This section has rules that have legal effect. Please check the ePlan to see what the legal effect is or subject to appeal.

TRANSPORT

Introduction

Safe and efficient land transport infrastructure assists in meeting the community's social, cultural and economic wellbeing. However, transportation, in its role as both a land use activity and as an effect of other activities, can adversely impact the environment of the District. The use of land transport infrastructure can result in noise that is not compatible with the receiving environment. The construction and ongoing use of land transport infrastructure can adversely affect existing communities, important landscapes, ecological habitats and storm water quality and quantity management. Road traffic as a prime component of transportation, and as an effect of land use activities, can impact adversely on the amenity values of an area in terms of noise, dust, dirt, fumes, visual intrusion and traffic congestion. This chapter seeks to address these matters.

This chapter is a district-wide chapter that sits alongside the underlying zones and only regulates transport activities. The zoning of the road or rail corridor will be the same zone as that of the adjoining land (as shown on the planning ~~District Plan~~ maps). Where the zoning of the land that adjoins one side of the road or rail corridor is different to that of the land that adjoins the other side of the road or rail corridor, then the zoning of the adjoining land shall apply up to the centreline of the road or rail corridor.

Where the road or rail corridor crosses a waterbody the Transport Chapter provisions only apply to the bridge/road above the waterbody.

Deeming rules for the road corridor

Any land vested in the ~~District~~ Council, or the New Zealand Transport Agency - Waka Kotahi (NZTA) or any other Crown entity, as road pursuant to either any enactment or provision in this District Plan, or held by any other party as road or for the purposes of road, shall be deemed to be part of the road and subject to the district-wide ~~T~~transport provisions of the District Plan.

If a road has been lawfully stopped under any enactment, and any relevant roading designation removed, then the land shall no longer be part of the road but will instead be deemed to be included in the same zone or zones as that of the land that adjoins it (up to the centreline of the road) and subject to all the provisions for that zone or zones (as well as any relevant ~~D~~district-wide provisions) from the date of the road stopping and removal of any relevant roading designation.

Objectives	
TRAN-O1	**~~Safe, efficient, integrated and sustainable~~ ~~l~~Land transport infrastructure**[1]

Land transport infrastructure that is well-connected, integrated and accessible, supports low emissions[2] and which:

1. is safe, efficient and ~~sustainable~~ effective[3] for all transport modes; and
2. meets and is responsive to current and future needs, including projected population growth; and
3. aligns and integrates with the timing and location of urban development; and
4. promotes multi-modal transport options, including the use of active transport and public transport, and reduces dependency on private motor vehicles; and
5. supports consolidated, well designed and sustainable growth in and around existing urban ~~areas~~ locations[4]; and
6. encourages sustainable economic development; and

[1] RMA Clause 16(2)
[2] Forest and Bird [156.76]
[3] Waka Kotahi [143.36]
[4] Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

7. provides parking opportunities in an efficient, functional and sustainable manner and to avoid adverse effects on the environment.

TRAN-O2	Transport related effects

Adverse effects on the environment occurring from the use, construction, maintenance and development of land transport infrastructure are avoided, remedied or mitigated to achieve the character and qualities of the underlying zone or overlay.

TRAN-O3	Adverse effects on land transport infrastructure

Land transport infrastructure is not compromised by incompatible activities that ~~may~~ are likely to[5] result in conflict or reverse sensitivity effects.

Policies

TRAN-P1	Active transport

Encourage active transport modes such as cycling and walking by:
1. ensuring safe pedestrian access to building entrances; and
2. requiring permeable road layouts; and
3. requiring footpaths and other active transport infrastructure; and
4. requiring consolidated settlement patterns; and
5. requiring secure, sheltered cycle parking that is located in a convenient and safe position and which ensures pedestrian safety; and
6. encouraging the provision of end-of-journey facilities for staff such as bicycle parking, showers, lockers and dedicated changing spaces.

TRAN-P2	Public transport

Support an efficient integrated public transport system through Council advocacy and by requiring:
1. new residential neighbourhoods to be designed to ensure convenient and safe walking distances to public transport connections; and
2. a roading design that facilitates the provision of an efficient and convenient public transport system into, out of, and around the development; and
3. urban development that is consolidated in and adjoining the District's existing towns and urban ~~areas~~ locations[6].

TRAN-P3	Existing land transport infrastructure

Enable the safe and[7] efficient use of existing land transport infrastructure by providing for its operation, maintenance and upgrading.

TRAN-P4	New land transport infrastructure

Only allow new land transport infrastructure:
1. within sensitive environments / overlays, where it can be demonstrated that:
   a. ~~the~~ adverse effects on identified characteristics and values of the ~~O~~overlay it is within ~~will be protected~~ are avoided, remedied or mitigated; and
   b. the relevant objectives and policies[8] for the ~~O~~overlay will be achieved; and
   c. there is a functional need or operational need for the land transport infrastructure to be located in the ~~O~~overlay; and[9]
2. in other locations, where it is consistent with or will not compromise achieving the relevant objectives of the zone(s) it is or will be situated.

[5] Kāinga Ora [229.27]
[6] Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]
[7] Waka Kotahi [143.41] and KiwiRail [187.33]
[8] Forest and Bird [156.79]
[9] KiwiRail [187.34] for all these changes except where specified

TRAN-P5	Road classification
Require the District's roads to be classified and built according to their anticipated function and maintained to enable land transport infrastructure to operate safely and[10] effectively.	

TRAN-P6	Effects on land transport infrastructure
Require subdivision, use and development to be designed in a way that supports the safe and efficient operation and development of land transport infrastructure, including by locating activities on the most appropriate road in the District's road classification.	

TRAN-P7	High traffic generating activities
Only allow high traffic generating activities where these activities: 1. support the safe, efficient and effective use of land transport infrastructure, as demonstrated through an integrated transport assessment; and 2. encourage accessibility by a range of transport modes, including public transport and active transport use.	

TRAN-P8	Parking, loading and manoeuvring
Require land use activities to provide: 1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-site (where provided),[11] including for emergency service vehicles; and 2. accessible parking spaces on-site for non-residential activities with a large building footprint ~~floor area~~[12]; and 3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and 4. landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values anticipated for the receiving environment.[13]	

TRAN-P9	Non-transport related activities
Encourage road and railway corridors[14] to be used for: 1. ~~O~~other co-located network utilities; and 2. ~~N~~non-transport related activities which contribute to public amenity values and well~~-~~being (excluding any ~~S~~state ~~H~~highways)[15] while: a. ~~M~~mitigating any adverse effects on the safety, efficiency and functionality of the transport corridor, including in the future; and b. ~~B~~being consistent with the character and qualities of adjoining zones.	

TRAN-P10	EV charging facilities
Encourage existing and new land uses to support an integrated and sustainable transport network by enabling charging stations for electric vehicles.[16]	

Rules

***Note**: Activities not listed in the rules of this chapter are ~~classified as a~~[17] permitted under this chapter. ~~Rules~~ TRAN-R1 to TRAN-R5, ~~and~~ TRAN-R~~7~~8, ~~to~~ TRAN-R9 and[18] TRAN-R11 in this chapter apply instead of ~~take precedence over~~[19] rules in any ~~Z~~zone ~~C~~chapter of Part 3 – Area-Specific Matters – Zone Chapters and the ~~Z~~zone ~~C~~chapter rules do not apply. Unless otherwise specified in this chapter, the provisions of the Ddevelopment ~~A~~area chapters*

[10] Kāinga Ora [229.30]
[11] Kāinga Ora [229.33]
[12] ECAN [183.1]
[13] Fonterra [165.40]
[14] RMA Clause 16(2)
[15] Waka Kotahi [143.47]
[16] Z Energy [116.6] and BP Oil, et al [196.40]
[17] Clause 16(2)
[18] Clause 16(2) – change to remove TRAN-R6, TRAN-R7 and TRAN-R10.
[19] Panel Decisions Report, Part 1, Section 4.3

, ~~Designation Chapter~~ [20]and chapters in Part 2 – District ~~w~~Wide Matters Chapters still apply to activities provided for in the ~~TRAN~~ Transport Chapter and therefore resource consent may be required by these chapters. ~~For certain activities, consent may be required by rules in more than one chapter in the Plan. Unless expressly stated otherwise by a rule, consent is required under each of those rules.~~[21] The steps plan users should take to determine what rules apply to any activity, and the status of that activity, are provided in Part 1, HPW — How the Plan Works - General Approach.

