</b>	For residential activities: 2 spaces per residential unit.  All other activities shall comply with the following parking space requirements: <ol style="list-style-type: none"> <li>the minimum number of parking spaces in TRAN - Table 6; and</li> <li>the design standards in TRAN - Figure 6 in TRAN-S12.</li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>The potential for adverse effects on the safety and efficiency of the road transport network resulting from the shortfall in the number of vehicle parking space(s), including cumulative effects.</li> <li>Whether the activity promotes the integration of public transport modes.</li> <li>Whether the activity promotes cycling and walking.</li> </ol>
<b>(2) Medium Density Residential Zone</b>	For residential activities: 1 space per residential unit.  All other activities shall comply with the following parking space requirements: <ol style="list-style-type: none"> <li>the minimum number of parking spaces in TRAN - Table 6; and</li> <li>the design standards in TRAN - Figure 6 in TRAN-S12.</li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>The potential for adverse effects on the safety and efficiency of the road transport network resulting from the shortfall in the number of vehicle parking space(s), including cumulative effects.</li> <li>Whether the activity promotes the integration of public transport modes.</li> <li>Whether the activity promotes cycling and walking.</li> </ol>

<p>(3) Rural Zones</p> <p>Large Format Retail Zone</p> <p>Mixed Use Zone</p> <p>General Industrial Zone</p> <p>Open Space and Recreation Zones</p> <p>Special Purpose Zones</p>	<p>All activities shall comply with the following parking space requirements:</p> <ol style="list-style-type: none"> <li>1. the minimum number of parking spaces in TRAN - Table 6; and</li> <li>2. the design standards in TRAN - Figure 6 in TRAN-S12.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the road transport network resulting from the shortfall in the number of vehicle parking space(s), including cumulative effects.</li> <li>2. Whether the activity promotes the integration of public transport modes.</li> <li>3. Whether the activity promotes cycling and walking.</li> </ol>
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**TRAN - Table 6 - Minimum number of vehicle parking spaces required per site**

<u>Type of activity</u>		<u>Minimum number of vehicle parking spaces required per site</u>
Accommodation	Camping ground	1 space per unit, campsite tent or caravan site; plus 1 space per 2 staff.
	Residential activities not located in a residential or centres zone:	
	• 2 or fewer bedrooms	1 space.
	• 3 or more bedrooms	2 spaces.
	Home business	As per residential unit, plus 1 extra space for every 30m <sup>2</sup> of gross floor area and/or outdoor area used for non-residential purposes.
	Retirement village	0.7 per unit plus 0.2 visitor space per unit plus 0.3 per bed for rest home beds within a shared complex.
	Visitor accommodation	1 per unit or where accommodation is not provided in the form of units, 0.3 per bedroom.
Visitor accommodation in a residential unit	1 space per accommodation room for let in addition to any spaces required for the principal (residential) activity on site.	
Community and recreation facilities	General (community facility not specifically identified below)	Whichever is the greater of 1.5 spaces per 10m <sup>2</sup> of gross floor area (GFA) or 1.5 spaces per 10 seats.
	Emergency service facilities	1 space per 100m <sup>2</sup> of GFA.
	Marae	1 space per 25m <sup>2</sup> of GFA.
	Place of worship, crematorium and funeral directors	Whichever is the greater of 15 spaces per 100m <sup>2</sup> GFA or 3.5 spaces per 10 persons the building is designed to accommodate.
	Sports courts	3 spaces per court.
	Sports fields	15 spaces per hectare of field or pitch area.
	Swimming pools	1.5 spaces per 10m <sup>2</sup> of swimming pool area.
	Bowling	3 spaces per bowling alley or 15 spaces per green.
Educational	Child care services	1 space per 5 pupils.
	Primary and intermediate schools	The number of vehicle parking spaces required for educational structures and ancillary buildings on-site is to be determined for each individual school or institute in an Integrated Transport Assessment prepared by a suitably qualified traffic specialist.
	Secondary schools	
	Tertiary and technical institutes	
Health	Medical and health services	4 spaces per 100m <sup>2</sup> of GFA.
	Major healthcare activities	1 space per 3 patients beds; plus 1 space per registered medical practitioner or professional staff; plus 1 space per 2 other staff unless a precinct/precinct map managing parking requirements has been approved for a particular site.
Commercial	General retail activities	3 spaces per 100m <sup>2</sup> GFA.
	Large format retail activities	2 spaces per 100m <sup>2</sup> GFA.