TRAN-R1	**Maintenance of existing land transport infrastructure**	
All ~~Z~~zones	**Activity status: Permitted**	**Activity status when compliance not achieved: Not applicable**
TRAN-R2	**Upgrading ~~any~~[22] of existing land transport infrastructure**	
All ~~Z~~zones	**Activity status: Permitted** **PER-1** All upgrading is contained within a road; or **PER-2** Any upgrading is within 5m of the outer edge of an existing railway line.	**Activity status when compliance not achieved: Discretionary**
TRAN-R3	**~~New v~~Vehicle access ways**	
All ~~Z~~zones	**Activity status: Permitted** **Where:** **PER-1** TRAN-S9, TRAN-S10, TRAN-S12, TRAN-S14, TRAN-S15, TRAN-S16 and TRAN-S18 are complied with.[23]	**Activity status when compliance not achieved: Restricted Discretionary** **Matters of discretion are restricted to:** 1. the matters of discretion for any infringed standard.
TRAN-R4	**~~New~~[24] Vehicle ~~C~~crossings**	
All ~~Z~~zones	**Activity status: Permitted** **Where:** **PER-1** The vehicle crossing is not located on the site between Tiplady Road zoned and the Winchester Geraldine Road zoned General Industrial Zone ~~GIZ~~ and[25] legally described as Lot 1 DP8102 (or its successor); and **PER-2** TRAN-S9, TRAN-S10, TRAN-S12, TRAN-S13, TRAN-S14, TRAN-S15, TRAN-S16, TRAN-S17 and TRAN-S18 are complied with.	**Activity status when compliance not achieved with PER-1: Controlled** **Where:** **CON-1** There is a maximum of two vehicle crossings from each road frontage of the land legally described as Lot 1 DP8102 (or its successor). **Matters of control are restricted to:** 1. the number and location of access points onto roads; and 2. boundary screening and landscaping.
		Activity status when compliance not achieved with CON-1: Restricted Discretionary **Matters of discretion are restricted to:**

[20] Schedule 1 cl10(2)(b)
[21] Waka Kotahi [143.20]
[22] Clause 16(2)
[23] Waka Kotahi [143.49]
[24] Waka Kotahi [143.49]
[25] JR Livestock [241.33]

		1. traffic safety and impact on public road.
		Activity status when compliance not achieved with PER-2: Restricted Discretionary **Matters of discretion are restricted to:** 1. the matters of discretion for any infringed standard.
TRAN-R5	**Loading and manoeuvring areas for all new activities**	
All ~~Z~~zones	**Activity status: Permitted** **Where:** **PER-1** TRAN-S7, TRAN-S8, TRAN-S11, TRAN-S17 and TRAN-S18 are complied with.	**Activity status when compliance not achieved: Restricted Discretionary** **Matters of discretion are restricted to:** 1. the matters of discretion for any infringed standard.
TRAN-R6	**Vehicle parking and manoeuvring[26] areas**	
1. All zones except the General Rural Zone	**Activity status: Permitted** **Where:** **PER-1** TRAN-S1, TRAN-S4, TRAN-S5, TRAN-S6, TRAN-S7, TRAN-S8, TRAN-S11 and TRAN-S19 are complied with.	**Activity status when compliance not achieved: Restricted Discretionary** **Matters of discretion are restricted to:** 1. the matters of discretion for any infringed standard.
2. General Rural Zone	**Activity status: Permitted** **Where:** **PER-1** Vehicle parking areas accommodate less than 20 car parking spaces; and **PER-2** TRAN-S1, TRAN-S4, TRAN-S7, TRAN-S8, TRAN-S11 and TRAN-S19 are complied with.	**Activity status when compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** 1. public safety, including consistency with the APP3 - National Guidelines for Crime Prevention through Environmental Design in New Zealand (CPED); and 2. the safety and efficiency of pedestrian access through vehicle parking areas; and 3. measures used on-site to address adverse effects from stormwater discharge or runoff on the Council's reticulated network.
		Activity status when compliance not achieved with PER-2: Restricted Discretionary **Matters of discretion are restricted to:** 1. the matters of discretion for any infringed standard.
TRAN-R7	**Structures, buildings or plantings and vehicular access in relation to ~~a~~ road-rail level crossings**	
All ~~Z~~zones	**Activity status: Permitted** **Where:**	**Activity status when compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:**

[26] Bruce Spiers [66.11]

	PER-1 The structure is for post and wire fences only; or **PER-2** For any other activity, ~~it~~ the activity complies with TRAN-S9.~~; or~~	1. the matters of discretion for any infringed standard.
TRAN-R8	**New private ways**	
All ~~Z~~zones	**Activity status: Permitted** **Where:** **PER-1** TRAN-S10, TRAN-S11, TRAN-S12, TRAN-S13, TRAN-S14, TRAN-S15, TRAN-S16, TRAN-S17 and TRAN-S18 are complied with.	**Activity status when compliance not achieved: Restricted Discretionary** **Matters of discretion are restricted to:** 1. the matters of discretion for any infringed standard.
TRAN-R9	**Installation of new or replacement charging facilities for electric vehicles**	
All ~~Z~~zones	**Activity status: Permitted** **Where:** **PER-1** The new charging facility is installed immediately adjacent to an existing, permitted or consented vehicle parking and manoeuvring area~~s~~[27] ~~space~~.	**Activity status when compliance not achieved: Restricted Discretionary** **Matters of discretion are limited to:** 1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.
TRAN-R10	**High trip generation activities**	
All ~~Z~~zones	**Activity status: Restricted Discretionary** **Where:** **RDIS-1** Any new or additional[28] use or development which generates vehicle trips that meet or exceed the thresholds in TRAN-S20. **Matters of discretion are restricted to:** 1. for a basic Integrated Transport Assessment (ITA): a. safety and efficiency: i. the extent to which the provision of access and on-site manoeuvring areas associated with the activity including vehicle loading and servicing deliveries and heavy vehicle movements,[29] affects the safety, efficiency, and accessibility of the site (by all modes including active transport, and for people whose mobility is restricted), and land transport infrastructure	**Activity status when compliance not achieved: Not applicable**

[27] Bruce Spiers [66.11]
[28] Z Energy [116.9], BP Oil, et al [196.42]
[29] TDC [42.28]

	(including considering the road classification of the frontage road); and ii. any mitigation proposed. b. design and layout: i. the extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private car, including providing safe and convenient access for travel by such modes; and ii. any mitigation proposed. c. financial contributions: i. where an increase in vehicle traffic by an activity has potential to generate adverse effects on the road network, any financial contributions provided in accordance with APP7-Financial Contribution.[30] 2. For a full ITA: a. safety and efficiency: i. the extent to which the provision of access and on-site manoeuvring areas associated with the activity including vehicle loading and servicing deliveries and heavy vehicle movements,[31] affects the safety, efficiency, and accessibility of the site (by all modes including for people whose mobility is restricted), and land transport infrastructure (including considering the road classification of the frontage road); and ii. any mitigation proposed.; b. design and layout: i. the extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private car, including providing safe and convenient access for travel by such modes; and ii. any mitigation proposed.; c. network impacts: i. having particular regard to the level of additional traffic generated by the activity and the extent to which measures	

[30] TDC [42.27]
[31] TDC [42.28]

	are proposed to adequately mitigate the actual or potential effects on land transport infrastructure arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity~~.~~; and ii. any mitigation proposed. d. financial contributions: i. where an increase in vehicle traffic by an activity has potential to generate adverse effects on the road network, any financial contributions provided in accordance with APP7-Financial Contribution.[32] **Note:** If an ITA ~~Integrated Transport Assessment~~ has already been approved for the site as part of a granted resource consent, then these rules do not apply to any development that is within the scope of that ITA ~~Integrated Transport Assessment~~ and in accordance with the resource consent, unless the resource consent has lapsed.	
~~TRAN-RX11~~	~~Heavy vehicle trip generation activities~~[33] [34]	
~~All Zzones~~	~~Activity status: Restricted Discretionary~~ ~~Where:~~ ~~RDIS-1~~ ~~Any use or development which generates heavy vehicle movements on any Collector Road or Local Road, or any Principal Road that shares a boundary with a Rrural zone, that meet or exceed a 5% increase in annual average daily heavy vehicle movements on that Rroad.; and~~ ~~RDIS-2~~ ~~Any use or development that generates any high productivity motor vehicles movements with non-standard axle loadings exceeding NZTA class 1 axle limits on any Collector Road or Local Road, or any Principal Road that shares a boundary with a Rrural zone,~~	~~Activity status when compliance not achieved: Not applicable~~

[32] TDC [42.27]
[33] TDC [42.28]
[34] Panel Decision Report, Part 5, section 3.27.2.

	~~**Matters of discretion are restricted to:**~~ ~~1. Ppavement impacts having particular regard to the level of additional traffic generated by the activity and the extent to which measures are proposed to adequately mitigate the effects on the road marginal cost.; and~~ ~~2. APP7 – Financial Contribution.~~ ~~**Notes:**~~ ~~1. This rule does not apply to heavy vehicle movements generated on Sstate Hhighways, Regional Arterials, District Arterials, Principal Roads that do not share a boundary with a Rrural zone, or to heavy vehicle movements on Milford-Clandeboye Road and Rolleston Road that enter/exist the PRECX8 Clandeboye Dairy Maufacturing Precinct.~~[35] ~~2. If a Pavement Impact Assessment has already been approved for the site as part of a granted resource consent, then these rules do not apply to any development that is within the scope of that Pavement Impact Assessment and in accordance with the resource consent, unless the resource consent has lapsed.~~ ~~3. The Timaru District Council maintains a database of heavy vehicle movements on all Council Rroads. This data can be accessed on Council's website LINK TO BE INSERTED TO COUNCIL.~~ ~~4. Guidance on preparing a pPavement iImpact aAssessment is provided in the Queensland Guide to Traffic Impact Assessment and Queensland Pavement Impact Assessment Practice Note.~~ ~~5. Road marginal cost is a cost per 100m segment of road derived over a 50-year cycle of road costings (including maintenance, rehabilitation and reconstruction).~~	
TRAN-R~~411~~211[36]	**New private roads, roads and other land transport infrastructure outside of existing road or rail corridors**	
All ~~Z~~zones	**Activity status: Discretionary** **Where:** **DIS-1** TRAN-S2, TRAN-S3 are complied with.	**Activity status when compliance not achieved: Non-Complying**

Standards

[35] Evidence of Ms Tait for Fonterra, dated 23 January 2025 (paragraph 5.3.14)
[36] Schedule 1, cl16(2)