	Supermarkets	5 spaces per 100m <sup>2</sup> GFA and outdoor display area for the first 20,000m <sup>2</sup> GFA and outdoor display area; plus 4.3 spaces per 100m <sup>2</sup> GFA and outdoor display area for the next 10,000m <sup>2</sup> GFA and outdoor display area; plus 4.1 spaces per 100m <sup>2</sup> GFA and outdoor display area over 30,000m <sup>2</sup> GFA and outdoor display area.
	Food and beverage	1 space per 10m <sup>2</sup> GFA.
	Business service activities	1 space per 40m <sup>2</sup> GFA.
	Commercial service activities	5.6 spaces per 100m <sup>2</sup> GFA and outdoor display area for the first 20,000m <sup>2</sup> GFA and outdoor display area; plus 4.3 spaces per 100m <sup>2</sup> GFA and outdoor display area for the next 10,000m <sup>2</sup> GFA and outdoor display area; plus 4.1 spaces per 100m <sup>2</sup> GFA and outdoor display area over 30,000m <sup>2</sup> GFA and outdoor display area.
	Cinemas and theatres	3.5 spaces per 10 seats.
	Conference centre, museum, gallery and library	Whichever is the greater of 1 space per 3.5 persons the building is designed to accommodate or 1.5 spaces per 50m <sup>2</sup> of GFA.
	Gymnasiums, sports halls (for public and private use)	5.5 spaces per 100m <sup>2</sup> GFA.
Industrial	Industrial activities	2 spaces per 100m <sup>2</sup> GFA
	Transport depot	1 space per 100m <sup>2</sup> of GFA.
	Vehicle workshop	Whichever is the greater of 4 spaces per workshop bay or 1 space per 40m <sup>2</sup> .

**Note:**

- Where an activity is not listed within TRAN - Table 6 the parking standard that shall apply is that for an activity listed where the effects of the activity are the same or similar in character, intensity, and scale to the proposed activity.
- The parking requirements listed are categorised by activity. When calculating the overall parking requirements for a proposal the separation of areas into different activities will be required where the gross floor area (GFA) of an activity (or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the development. The total parking requirement for any proposal will be the sum of the parking requirements for each area.
- For the purposes of calculating vehicle parking spaces, garages and carports can be included where they are provided on the site and set out in TRAN-S12.
- Where the parking requirement results in a fractional space, any fraction under one half shall be disregarded and any fraction of one half or more shall be counted as one space, except that a minimum of one space shall be provided per site outside the City Centre Zone, Town Centre Zone and Local Centre Zone.
- Non-educational structures and/or accessory buildings, e.g. caretaker and storage buildings that are not used for teaching or training, are excluded from the vehicle parking space requirements for primary and intermediate schools, secondary schools and tertiary and technical institutes.
- The parking requirements outlined in TRAN - Table 6 do not apply when an activity is located within the City Centre Zone, Town Centre Zone or Local Centre Zone.

**TRAN-S9 Minimum number of on-site vehicle parking spaces for people with disabilities**

<b>All zones</b>	All activities shall provide parking that complies with the number of required spaces in TRAN - Table 7.	<b>Matters of discretion if compliance is not achieved:</b> 1. The ability for people with disabilities to safely and effectively park and enter and exit a vehicle. 2. The ability for people with disabilities to safely and effectively manoeuvre around the parked vehicle.
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<b>TRAN - Table 7 - Minimum number of on-site vehicle parking spaces for people with disabilities required per site</b>	
Total number of vehicle parking spaces required	Number of vehicle parking spaces for people with disabilities (inclusive of total)
Less than 20	1
Between 21 and 50	2
In excess of 50	1 plus 1 additional disability space per 50 vehicle spaces thereafter

**TRAN-S10 Minimum number of on-site bicycle parking spaces**

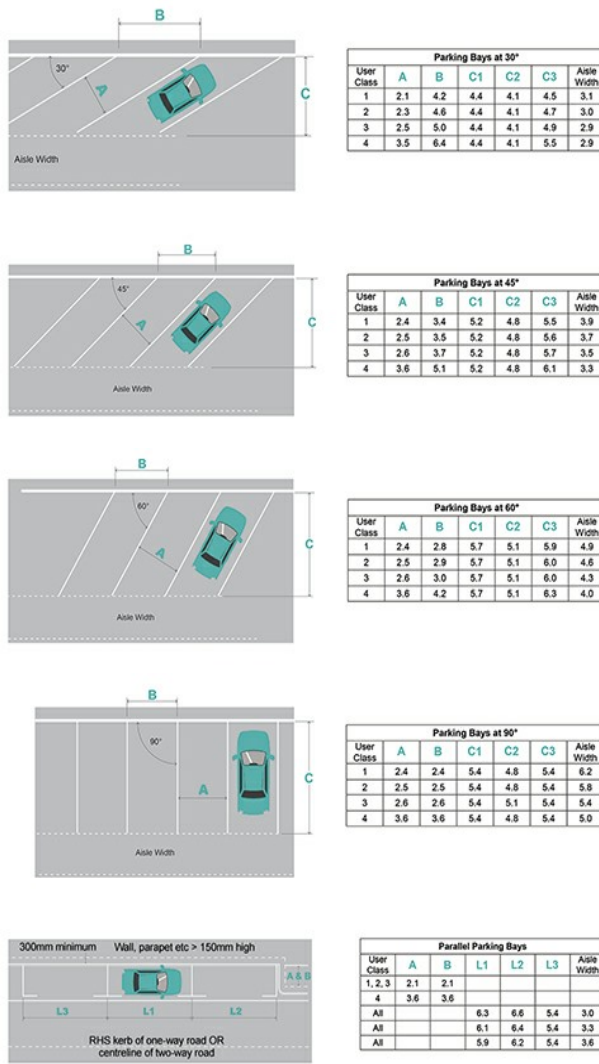
<b>All zones</b>	All activities shall provide parking that complies TRAN - Table 8, except where existing bicycle parking facilities are located within 50m of the site.	<b>Matters of discretion if compliance is not achieved:</b> 1. The shortfall in the number of bicycle parking space(s), including cumulative effects. 2. Whether the activity promotes the use of public and/or other active transport modes.
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<b>TRAN - Table 8 - Minimum number of on-site bicycle parking spaces required per site</b>	
Total number of vehicle parking spaces required	Number of bicycle parking spaces required
Less than 10	0

	Between 10 and 20	1
	In excess of 20	2 plus an additional bicycle space per 10 vehicle spaces thereafter
<b>TRAN-S11</b>	<b>Requirements for on-site vehicle parking areas - location and siting</b>	
<b>City Centre Zone</b>  <b>Town Centre Zone</b>  <b>Local Centre Zone</b>	All car parking areas, if provided, must: <ol style="list-style-type: none"> <li>be located at the rear of the site; and</li> <li>not be located between the road boundary and the front building line, regardless of whether the site has more than one road boundary.</li> </ol> <p><b>This standard does not apply to:</b></p> <ol style="list-style-type: none"> <li>Activities accessed from a state highway.</li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>The extent and effect of non-compliance on the streetscape and amenity of the area.</li> <li>The ability to mitigate adverse effects of the non-compliance on adjoining sites and the streetscape through screening, planting and alternative design.</li> <li>The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in any infringed rule or standard.</li> </ol>
<b>TRAN-S12</b>	<b>Requirements for on-site vehicle parking spaces - dimensions</b>	
<b>All zones</b>	Where the vehicle dimensions are for a car, the required parking space(s) and parking area must: <ol style="list-style-type: none"> <li>not include any space for on-site queuing, tracking curve, manoeuvring, loading space, standing space or vehicle access point; and</li> <li>meet the requirements specified for on-site car parking space dimensions in NZS 2890.1:2004 for car parking areas and circulating routes for vehicles of dimensions less than a service vehicle shown in TRAN - Figure 6 and TRAN - Figure 7; and</li> <li>meet the requirements specified for loading and standing space TRAN-S19 for vehicles of dimensions equal to or larger than a service vehicle.</li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>The potential for adverse effects on the safety and efficiency of the road transport network resulting from the nature, use, location and design of the parking space(s), including cumulative effects.</li> <li>The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in the rule or standard.</li> </ol>