TRAN-S1	Landscaping where five or more at grade car parking spaces are provided and grouped together[37] for non-residential activities on a site	
All ~~Z~~zones except the Port Zone ~~PORZ~~[38] and PREC~~X~~8 - Clandeboye Maufacturing ~~Zone/~~ Precinct[39]	1. Where more than five at grade car parking spaces are provided for non-residential activities on a site, landscaping must be provided within a landscaping strip/s or within a planting protection area/s with a minimum dimension or diameter of 1.5m ~~metres~~ within, or immediately adjacent to, the parking area on the site~~.~~; and 2. Landscaping must consist of a combination of trees, shrubs and ground cover species~~.~~; and ~~3. Planting must be limited to indigenous vegetation sourced from within the ecological district to enhance local or regional indigenous biodiversity.~~[40] 4. Landscaping may be integrated with stormwater management for the parking area, and may include the use of raingardens for stormwater collection and attenuation of stormwater runoff~~.~~; and 5. Trees must: a. be spaced one tree every 10m ~~metres~~ of road frontage (excluding access ways and any other means of access to the building) on the side of a road boundary or within a parking area; and b. have a minimum stem diameter of 40mm at the time of planting and be capable of reaching a height of at least 3m ~~three metres~~ at maturity; and c. be planted no closer than 2m from an underground service or 1m from a footpath or kerb~~.~~; and 6. Landscaping strips or planting protection areas adjacent to a road boundary, or within a parking area, must be protected from damage by vehicles through the use of wheel stop barriers. Such wheel stop barriers must be located at least 1m from any tree. ***Note:*** *This standard not apply to ~~C~~car ~~P~~parks for refuelling lanes or EV ~~C~~charging ~~S~~stations.*[41]	**Matters of discretion are restricted to:** 1. the extent of reduction in anticipated on-site and adjacent amenity values; and 2. the extent to which the non-compliance is required for traffic safety reasons or due to impacts on underground services; and 3. ~~T~~the landscaping design, type of species and height of landscaping.; and 4. the operational need and functional need requirements of the activity.[42]
TRAN-S2	Road design requirements	

[37] Z Energy [116.8]
[38] PrimePort [175.26] and Timaru District Holdings [186.12]
[39] Fonterra [165.41], subject to the Panel recommending to create a new zone
[40] Rooney, et al [174.24, 191.24, 249.24, 250.24, 251.24, 252.24]
[41] Z Energy [116.8]
[42] Woolworths [242.12]

All ~~Z~~zones	1. Roads must meet the requirements specified in *Table 8— Road design requirements* and explained in *Figure ~~5~~ 6*[43]*— Transport corridor cross section example*~~.~~; and 2. Cul-de-sacs must meet the Local Road requirements in Table 8 and the following additional requirements: a. it must not exceed a maximum length of 150m~~.~~; and b. there must be a pedestrian link at the end of a cul-de-sac in all residential zones and commercial and mixed use zones~~.~~; and c. there must be no cul-de-sac located off a cul-de-sac~~.~~; and d. there must be no more than one private way at the end of a cul-de-sac~~.~~; and e. the minimum turning head diameter requirements that must be met are as follows: i. 25m diameter with on-street parking permitted (~~R~~residential ~~Z~~zones); and ii. 30m diameter with no on-street parking permitted (other zones). **Note:** Where classification of the roading hierarchy is required to read Table 8, refer to SCHED1 — Schedule of Roading Hierarchy.	**Matters of discretion are restricted to:** 1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.

Table 8 — Road design requirements

Zone	Road classification	Minimum ~~R~~road reserve width (m) [A]	Minimum lane allocation and carriageway widths						Minimum sealed carriageway width (m)l [E]	Footpath requirement (minimum 1.8m where provided) [F]	Utility / ~~A~~amenity strip requirement (minimum 1.0m where provided) [G]
			Traffic lane [B]	Shoulder	Parking [C]		Cycle lanes [D]				
Residential zones	Collector	22	2 x 3.0m	n/a	Both sides	2.0m	Both sides	Minimum 1.8m where provided	13.6	Both sides	Both sides
Open ~~S~~space and recreation ~~Z~~zones (~~urban area~~ not within or adjoining rural zones)[44]	Local	20	2 x 3~~.0~~m	n/a	Both sides		Optional		10~~.0~~	Both sides	Both sides
General Industrial Zone	Collector	22	2 x 4.0m	n/a	Both sides	2.5m	Both sides		16.6	Both sides	Both sides
Port Zone	Local	20	2 x 4.0m	n/a	Both sides		Optional		13~~.0~~	Both sides	Both sides

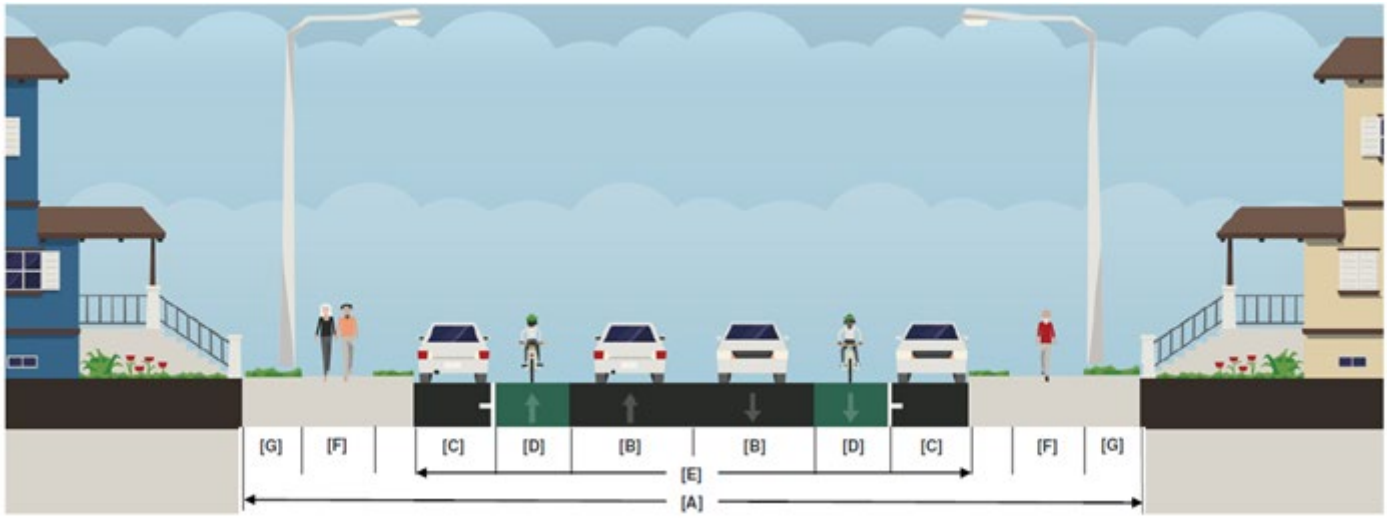
[43] Bruce Spiers [66.23]
[44] Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

Commercial and ~~M~~mixed ~~U~~use ~~Z~~zones	Collector	20	2 x 3.0m	n/a	One side	2.2m	Both sides		11.8	Both sides	Both sides
	Local	20	2 x 3.0m	n/a	One side		Optional		8.2	Both sides	Both sides
General Rural Zone Open ~~S~~space and recreation ~~Z~~zones (~~non-urban area~~ within or adjoining rural zones)[45]	Collector	20	2 x 3.5m	2 x 1.5m (sealed)	No	n/a	No		10~~.0~~	No	One side
	Local	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No		8~~.0~~	No	One side
Rural Lifestyle Zone Settlement Zone Māori Purpose Zone	Collector Local	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No		8~~.0~~	One side	One side

Note:

1. Optional to mark on-street parking on Local Roads but the space must be provided.
2. Utility strip to be located at least 300mm, ideally 1~~.0~~m, from the kerb and channel or edge of seal.
3. Cycle lanes must be marked.

Figure 6 - Transport corridor cross section example



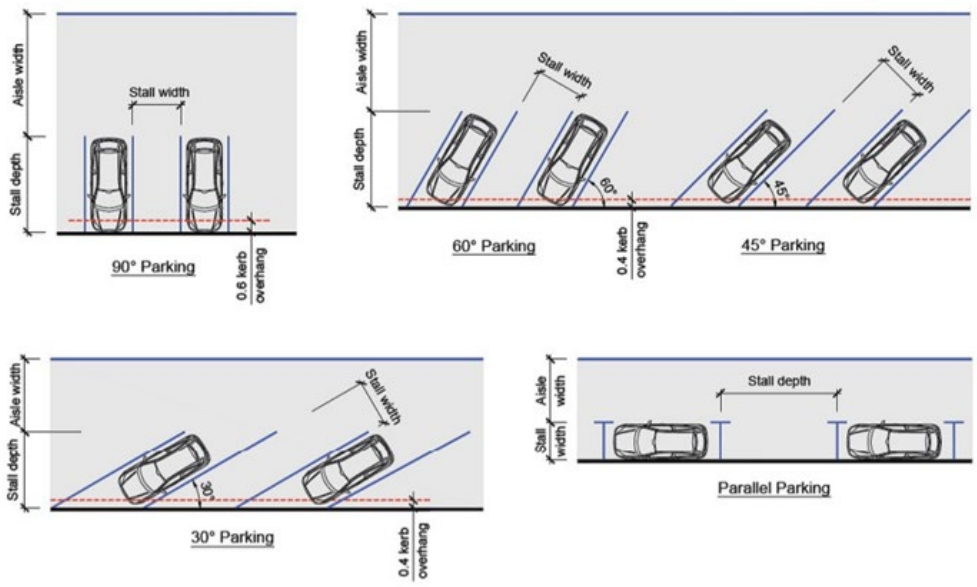
TRAN-S3	**Street lights**	
All ~~Z~~zones	Any development that creates a new road or which extends the requirement for street lighting must include a street lighting layout that is designed and constructed in accordance with AS/NZS 1158 Lighting for Roads and Public Spaces and all relevant parts of the standard.	**Matters of discretion are restricted to:** 1. the potential for adverse effects on the safety and efficiency of the site and land transport infrastructure.