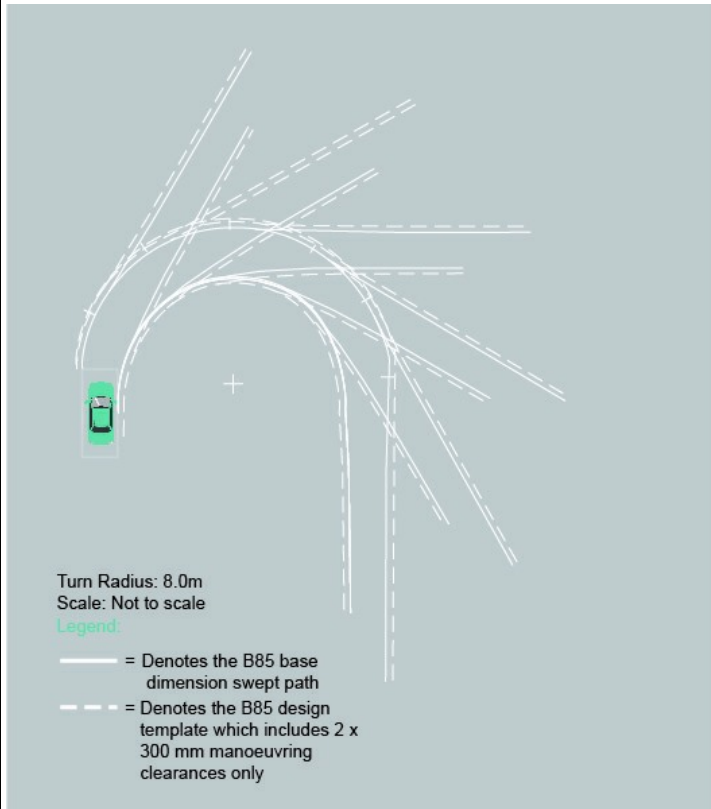


**TRAN - Figure 6 - On-site car parking space dimensions**



**Note:**

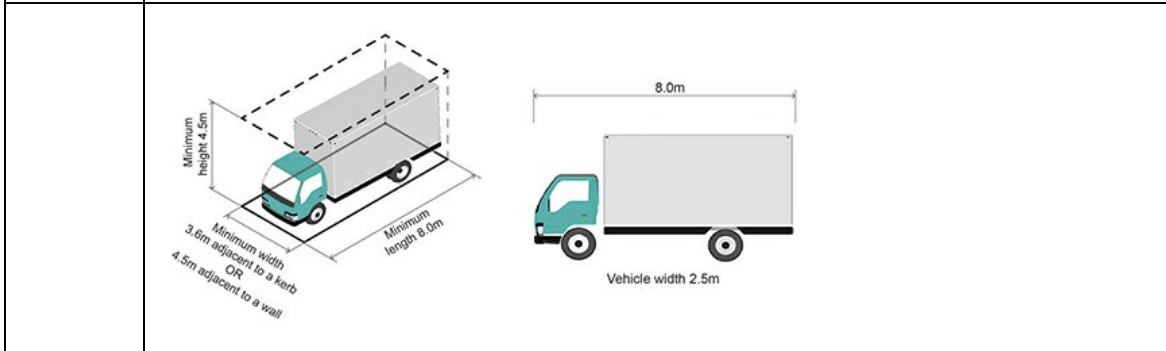
1. With the exception of 90 degree car parks, aisle width dimensions are for manoeuvring into and out of car parks with one-way aisles.
2. User Class is identified as:
  1. for all day parking, such as tenant, employee and commuter parking;
  2. for medium-term parking, such as town centre parking, sports and entertainment centres, motels, airport visitors;
  3. for short-term parking, such as short-term town centre parking, shopping parking, hospitals, and the drop-off of children;
  4. accessible parking for people with disabilities.
3. Dimension C is selected as follows:
  1. C1: where parking is to a wall or high kerb not allowing any overhang;
  2. C2: where parking is to a low kerb which allows 600mm overhang;
  3. C3: where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern.
4. Dimension L is selected as follows:
  1. L1: space length for consecutive parallel parking spaces;
  2. L2: space length for obstructed end spaces;
  3. L3: space length for unobstructed end spaces.

<p><b>TRAN - Figure 7 - Minimum tracking path for the 85th percentile car</b></p>  <p>Turn Radius: 8.0m Scale: Not to scale</p> <p>Legend:</p> <ul style="list-style-type: none"> <li>— = Denotes the B85 base dimension swept path</li> <li>- - - = Denotes the B85 design template which includes 2 x 300 mm manoeuvring clearances only</li> </ul>		
<p><b>TRAN-S13 Minimum vehicle parking space and manoeuvring dimensions</b></p>		
<p><b>All zones</b></p>	<p>All activities must comply with the minimum vehicle parking space and manoeuvring dimensions in TRAN - Figure 6 in TRAN-S12 and the following requirements:</p> <ol style="list-style-type: none"> <li>1. the two-way aisle width for parking bays at 90 degrees must be the greater of 5.5m for circulation or the manoeuvring aisle widths stated in TRAN - Figure 6 in TRAN-S12;</li> <li>2. the two-way aisle width for parallel parking bays must be at least 3m wider than for one-way aisles;</li> <li>3. where a parking space is located at the end of a blind aisle, an additional 1m clearance must be provided to allow vehicles to exit the aisle without reversing; and</li> <li>4. where any parking space has a side directly next to a wall, support column or other obstacle, an additional 300mm width must be provided.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> </ol>
<p><b>TRAN-S14 Requirements for on-site vehicle parking spaces - construction and formation</b></p>		
<p><b>(1) Rural Zones</b></p> <p><b>Future Urban Zone</b></p>	<ol style="list-style-type: none"> <li>1. For sites with fewer than four vehicle parking spaces on-site, the surface must be formed to an all weather standard, with a maximum gradient of 1:20; or</li> <li>2. For sites with four or more on-site vehicle parking spaces, the surface must be metalled, marked<sup>1</sup> and drained to an all weather standard, with a maximum gradient of 1:20.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects</li> <li>3. The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in the rule or standard.</li> </ol>
<p><b>(2) Residential Zones</b></p> <p><b>Māori Purpose Zone</b></p>	<ol style="list-style-type: none"> <li>1. For sites with fewer than four on-site vehicle parking spaces, the surface must be formed to an all weather standard, with a maximum gradient of 1:20; or</li> <li>2. For sites with four or more on-site vehicle parking spaces, the surface must be formed, sealed, marked<sup>2</sup> and drained, with a maximum gradient of 1:20.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects</li> <li>3. The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in the rule or standard.</li> </ol>