[45] Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

TRAN-S4	Vehicle parking and manoeuvring areas[46] technical standards	
All ~~Z~~zones	1. Where parking spaces are provided, they must comply with the dimensions set out in Table 9 — Car parking dimensions~~.~~; and 2. On-site queuing spaces shall be provided for all vehicles entering a parking area or loading area in accordance with Table 10 — Queueing space requirements~~.~~; and 3. Accessible parking spaces must be provided in accordance with Table 11 — Accessible parking spaces requirements~~.~~; and 4. All parking spaces and queuing spaces must be provided with vehicular access to a road by way of a vehicle crossing, driveway and/or right of way.	**Matters of discretion are restricted to:** 1. the ability for people with disabilities to safely and effectively park and enter and exit a vehicle and manoeuvre around it; and 2. the potential for adverse effects on the safety and efficiency of land transport infrastructure; and 3. the safety and efficiency of the car-park, manoeuvring areas, vehicle access and vehicle crossings.

Table 9 – Car parking dimensions

Car parking dimensions are to be measured in accordance with the diagram below



90 Degree Parking Angle				
Type of use	**Stall Width (m)**	**Stall Depth (m)**	**Aisle Width (m)**	**Kerb Overhang (m)**
Long term	2.4	5.0	6.7	0.6
Medium term	2.5		6.4	
Short term	2.6		6.3	
Accessible parking	3.6*	5.0	6.7	0.6
60 Degree Parking Angle				
Type of use	**Stall Width (m)**	**Stall Depth (m)**	**Aisle Width (m)**	**Kerb Overhang (m)**
Long term	2.4	5.0	4.9	0.6
Medium term	2.5		4.6	
Short term	2.6		4.3	

[46] Bruce Spiers [66.11]

45 Degree Parking Angle				
Type of use	**Stall Width (m)**	**Stall Depth (m)**	**Aisle Width (m)**	**Kerb Overhang (m)**
Long term	2.4	5.0	3.9	0.4
Medium term	2.5		3.7	
Short term	2.6		3.5	
30 Degree Parking Angle				
Type of use	**Stall Width (m)**	**Stall Depth (m)**	**Aisle Width (m)**	**Kerb Overhang (m)**
Long term	2.1	4.0	3.1	0.4
Medium term	2.3		3.0	
Short term	2.5		2.9	

Parallel Parking			
Type of use	**Stall Width (m)**	**Aisle Width (m)**	**Stall Depth (m)**
Long term	2.1	3.0	6.3
Medium term		3.3	6.1
Short term		3.6	5.9
Accessible parking	3.5*	3.3	7.4

Long term parking: generally all day parking.
Medium term parking: generally two to four hour parking.
Short term parking: generally two hour parking or less.

*1.1m of which may be a shared area

1. Stall widths must be increased by 300mm where they abut permanent obstructions. If obstructions are present on both sides of the parking space, the width must be increased by 600mm.
2. Parking spaces must be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access way to any parking space, except for parallel parking spaces.
3. Parking spaces must be located so that vehicles are not required to undertake more than one reverse manoeuvre when manoeuvring out of any parking space.
4. Manoeuvring within car parking areas must be designed to accommodate an 85th percentile car except for critical areas where tracking must accommodate a 99th percentile car. Critical areas include all aisles, in or between major structures or locations where there is a change in grade.
5. The maximum gradient within car parking spaces must not exceed:
   - Measured parallel to angle of parking – 1 in 20 (5%)
   - Measured in any other direction – 1 in 16 (6.25%)
6. Any space required for parking must be available during the hours of operation of the related activity, and must not be obstructed by the subsequent erection of any structure, storage of goods, or any other use.
7. The whole of the parking area, vehicle access ways, manoeuvring areas and aisles must, before the commencement of the related activity, and thereafter for as long as that activity is undertaken, be formed, sealed and drained, provided with a sealed surface, drained, marked out or delineated, and maintained

Table 10 — Queueing space requirements

Number of parking spaces provided	Minimum queuing space (metres)
5 to 20	6
21 to 50	12
51 to 150	18
151 and over	24

Table 11— Accessible parking spaces requirements

Total GFA (excluding residential activities)	Minimum number of accessible parking spaces
less than 500m^2	0
500m^2 to 1,000m^2	1

more than 1,000m^2	~~1~~ One plus ~~1~~ one space for every additional 2,500m^2 GFA or part thereof

TRAN-S5	Cycle parking provision	
All ~~Z~~zones ~~except the PREC X 8 -~~ Clandeboye Dairy[47] Manufacturing ~~Zone/~~Precinct[48]	1. An activity must provide a minimum number of cycle parks on the same site of the activity in accordance with *Table 12 — Minimum number of cycle parks*~~.~~; and 2. The total cycle parking requirement for any activity will be the sum of the parking requirements for each area~~.~~; and 3. Where the calculation of the required cycle parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space. The parking requirements for different types of cycle parks (i.e. short term and long term) must be calculated and rounded separately~~.~~; and 4. Where an activity falls under the definition of more than one activity in *Table 12 — Minimum number of cycle parks*, then the higher cycle parking requirement shall apply~~.~~; and 5. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply~~.~~; and 6. Network utilities that have no permanent staff do not require cycle parking.	**Matters of discretion are restricted to:** 1. the effects of the shortfall in the number of bicycle parking spaces; and 2. the extent to which the activity promotes active transport modes; and 3. the extent to which the activity promotes the integration of public transport modes.

Table 12 — Minimum number of cycle parks

Activity	Minimum cycle parking requirement	
	Short term (visitor)	**Long term (student/staff/resident)**
Educational Facility - Preschool	~~1~~ One space per 10 children	~~1~~ One space per ~~3~~ three FTE employees
Educational Facility - Schools	Year 8 and below: ~~1~~ One space per 30 students Year 9 and above: ~~1~~ One space per 100 students	Year 8 and below: ~~1~~ One space per ~~7~~ seven students Year 9 and above : ~~1~~ One space per ~~5~~ five students
Educational Facility - Tertiary ~~Education~~	~~1~~ One space/ 100 FTE students	~~1~~ One staff space per ~~4~~ four FTE staff; and ~~1~~ One student space per ~~4~~ four FTE students
Places of Assembly	~~1~~ One space per person the facility is designed to accommodate	10% of visitor requirements
Sports Fields	~~1~~ One space per 15 participants the facility is designed to accommodate	Nil
Sports Courts	~~1~~ One space per 15 participants the facility is designed to accommodate	Nil
Gymnasiums	~~1~~ One space per 100m^2 GFA	~~1~~ One space per 300m^2 GFA
Visitor Accommodation	~~1~~ One space per 20 beds	~~1~~ One space per 50 beds (~~2~~ two spaces minimum)
Health Care Facility	Hospital: ~~1~~ One space per 1,000 m^2 GFA	~~1~~ One space per 300m^2 GFA

[47] Schedule 1, cl10(2)(b)(i)
[48] Fonterra [165.42], subject to the Panel recommending to create a new zone

	Other health care facilities: ~~1~~ One space per 200m^2 GFA	
Warehousing and Storage	Nil	~~1~~ One space per 1,500m^2 GFA (~~2~~ two spaces minimum)
Industrial Activity other than ~~w~~Warehousing and ~~s~~Storage	Nil	~~1~~ One space per 1,000m^2 GFA (~~2~~ two spaces minimum)
Residential Activity	Nil	~~1~~ One residents' space per ~~dwelling~~ residential unit without a garage
Home Business	Nil	Nil
Retirement Village	~~1~~ One space per 10 units, for developments with 10 or more units (for independent living units) ~~1~~ One space per 50 clients (for supported residential care)	Nil (for independent living units) ~~1~~ One space per 30 clients (for supported residential care)
Office (excludes a ~~c~~Commercial ~~o~~Office)	~~1~~ One space per 500m^2 GFA (~~2~~ two spaces minimum)	~~1~~ One space per 100m^2 GFA
Commercial Office and Personal S~~s~~ervices	~~1~~ One space per 500 m^2 GFA (~~2~~ two spaces minimum)	~~1~~ One space per 200m^2 GFA
Food and ~~b~~Beverage	~~1~~ One space per 100 m^2 GFA (~~2~~ two spaces minimum)	~~1~~ One space per 100 m^2 GFA
Supermarkets	~~1~~ One space per 300m^2 GFA (~~2~~ two spaces minimum)	~~1~~ One space per 500m^2 GFA
General Retail	~~1~~ One space per 150 m^2 GFA (~~2~~ two spaces minimum)	~~1~~ One space per 500m^2 GFA
Large ~~f~~Format ~~r~~Retail other than ~~t~~Trade ~~s~~Supplier	~~1~~ One space per 600 m^2 GFA (~~2~~ two spaces minimum)	~~1~~ One space per 750m^2 GFA
Trade ~~s~~Supplier	~~1~~ One space per 1000 m^2 GFA (~~2~~ two spaces minimum)	~~1~~ One space per 750m^2 GFA
Service ~~s~~Station	~~2~~ Two spaces	Nil
Motor Garage	Nil	Nil
Emergency Service Facilities	Nil	~~1~~ One space per emergency service vehicle bay

TRAN-S6	**Cycle parking technical standards**	
All ~~Z~~zones	~~Cycle parking spaces must meet the following minimum specifications:~~ 1. All stands must be securely anchored to an immovable object; and 2. Stands must support the bicycle frame and front wheel; and 3. Stands must allow the bicycle frame to be secured; and 4. Long term parking must be located in a covered and secure area~~.~~; and 5. Cycle parking must be constructed to allow at least 1.1m of clear space between parking stands or other obstruction; and 6. Short term cycle parking must be clearly signposted or visible to cyclists entering the site; and 7. If in a publicly accessible space, cycle parking must be detectable by visually impaired pedestrians through use of a kick stand or other method so as to not create a hazard~~.~~; and	**Matters of discretion are restricted to:** 1. the ability to use the cycle parking facilities safely and efficiently; and 2. for staff parking, the extent to which the cycle parking space(s) and area is as close as practicable to a building entrance; and 3. for visitor parking, the extent to which the cycle parking space(s) and area is located in a prominent location close to the entrance to encourage use; and 4. the potential for adverse effects on the safety and efficiency of land transport infrastructure.

	8. Cycle parking facilities must be located outside of vehicle manoeuvring areas and where there is no risk of damage from vehicle movements within the site~~.~~; and 9. Short term cycle parking must be located as close as possible to and no more than 15m from at least one main pedestrian public entrance to the building/activity~~.~~; and 10. Long term cycle parking facilities must be located so they are easily accessible for staff / residents / students of the activity; and 11. All cycle parking spaces which are used during the hours of darkness must be illuminated in accordance with the Lighting Chapter~~.~~; and 12. Cycle parking facilities must be available during the hours of operation and must not be diminished by the subsequent erection of any structure, storage of goods, landscape planting or any other use. **Notes:** 1. Where there is more than one public entrance to the building, it is recommended that visitor parking is apportioned between entrances in accordance with their potential usage. 2. End of trip facilities are recommended as follows: a. 10 staff cycle parks or less required: none b. >11 staff cycle parks required: ~~1~~ One shower for every 10 staff cycle parks.	
TRAN-S7	**Minimum loading space requirements**	
All ~~Z~~zones Except PREC 8 – Clandeboye Dairy Manufacturing Precinct[49]	~~Loading space requirements~~ 1. An activity must provide the minimum number of on-site loading spaces in accordance with *Table 13 — Minimum number of loading spaces*~~.~~; and 2. The loading space requirements listed in Table 13 are categorised by activity. The loading space requirement for any activity will be the sum of the loading requirements for each area~~.~~; and 3. The design requirements for different types of loading space (i.e. heavy vehicle bay, 99th percentile car bay in *Table 14 — Minimum dimension of Loading Space*) shall be calculated and rounded separately~~.~~; and 4. Where an activity falls under the definition of more than one activity in Table 13, then the higher loading space requirement shall apply~~.~~; and 5. Network utilities that have no permanent staff do not require loading spaces. **Table 13 — Minimum number of loading spaces**	**Matters of discretion are restricted to:** 1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.

[49] Panel Decision Report Part 5, Section 4.19.2.

Activity	>Minimum loading space number and design requirement
Educational Facility - Preschool	• Preschool with less than 20 children enrolled: Nil • Preschool with more than 20 children enrolled: ~~1~~ One 99th percentile car bay
Educational Facility - Schools	• Schools with less than 100 students: ~~1~~ One 99th percentile car bay • Schools with 100 or more students: ~~1~~ One 99th percentile car bay; and • ~~1~~ One heavy vehicle bay (to accommodate an 8m truck or the DHB dental van - whichever is greater)
Educational Facility - Tertiary ~~Education~~	• Schools with less than 100 students: ~~1~~ One 99th percentile car bay • Schools with 100 or more students: ~~1~~ One 99th percentile car bay; and • ~~1~~ One heavy vehicle bay (to accommodate at least an 8m truck)
Places of Assembly	~~1~~ One heavy vehicle bay (to accommodate at least an 8m truck)
Sports Fields	Nil
Sports Courts	Nil
Gymnasiums	~~1~~ One 99th percentile car bay
Visitor Accommodation	• ~~1~~ One heavy vehicle bay per 100 bedrooms/units (to accommodate at least an 11.5m truck); and • ~~1~~ One 99th percentile car bay per 50 bedrooms
Health Care Facility	• Hospital: ~~1~~ One heavy vehicle bay • Other health care facilities: ~~1~~ One 99th percentile car bay (or ambulance bay as appropriate)
Warehousing and Storage	~~1~~ One heavy vehicle bay per 2,000m^2 GFA (to accommodate at least an 11.5m truck)
Industrial Activity other than ~~w~~Warehousing and ~~s~~Storage	• GFA less than 1,000m^2: ~~1~~ One 99th percentile car • GFA 1,000m^2 or greater: ~~1~~ One heavy vehicle bay per 2,000m^2 GFA (to accommodate at least an 11.5m truck)
Residential Activity	Nil
Home Business	Nil
Retirement Village	• Nil (for independent living units) • Nil (for supported care for up to 20 clients); and • ~~1~~ One heavy vehicle bay to accommodate at least an 8m truck (for supported residential care for more than 20 clients)
Office (excluding a ~~c~~Commercial ~~o~~Office)	• GFA less than 1000m^2: Nil • GFA of 1000m^2 or greater: ~~1~~ One 99th percentile car bay
Commercial Office and Personal Services	• GFA less than 200m^2: Nil • GFA of 200m^2 or greater: ~~1~~ One 99th percentile car bay

Food and Beverage	• GFA less than 250m^2: Nil • GFA 250m^2 or greater: ~~1~~ One heavy vehicle bay (to accommodate at least an 8m truck)
Supermarkets	• GFA less than 1,000m^2: ~~1~~ One heavy vehicle bay (to accommodate at least an 8m truck) • GFA 1,000m^2 or greater: ~~1~~ One heavy vehicle bay (to accommodate at least a 11.5m truck)
General Retail	• GFA less than 250m^2: Nil • GFA 250-1,500m^2: ~~1~~ One 99th percentile car bay • GFA 1,500m^2 or greater: ~~1~~ One 99th percentile car bay per 5,000m^2 GFA (minimum ~~1~~ One); and • ~~1~~ One heavy vehicle bay (to accommodate at least an 8m truck) per 5,000m^2 GFA (minimum ~~1~~ One bay)
Large Format Retail other than Trade Supplier	• GFA less than 1,000m^2: ~~1~~ One heavy vehicle bay (to accommodate at least an 8m truck) • GFA 1,000m^2 or greater: ~~1~~ One heavy vehicle bay (to accommodate at least a 11.5m truck)
Trade Supplier	• GFA less than 2,000m^2: ~~1~~ One heavy vehicle bay (to accommodate at least an 8m truck) • GFA 2,000m^2 or greater: ~~1~~ One heavy vehicle bay (to accommodate at least a 11.5m truck)
Service ~~s~~Station	~~1~~ One unmarked heavy vehicle bay for fuel deliveries
Motor Garage	Nil

Note:
Where the calculation of the required loading space results in a fractional space, any fraction that is less than one~~-~~half will be disregarded and any fraction of one~~-~~half or more will be counted as one space.

TRAN-S8	**Loading space technical standards**	
All ~~Z~~zones	1. Any loading space must be designed to comply with *Table 14 — Minimum dimension of Loading Space*; and 2. The size of the loading space to be provided shall align with TRAN-S7, except where the largest vehicle expected on-site is larger and thus the required bay(s) shall be provided in accordance with this vehicle. 3. Loading spaces must be located on the same site as the activity to which it relates and be available at all times~~.~~; and 4. The design vehicles must be able to manoeuvre into the loading bay with only one reverse movement; and 5. The loading space must not be located in an area required by other vehicles for manoeuvring~~.~~; and 6. Any loading space must be available during the hours of operation and shall not be diminished	**Matters of discretion are restricted to:** 1. the potential for adverse effects on the safety and efficiency of land transport infrastructure; and 2. the extent of adverse effects on other users of the site, including people/pedestrians accessing the activity.

by the subsequent erection of any structure, storage of goods, or any other use~~.~~; and

7. The maximum gradient of any part of a loading space must be no greater than 1:25 (4%) measured in any direction including directions oblique to bay centreline~~.~~; and
8. The whole of the loading space or spaces, access drives, manoeuvring areas and aisles must, before the commencement of the activity to which those parking and loading spaces relate, and thereafter for as long as that activity is continued, be formed, provided with a sealed and drained surface (except rural zones), marked out or delineated, and maintained.