<p><b>(3) Commercial and Mixed Use Zones</b></p> <p><b>General Industrial Zone</b></p> <p><b>Open Space and Recreation Zones</b></p> <p><b>Airport Zone</b></p> <p><b>Hospital Zone</b></p> <p><b>Port Zone</b></p> <p><b>Major Facility Zone</b></p>	<ol style="list-style-type: none"> <li>For sites with less than four on-site vehicle parking spaces:                     <ol style="list-style-type: none"> <li>the surface must be formed to an all weather standard<sup>2</sup>, with a maximum gradient of 1:20; and</li> <li>the area over which vehicles obtain access to the parking area is sealed from the vehicle access point for 5m into the site; or</li> </ol> </li> <li>For sites with four or more on-site vehicle parking spaces, where the site is adjacent to a residential zone, the area must be formed, sealed, marked<sup>1</sup> and drained, with a maximum gradient of 1:20; or</li> <li>For sites with four or more on-site vehicle parking spaces, where the site is not adjacent to a residential zone:                     <ol style="list-style-type: none"> <li>the area must be formed, to an all weather standard<sup>3</sup>; and</li> <li>the gradient of the parking area must be a maximum of 1:20; and</li> <li>the area over which vehicles obtain access to the parking area must be sealed from the vehicle access point for 5m into the site.</li> </ol> </li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>The ability to contain stormwater within the site and any consequential adverse off-site effects</li> <li>The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in the rule or standard.</li> </ol>
	<p><b>Note:</b></p> <ol style="list-style-type: none"> <li>Marking does not require all lines to be shown. However, it should be clear to the user of the parking area where the edge of each space is.</li> <li>For the purposes of constructing a vehicle parking area in the Commercial and Mixed Use, General Industrial, Major Facility, and Open Space and Recreation Zones, loose large grade metal does not constitute being an all weather standard.</li> <li>For the purposes of constructing a vehicle parking area in all zones, pavement depths must be in accordance with the Council's Land Development and Subdivision Infrastructure Standard Local Amendments Version 3 to meet the all weather standard.</li> </ol>	
<p><b>TRAN-S15 Requirements for on-site vehicle parking spaces - people with disabilities</b></p>		
<p><b>All zones</b></p>	<p>Where other legislation (notably the Disabled Persons Community Welfare Act 1975 and the Building Code) requires the provision of specific vehicle parking spaces for people with disabilities, the space(s) must be:</p> <ol style="list-style-type: none"> <li>located on a level surface; and</li> <li>clearly marked, designed and constructed in accordance with NZS 4121: 2001 Design for Access and Mobility - Buildings and Associated Facilities.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>The potential for adverse effects on the safety and efficiency of the road transport network resulting from the nature, use, location and design of the parking space(s), including cumulative effects.</li> <li>Whether the parking space is as close as practicable to a building entrance.</li> <li>The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in the rule or standard.</li> </ol>
<p><b>TRAN-S16 Requirements for on-site bicycle parking spaces</b></p>		
<p><b>All zones</b></p>	<p>Where bicycle parking space(s) are required to be provided by TRAN-S10, the space(s) must:</p> <ol style="list-style-type: none"> <li>enable bicycles to be securely attached to an immovable object; and</li> <li>be located so as not to impede pedestrian movement.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved</b></p> <ol style="list-style-type: none"> <li>The potential for adverse effects on the safety and efficiency of the road transport network, including the cycling network.</li> <li>Whether the bicycle space(s) and area is as close as practicable to a building entrance or in a prominent location close to the entrance to encourage use.</li> </ol>
<p><b>Loading and Standing Spaces</b></p>		
<p><b>TRAN-S17 Minimum number of on-site loading and standing spaces</b></p>		
<p><b>All zones</b></p>	<ol style="list-style-type: none"> <li>One loading space must be provided per site for the largest type of service vehicle or bus that will be on-site at any one time; and</li> <li>Where more than one service vehicle or bus will be on-site at any one time, one standing space must be provided per site for every service vehicle or bus on-site in addition to the loading space;</li> </ol> <p>Except:</p> <ol style="list-style-type: none"> <li>no loading or standing space(s) is required where an activity in the Commercial and Mixed Use Zones involves a service vehicle or bus and where on-site vehicle access from a road boundary is obtained solely across a defined pedestrian frontage.</li> <li>no loading or standing space(s) is required for residential activities.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>The extent and effect of any non-compliance with any other Transport, Zone or Overlay rule or standard and any relevant matters of discretion in the rule or standard.</li> </ol>
<p><b>TRAN-S18 Requirements for on-site loading and standing spaces - design</b></p>		
<p><b>All zones</b></p>	<ol style="list-style-type: none"> <li>Vehicle loading spaces must be designed to accommodate a 90th</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p>