Table 14 — Minimum dimension of ~~L~~loading ~~S~~spaces

Vehicle Class	Bay Width (m)	Bay Length (m)	Vertical Clearance (m)
99 percentile car	3.2	5.2	<2.5
Medium ~~R~~rigid ~~V~~vehicle (8m truck)	3.5	8.8	4.5
Large ~~R~~rigid ~~V~~vehicle (11.5m truck)	3.5	12.5	
Articulated ~~V~~vehicle	3.5	20~~.0~~	

Design Vehicle Dimensions ~~are as follows~~

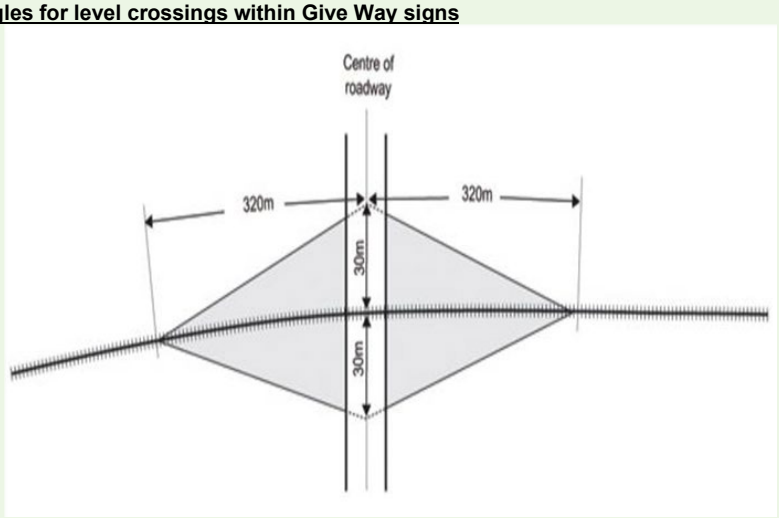
Vehicle Class	Overall Length	Design Width	Wheel Base	Design Turning Radius
99 percentile car	5.2	1.9	3.1	7.1
Medium ~~R~~rigid ~~V~~vehicle	8.0	2.5	5.0	10.0
Large ~~R~~rigid ~~V~~vehicle	11.5	2.55	8.5*	12.5
Articulated ~~V~~vehicle	19.45	2.55	13.35	

*~~e~~Centre of axle groups

TRAN-S9	**~~Approach sight triangles for public road/rail level crossings~~ Rail level crossing sightlines and vehicle crossing setbacks**[50]	
All ~~Z~~zones	1. Any vehicle access way and vehicle crossing must not cross a railway line and any vehicle crossing must not be located less than 30m ~~metres~~ from a rail level crossing. The 30m ~~metres~~ shall be measured from the edge of the closest rail track to the edge of seal on the proposed vehicle access point~~.~~; and 2. Any building, structure, ~~or~~ planting or other visual obstruction must not be located within the ~~shaded~~ restart or approach sightline areas of a rail level crossing as shown in the shaded areas ~~as identified~~ in Figure 7 or Figure 8 below.	**Matters of discretion are restricted to:** 1. any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists; and

[50] KiwiRail [187.42] for all TRAN-R9 changes

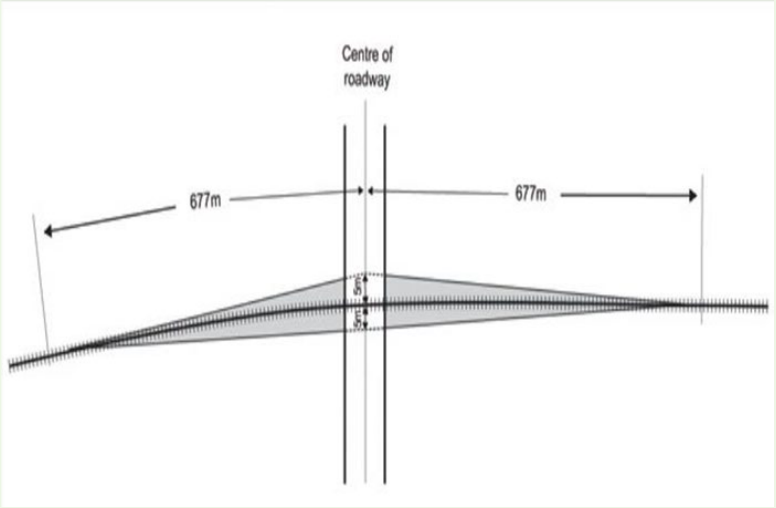
Figure 7 – ~~Level crossings controlled by Stop or Give Way control~~ Approach sight triangles for level crossings within Give Way signs



~~Advice n~~Notes:

1. The 30m ~~metre~~ distance is measured from the closest outside rail.
2. Where there is more than one set of railway tracks, then 25m ~~metres~~ is added to the 320m ~~metre~~ distance along the railway track for each additional set of tracks.

Figure 8 – ~~a~~All other level crossings



~~Advice n~~Notes:

1. The 5m ~~metre~~ distance is measured from the closest outside rail.
2. For each additional set of tracks, 50m is added to the 677m along the railway track.

2. the extent to which the safety and efficiency of rail and road operations will be adversely affected; and
3. the outcome of any consultation with KiwiRail Holdings Limited; and
4. any characteristics of the proposed use that will make compliance unnecessary.

TRAN-S10	Vehicle access way requirements	
All zones	1. Vehicle access ways must meet the requirements outlined in *Table 15 — Vehicle access way requirements*, measured in accordance with Figure 14 in TRAN-S13~~.~~; and 2. Where a vehicle access way is provided in the Rural ~~l~~Lifestyle ~~z~~Zone, Settlement ~~z~~Zone, Māori Purpose Zone or General ~~r~~Rural ~~z~~Zone onto a sealed road, then the vehicle access way must be formed, sealed and drained	**Matters of discretion are restricted to:** 1. any adverse effects on the ease and safety of vehicle manoeuvres; and 2. the extent to which the safety and efficiency of road operations will be adversely affected; and

for at least the first ~~20~~5m[51] from the road boundary. Vehicle access way<u>s</u> in other zones must be formed, sealed and drained for their entire length~~.~~<u>; and</u>

3. Where any site fronting a Primary Road (National Route, Regional Arterial, District Arterial or Principal Road) also has frontage to a Secondary Road (Collector or Local Road or a Service Lane), all vehicle access way<u>s</u> to the site (providing for either ingress or egress) must be provided to the Secondary Road~~.~~<u>; and</u>
4. When a vehicle access way is provided in the ~~R~~<u>r</u>esidential ~~Z~~<u>z</u>ones, where two-way access (5.5m formed width or greater) is not provided, a passing bay is required at the boundary, and thereafter at a minimum interval of every 50m. A passing bay should have a minimum width of 5.5m and length 7m with 45-degree tapers.

Table 15 — Vehicle access way requirements

Zone	Development served	Minimum vehicle access way width	Minimum vehicle access way formed width	Maximum length	Maximum gradient**
Residential ~~Z~~<u>z</u>ones	1 to 2 parking spaces	3.5m**	2.7m	No limit	1:5 (20%)
	3 to 9 parking spaces*	5m	4~~m~~3.5m[52]		
Commercial and ~~M~~<u>m</u>ixed ~~U~~<u>u</u>se ~~Z~~<u>z</u>ones General Industrial Zone Port Zone	Up to 15 parking spaces	5~~.0~~m	4~~.0~~m	100m	1:8 (12.5%)
	More than 15 parking spaces	6.5m	5.5m	100m	1:8 (12.5%)
Rural ~~Z~~<u>z</u>ones Māori Purpose Zone	Up to 6 allotments*	6.5m	5.5m	No limit	1:5 (20%)

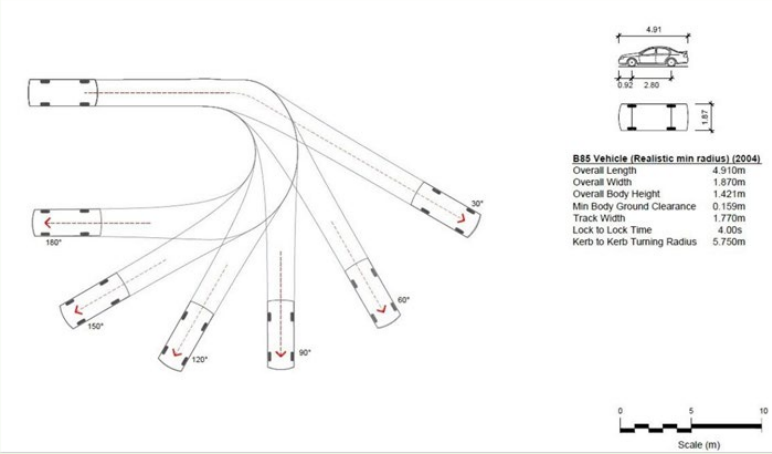
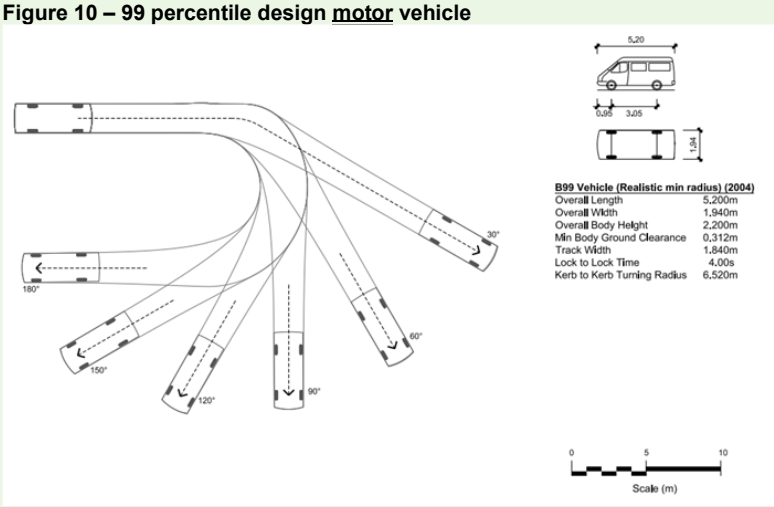
*~~a~~<u>A</u> *vehicle access way servicing 10 or more parking spaces should be vested as a road<u>.</u>*

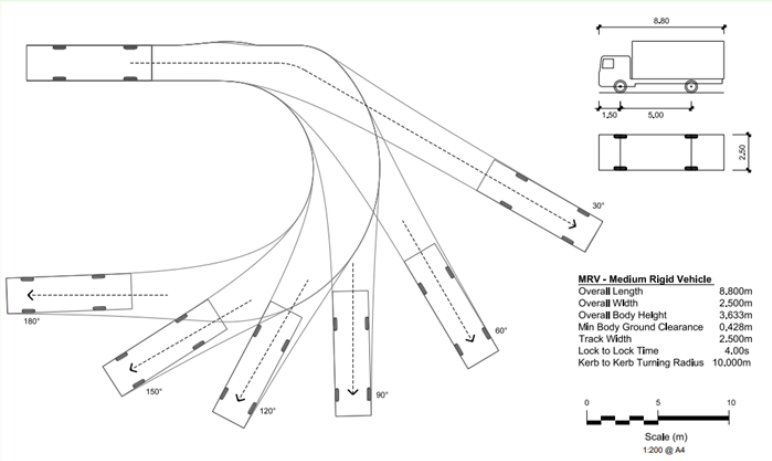
** *Where a vehicle access way terminates greater than 135m from the nearest road that has a reticulated water supply (including hydrants), the minimum access width required is 4m to allow for access by emergency service vehicles.*

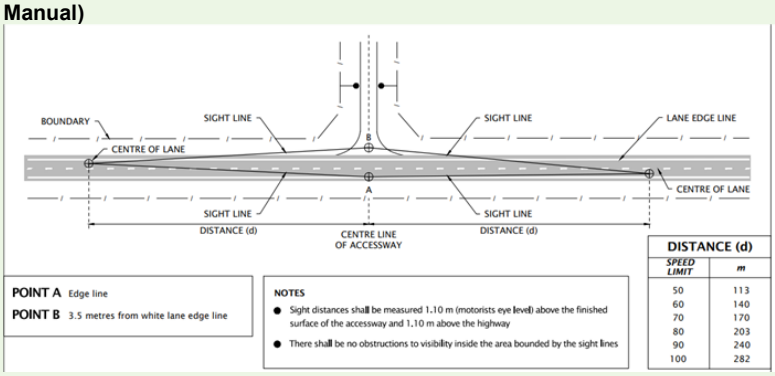
<u>Note:</u> *<u>Emergency responder access requirements are further informed by the dimensions required for fire appliances for developments in SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice where a driveway length exceeds 75m or a fire appliance is not able to reach the source of a firefighting water supply from a public road.</u>*[53]*

3. any adverse effects on amenity values~~.~~<u>; and</u>
4. any impacts on public waste collection; and
5. the effect on on-street parking demand; and
6. any characteristics of the proposed use that will make compliance unnecessary.

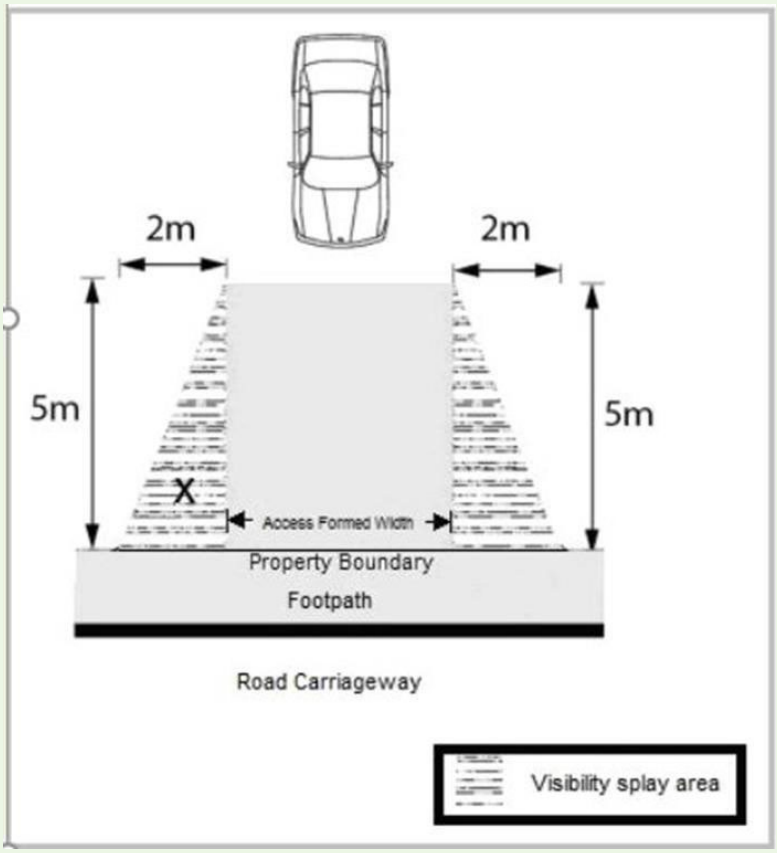
[51] Rooney, et al [174.25, 191,25, 249.25, 250.25, 251.25, 252.25], Andrew Scott Rabbidge, Holly Renee Singline and RSM Trust Limited [27.3], Milward Finlay Lobb [60.21] John Leonard Shirtcliff and Rosemary Jean Shirtcliff [81.4]
[52] Kainga Ora [229.36]
[53] Fire and Emergency [131.7]

TRAN-S11	Vehicle tracking curve diagrams	
All ~~Z~~zones	1. Manoeuvring within car parking areas must accommodate an 85th percentile car (as per Figure 9) except for critical areas where tracking must accommodate a 99th percentile car. Critical areas include all aisles, in or between major structures or locations where there is a change in grade~~.~~; and 2. Manoeuvring areas associated with a 99th percentile car parking bay must accommodate the tracking of 99th percentile motor vehicle (as per Figure 10) and manoeuvring areas for a heavy vehicle bay must accommodate the tracking of a medium rigid motor vehicle (as per Figure 11) as a minimum. If the largest motor vehicle expected to access a heavy vehicle bay is larger than the specified medium rigid heavy vehicle, the manoeuvring areas must be provided to accommodate the largest vehicle. **Figure 9 – 85 percentile design motor car**  **Figure 10 – 99 percentile design motor vehicle**  **Figure 11 – Medium ~~R~~rigid ~~V~~vehicle**	**Matters of discretion are restricted to:** 1. any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists; and 2. the extent to which the safety and efficiency of road operations will be adversely affected; and 3. any characteristics of the proposed use that will make compliance unnecessary.



TRAN-S12	Minimum sight distance from vehicle crossings	
All ~~Z~~zones	1. Any vehicle crossing onto roads with a posted speed limit greater than a 60km/h ~~posted speed~~ or onto any ~~S~~state ~~H~~highway[54] must comply with the minimum sight distance in Figure 12~~.~~; and 2. Any vehicle crossing onto roads with a posted speed limit less than a 60km/h ~~posted speed~~ must comply with the minimum sight distance in Figure 13. **Figure 12 – Sight distance requirements where the posted speed limit is 60km/h or greater (NZTA ~~New Zealand Transport Agency - Waka Kotahi~~ Planning Policy Manual)**  **Figure 13 – Visibility splay for 60~~K~~km/h or less posted speed limits**	**Matters of discretion are restricted to:** 1. the number of pedestrian movements and the number and type of vehicles using or crossing the vehicle crossing; and 2. the ability for vehicles to use the vehicle crossing without adversely affecting the safety and/or efficiency of the frontage road and manoeuvring vehicles at the crossings; and. 3. the extent to which the operating speed environment of the road, and site characteristics are such that the sight line standards can be safely reduced.

[54] Waka Kotahi [143.59]



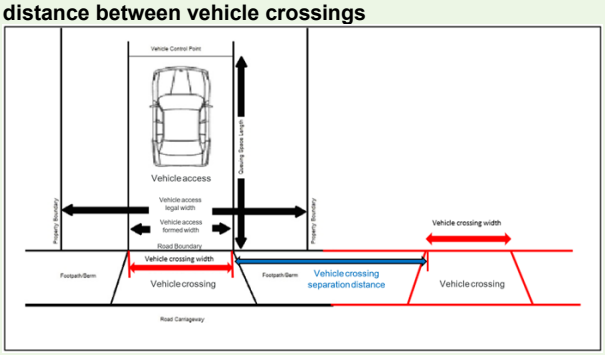
TRAN-S13	Vehicle crossing widths	
All ~~Z~~zones	1. The maximum width of any vehicle crossing must comply with *Table 16 – ~~m~~Maximum width of vehicle crossing*, calculated in accordance with Figure 14~~.~~; and 2. Where a vehicle crossing ~~access way~~ terminates greater than 135m from the nearest road that has a reticulated water supply (including hydrants), the minimum vehicle crossing ~~access~~ width required is 4m to allow for access by emergency service vehicles. **Note:** Vehicle crossings to roads with speed limits 70km/h and above should be designed in accordance with TRAN-S17. **Table 16 – ~~m~~Maximum width of vehicle crossing** **Zone** / **Maximum width of crossing at road boundary** Residential ~~Z~~zones / 6~~.0~~m Open ~~S~~space and recreation ~~Z~~zones (~~urban area~~ not within or adjoining rural zones)[55] / 6~~.0~~m Commercial and ~~M~~mixed ~~U~~use ~~Z~~zones / 7~~.0~~m*	**Matters of discretion are restricted to:** 1. the potential for adverse effects on the safety and efficiency of land transport infrastructure; and 2. the extent and impact of any reduction in on-street parking.

[55] Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

Rural ~~Z~~zones Open ~~S~~space and recreation ~~Z~~zones (~~non-urban area~~ within or adjoining rural zones)[56]	6~~.0~~m*

**Maximum width of up to 9~~.0~~m is permitted where the vehicle crossing needs to accommodate the tracking path of large heavy vehicles.*

Figure 14 – Measurements of a vehicle crossing width and distance between vehicle crossings



TRAN-S14 Maximum number of vehicle crossings

All ~~Z~~zones

The maximum number of vehicle crossings per site must comply with *Table 17 — Maximum number of vehicle crossings* below.

Table 17 — Maximum number of vehicle crossings

Frontage length	Frontage road classification		
	National Route	Regional Arterial, District Arterial and Principal	Collector and Local
0-20m	1	1	1
>20m-100	1	1	2
>100	1	2	3

Matters of discretion are restricted to:

1. the potential for adverse effects on the safety and efficiency of land transport infrastructure~~.~~; and
2. the extent and impact of any reduction in on-street parking.