<p>percentile two-axle truck in accordance with TRAN - Figure 8 and where articulated trucks and trailers or buses are to be used, the loading space(s) must be designed to accommodate these vehicles.</p> <ol style="list-style-type: none"> <li>2. Every vehicle loading space must be of a useable shape and comply with the following dimensions:             <ol style="list-style-type: none"> <li>a. minimum width of 3.5m if adjacent to a kerb or 4.5m when adjacent to a wall;</li> <li>b. minimum depth of 8m;</li> <li>c. minimum height of 4.5m above ground or floor level.</li> </ol> </li> <li>3. The required loading space must not include any space used for on-site queuing, standing, parking or manoeuvring space, tracking curve, or vehicle access point; and</li> <li>4. The required standing space must not include any space used for on-site queuing, loading, parking or manoeuvring space, tracking curve, or vehicle access point.</li> </ol>	<ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> </ol>
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**TRAN - Figure 8 - Dimensions of the vehicle loading space to accommodate a 90<sup>th</sup> percentile two axle truck**



**TRAN-S19 Requirements for on-site loading and standing spaces - construction and formation**

<p><b>(1) Rural Zones</b> <b>Future Urban Zone</b></p>	<ol style="list-style-type: none"> <li>1. For sites with less than four loading and/or standing spaces on-site, the surface must be formed to an all weather standard, with a maximum gradient of 1:20; or</li> <li>2. For sites with four or more loading and/or standing spaces on-site, the surface must be metalled, marked<sup>1</sup> and drained to an all weather standard, with a maximum gradient of 1:20.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects.</li> </ol>
<p><b>(2) Residential Zones</b> <b>Māori Purpose Zone</b></p>	<ol style="list-style-type: none"> <li>1. For sites with less than four loading and/or standing spaces on-site, the surface must be formed to an all weather standard, with a maximum gradient of 1:20; or</li> <li>2. For sites with four or more loading and/or standing spaces onsite, the surface must be formed, sealed, marked<sup>1</sup> and drained, with a maximum gradient of 1:20.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects.</li> </ol>
<p><b>(3) Commercial and Mixed Use Zones</b> <b>General Industrial Zone</b> <b>Open Space and Recreation Zones</b> <b>Airport Zone</b> <b>Hospital Zone</b> <b>Port Zone</b> <b>Major Facility Zone</b></p>	<ol style="list-style-type: none"> <li>1. For sites with less than four loading and/or standing spaces on-site:             <ol style="list-style-type: none"> <li>a. the surface must be formed to an all weather standard<sup>2</sup>, with a maximum gradient of 1:20; and</li> <li>b. the area over which vehicles obtain access to the parking area is sealed from the vehicle access point for 5m into the site; or</li> </ol> </li> <li>2. For sites with four or more loading and/or standing spaces on-site and where the site is adjacent to a residential zone:             <ol style="list-style-type: none"> <li>a. the area must be formed, sealed, marked<sup>1</sup> and drained, with a maximum gradient of 1:20; or</li> </ol> </li> <li>3. For sites with four or more loading and/or standing spaces on-site and where the site is not adjacent to a residential zone:             <ol style="list-style-type: none"> <li>a. the area must be formed, to an all weather standard<sup>2</sup> and;</li> <li>b. the maximum gradient of the parking area shall be 1:20; and</li> <li>c. the area over which vehicles obtain access to the parking area must be sealed from the vehicle access point for 5m into the site.</li> </ol> </li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects.</li> </ol>
<p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. Marking does not require all lines to be shown. However, it should be clear to the user of the parking area where the edge of each space is.</li> <li>2. For the purposes of constructing a vehicle parking area in the Commercial and Mixed Use, General Industrial, Major Facility, and Open Space and Recreation Zones, loose large grade metal does not constitute being an all weather standard.</li> <li>3. For the purposes of constructing a vehicle parking area in all</li> </ol>		