TRAN-S15 Minimum distance between vehicle crossings

All ~~Z~~zones

The minimum distance between vehicle crossings must comply with *Table 18 — Recommended minimum distance between vehicle crossings on same side of road*, measured in accordance with Figure 15 in TRAN-S16.

Table 18 — Minimum distance between vehicle crossings on same side of road

Frontage road speed limit	Minimum distance between vehicle crossings on Local, Collector, Regional, Arterial, District Arterial and Principal roads	Minimum distance between vehicle crossings on National Routes

Matters of discretion are restricted to:

1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.

[56] Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

70km/h	40m	40m
80km/h	70m	100m
90km/h	85m	200m
100km/h	105m	200m[57]

TRAN-S16 Minimum distance between vehicle crossings and intersections

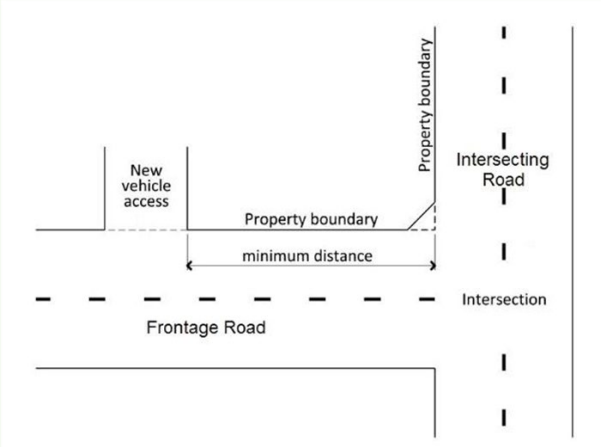
All ~~Z~~zones

The minimum distance between vehicle crossings and intersections must comply with *Table 19 – Minimum distance of vehicle crossings from intersections* below, measured in accordance with Figure 15.

Table 19 – Minimum distance of vehicle crossings from intersections

Frontage road speed limit	Minimum distance between vehicle crossing from intersection
70km/h	100m
80km/h	100m
90km/h	200m
100km/h	200m

Figure 15 – Minimum distance of vehicle crossings from intersections measurement requirements



Matters of discretion are restricted to:

1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.

TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits

All ~~Z~~zones

1. Any gates in the General Rural Zone and Rural Lifestyle Zone must be recessed back from the road in accordance with the gate setback distances to allow any vehicle using the vehicle access way to stop clear of the road's traffic lanes while the gate is being opened or closed for all rural vehicle crossings~~.~~; and
2. Any vehicle crossings onto roads with a posted speed limit of 70km/h or greater ~~posted speed limits~~ must comply with the standards in *Table 20 – Vehicle crossings*, except that activities

Matters of discretion are restricted to:

1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.

[57] Waka Kotahi [143.61] for all the changes to TRAN-S15

that generate more than 100 vehicle movements per day (ECMs) are required to be accessed by way of an intersection.

Table 20 – Vehicle crossings

	Daily traffic volume using the vehicle crossing (ECMs*)	Is the vehicle crossing on a state highway?	Figure to use for vehicle crossing design
a.	1 ~~–~~to 30; and No more that ~~1~~ one heavy vehicle per day	No	Figure 16 (Vehicle crossing without shoulder widening)
b.	1~~–~~to 30	Yes	~~Figure 17 (Vehicle crossing with shoulder widening)~~ Figure 16 (vehicle Crossing without shoulder widening)[58]
c.	31~~–~~to 100; or More than ~~1~~ one heavy vehicle per day	Yes or No	Figure 17 (Vehicle crossing with shoulder widening)

**ECMs (equivalent car movements per day) are defined as follows:*
• 1 car to and from the property = 2 ECMs;
• 1 truck to and from a property = 6 ECMs;
• 1 truck and trailer to and from a property = 10 ECMs; and
A single residential unit ~~dwelling~~ is deemed to generate 9 ECMs per day.

Figure 16 – Design of vehicle crossings without shoulder widening

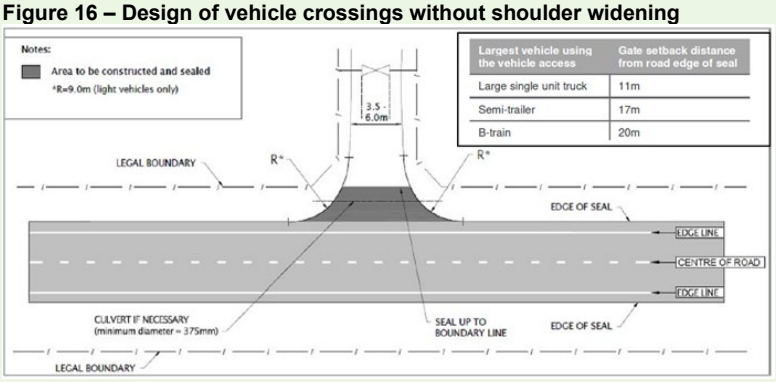
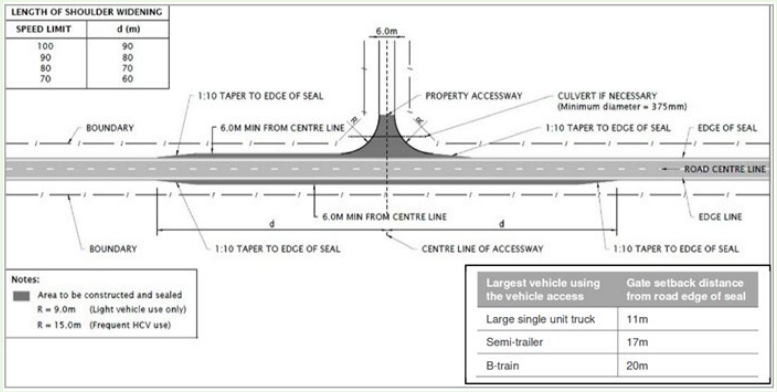


Figure 17 – Design of vehicle crossings with shoulder widening

[58] Waka Kotahi [143.63]



TRAN-S18	**Reverse manoeuvring**	
All ~~Z~~zones	1. Where vehicular access is from a National, or Regional, or District Arterial or Principal Road as identified in SCHED1 — Schedule of Roading Hierarchy, there must be sufficient space provided to ensure[59] no reverse manoeuvring onto or off the road; and 2. For all non-residential uses where any parking or loading spaces are required and any residential activity with a vehicle access way to six or more car parking spaces, there must be sufficient space provided to ensure[60] no reverse manoeuvring onto or off the road.	**Matters of discretion are restricted to:** 1. the extent to which the safety and efficiency of road operations will be adversely affected; and 2. any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists; and 3. any characteristics of the proposed use and site that will make compliance unnecessary.
TRAN-S19	**Lighting of parking and manoeuvring areas**	
All ~~Z~~zones except the General Rural Zone and Rural Lifestyle Zone ~~GRUZ and RLZ~~	Lighting must be provided for all parking and manoeuvring areas and associated pedestrian routes that comply with the rules in the Light Chapter for: 1. all non-residential activities which have parking areas and/or loading areas used during hours of darkness; and 2. residential activities, where there are 10 or more marked[61] parking spaces.	**Matters of discretion are restricted to:** 1. any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists.
TRAN-S20	**High ~~T~~trip ~~G~~generating ~~A~~activities**	
All ~~Z~~zones	**Table 21 — High trip ~~traffic~~ generating activities** **Activity** | **Basic ITA Required** | **Full ITA Required** Educational Facility — Pre-school: 40 Children | 90 Children Educational Facility - Schools: 70 Students | 170 Students Educational Facility - Tertiary: 250 FTE students | 750 FTE students	**Matters of discretion are restricted to: Not applicable**

[59] TDC [42.29]
[60] Clause 10(2)
[61] Rooney, et al [174.27, 191.27, 249.27, 250.27, 251.27, 252.27] for all the TRAN-S19 amendments

Industrial Activity (excluding ~~w~~Warehousing and ~~d~~Distribution ~~activity~~)	5,000	m^2 GFA	12,000	m^2 GFA
Warehousing and Distribution	6,500	m^2 GFA	25,000	m^2 GFA
Health Care Facility	280	m^2 GFA	1200	m^2 GFA
Office	2,000	m^2 GFA	4,800	m^2 GFA
Residential Activity	40	Residential ~~U~~unit / lot	90	Residential ~~U~~unit / lot
General Retail ~~and~~ (including Supermarkets)[62]	200	m^2 G~~L~~FA	800	m^2 G~~L~~FA
Large Format Retail other than ~~t~~Trade ~~s~~Suppliers	550	m^2 G~~L~~FA	2,300	m^2 G~~L~~FA
Service Station	2	Filling points	6	Filling points
Mixed Use or ~~o~~Other ~~a~~Activities not listed above, including all ~~a~~Activities within ~~the~~ PREX8 - Clandeboye Dairy Manufacturing ~~Zone/~~Precinct[63]	50	~~¥~~Vehicle movements/ peak hour	120	~~¥~~Vehicle movements/ peak hour
	250	~~¥~~Vehicle movements/ day	1,000	~~¥~~Vehicle movements/ day
	~~w~~Whichever is the greatest of above		~~w~~Whichever is the greatest of above	

Note: *~~p~~Peak hour means any hour when the greatest number of vehicle movements occurs.*

[62] Woolworths [242.15]
[63] Fonterra [165.44]. Evidence of Ms Tait for Fonterra dated 23 January 2025 (paragraph 5.3.9)