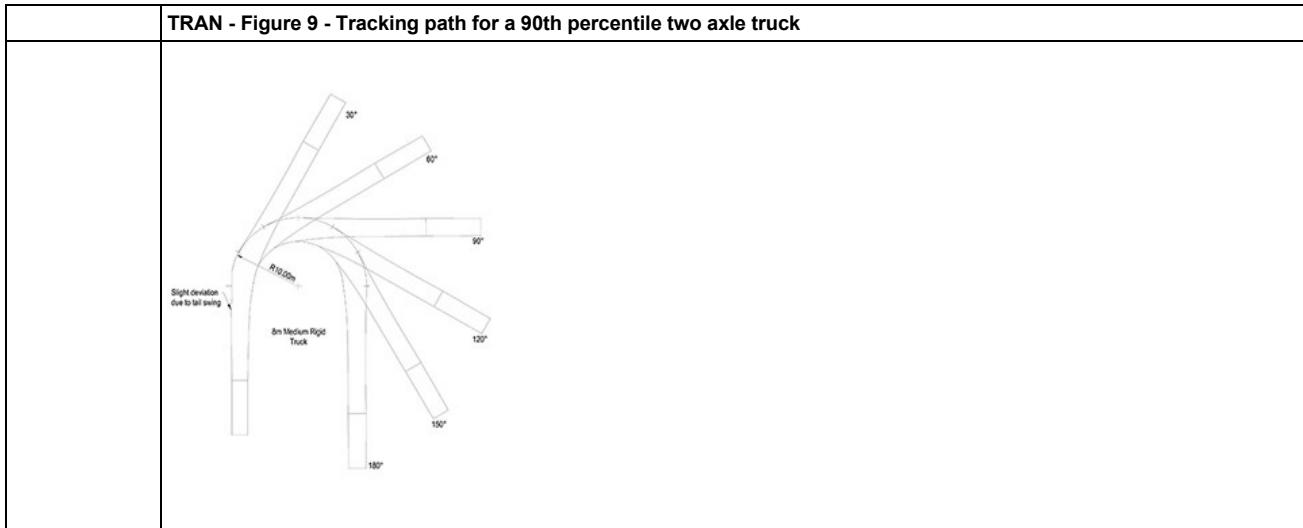
	zones, pavements depths shall comply with the all weather standard set out in Council's Land Development and Subdivision Infrastructure Standard Local Amendments Version 3.	
<b>Driveways and Right of Ways</b>		
<b>TRAN-S20</b>	<b>Requirements for driveways - design</b>	
<b>All zones</b>	<ol style="list-style-type: none"> <li>1. Every parking, loading and standing space must have driveways and aisles for entry and exit of vehicles to and from the road, and for vehicle manoeuvring within the site.</li> <li>2. Access and manoeuvring areas must accommodate the 85th percentile car tracking curves in TRAN - Figure 7 in TRAN-S12.</li> <li>3. The required driveway must not include any space used for on-site parking, loading or standing space, or vehicle access point;</li> <li>4. Where an activity or subdivision involves the creation of a vehicle access point, the formation of the vehicle access point must be compliant with TRAN-S4.</li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects.</li> </ol>
<b>TRAN-S21</b>	<b>Requirements for driveways - construction and formation</b>	
<b>(1) Residential Zones</b> <b>Māori Purpose Zone</b> <b>Rural Zones</b> <b>Future Urban Zone</b>	<p>All driveways must comply with the following standards:</p> <ol style="list-style-type: none"> <li>1. Minimum width of driveway: 3.0m; and</li> <li>2. Maximum gradient of driveway: 1:5.</li> </ol> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. Passing bays and turning areas are not required.</li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects.</li> </ol>
<b>(2) Commercial and Mixed Use Zones</b> <b>General Industrial Zone</b> <b>Open Space and Recreation Zones</b> <b>Airport Zone</b> <b>Hospital Zone</b> <b>Port Zone</b> <b>Major Facility Zone</b>	<p>All driveways must comply with the following standards:</p> <ol style="list-style-type: none"> <li>1. Minimum width of the driveway: 3.0m; and</li> <li>2. Maximum gradient of the driveway: 1:5; and</li> <li>3. A passing bay(s) must be provided in compliance with Council's Land Development and Subdivision Infrastructure Standard Local Amendments Version 3 where the driveway length is 50m or longer and is spaced at no more than 50m intervals; and</li> <li>4. A turning area(s) must be provided in compliance with TRAN-S22 where the driveway length is 50m or longer.</li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects.</li> </ol>
<b>TRAN-S22</b>	<b>Requirements for right of ways - construction and formation</b>	
<b>(1) Residential Zones</b> <b>Māori Purpose Zone</b> <b>Rural Zones</b> <b>Future Urban Zone</b>	<p>All right of ways must comply with the following standards:</p> <ol style="list-style-type: none"> <li>1. Minimum road width for right of way as stated in Table 3.2 of Council's Land Development and Subdivision Infrastructure Standard Local Amendments Version 3.</li> <li>2. Minimum legal access width for right of way: the same as the minimum road width in clause (1) above.</li> <li>3. When the right of way services 3 or more allotments, one passing bay for every 50m of length shall be provided.</li> <li>4. Maximum gradient of right of way: 1:5.</li> <li>5. A passing bay(s) must be provided in compliance with Council's Land Development and Subdivision Infrastructure Standard Local Amendments Version 3 where the right of way length is 50m or longer and is spaced at no more than 50m intervals;</li> <li>6. Turning area(s) in compliance with TRAN-S24 must be provided where the right of way serves 3 or more allotments and the length of the right of way is 50m or longer.</li> <li>7. In the Residential Zones and Future Urban Zone, the right of way shall be formed and sealed with stormwater control.</li> <li>8. In the Rural Zones: <ol style="list-style-type: none"> <li>a. when the right of way is less than 40m from a residential unit it shall be formed and sealed with stormwater control</li> <li>b. when the right of way is greater than 40m from a residential unit it shall be: <ol style="list-style-type: none"> <li>i. formed to an all weather standard with stormwater control</li> </ol> </li> </ol> </li> </ol>	<b>Matters of discretion if compliance is not achieved:</b> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects.</li> </ol>

	<ul style="list-style-type: none"> <li>ii. formed and sealed with stormwater control where the gradient is greater than 1:10.</li> </ul>	
<p><b>(2) Commercial and Mixed Use Zones</b></p> <p><b>General Industrial Zone</b></p> <p><b>Open Space and Recreation Zones</b></p> <p><b>Airport Zone</b></p> <p><b>Hospital Zone</b></p> <p><b>Port Zone</b></p> <p><b>Major Facility Zone</b></p>	<p>All right of ways must comply with the following standards:</p> <ol style="list-style-type: none"> <li>1. Minimum road width for right of way:             <ol style="list-style-type: none"> <li>a. as stated in Table 3.2 of Council's Land Development and Subdivision Infrastructure Standard Local Amendments Version 3; or</li> <li>b. in all zones:                 <ol style="list-style-type: none"> <li>i. 3m for 2 allotments</li> <li>ii. 4.5m for 3 or more allotments</li> </ol> </li> </ol> </li> <li>2. Minimum legal access width for right of way:             <ol style="list-style-type: none"> <li>a. in the Open Space and Recreation Zone, General Industrial Zone, Hospital, Airport, Major Facility or Port Zone:                 <ol style="list-style-type: none"> <li>i. 7m for 2 allotments</li> <li>ii. 10m for 3 or more allotments</li> </ol> </li> <li>b. in the Commercial and Mixed Use zones:                 <ol style="list-style-type: none"> <li>i. 4m for 2 allotments</li> <li>ii. 6m for 3 or more allotments</li> </ol> </li> </ol> </li> <li>3. Maximum gradient of the right of way: 1:5;</li> <li>4. A passing bay(s) must be provided in compliance with Council's Land Development and Subdivision Infrastructure Standard Local Amendments Version 3 where the right of way length is 50m or longer and is spaced at no more than 50m intervals; and</li> <li>5. Turning area(s) in compliance with TRAN-S24 must be provided where the right of way serves 3 or more allotments and the length of the right of way is 50m or longer.</li> <li>6. The right of way shall be formed and sealed with stormwater control.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> <li>2. The ability to contain stormwater within the site and any consequential adverse off-site effects.</li> </ol>

**Manoeuvring Space**

<b>TRAN-S23</b>	<b>Requirements for on-site manoeuvring space - provision</b>	
<b>All zones</b>	<p>On-site manoeuvring spaces must be provided where:</p> <ol style="list-style-type: none"> <li>1. a single vehicle access point serves four or more required parking spaces;</li> <li>2. access to a site is obtained from a state highway, arterial road or collector road; or</li> <li>3. a site has two tandem parking spaces which comply with TRAN-S13.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> </ol>
<b>TRAN-S24</b>	<b>Requirements for on-site manoeuvring space - design</b>	
<b>All zones</b>	<p>On-site manoeuvring spaces must comply with the following standards:</p> <ol style="list-style-type: none"> <li>1. For vehicle(s) with dimensions that are less than a service vehicle, the required manoeuvring space must:             <ol style="list-style-type: none"> <li>a. not include any space used for on-site parking, queuing, loading or standing space, or vehicle access point; and</li> <li>b. meet the requirements of the relevant tracking curve specified in TRAN - Figure 7.</li> </ol> </li> <li>2. For vehicle(s) with dimensions that are equal or larger than a service vehicle, the required manoeuvring space must:             <ol style="list-style-type: none"> <li>a. not include any space used for on-site parking, queuing, loading or standing space, or vehicle access point; and</li> <li>b. meet the requirements of the relevant tracking curve specified in TRAN - Figure 9.</li> </ol> </li> </ol> <p><b>This standard does not apply where:</b></p> <ol style="list-style-type: none"> <li>1. The site has direct vehicle access to a service lane, right of way or driveway, which may be utilised instead of the required manoeuvring space.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> </ol>





**Queuing Space**

TRAN-S25		Requirements for on-site queuing space - provision and design
All zones	<p>On-site queuing space must be provided when six or more, but 30 or less, parking, loading and/or standing spaces combined are provided on-site.</p> <p>On-site queuing lengths, measured from the commencement of the driveway at the site boundary, must comply with the following:</p> <ol style="list-style-type: none"> <li>1. 6m into the site if the largest vehicle to visit the site is a car; or</li> <li>2. 8m into the site if the largest vehicle to visit the site is a medium service vehicle; or</li> <li>3. when the largest vehicle to service the site is greater than a medium service vehicle, then this vehicle must be able to be accommodated within the site.</li> </ol>	<p><b>Matters of discretion if compliance is not achieved:</b></p> <ol style="list-style-type: none"> <li>1. The potential for adverse effects on the safety and efficiency of the site and the road transport network.</li> </ol>