Text shown in **red** (both underlined and ~~struck out~~) represents all changes recommended by the Panel from the notified Plan provisions.

Tūnuku

Transport

TR	Transport

Introduction

The purpose of the Transport Chapter is to manage on-site transport facilities and the effects of high vehicle trip-generating use and development. Matters concerning the operation, maintenance, repair and renewal, upgrading and development of the transport network and connections to the transport network are provided in the Infrastructure Chapter. This is a result of the RMA definition of infrastructure, which includes “structures for transport on land by cycleways, rail, roads, walkways, or any other means”.

Wellington City Council has adopted a 'Sustainable Transport Hierarchy' which has been published as part of the Council’s Parking Policy (2020) and Paneke Pōneke Bike Network Plan 2022, which places walking, cycling and public transport at the top of the hierarchy. Private vehicles are towards the bottom of the hierarchy. This reflects the City's goal of being carbon neutral by 2050, and creating a more sustainable transport system to get there. The provisions in this Transport chapter support this goal by requiring the provision of cycling and micromobility parking with new development. This chapter therefore complements the intensification provisions within the zone chapters which seek to provide a more compact urban form close to public transport and the City's walking and cycling network.

This chapter recognises that some activities generate high volumes of traffic which may have significant adverse effects on the transport network and adversely affect the amenity of adjacent land use activities. These activities require assessment to ensure these effects are managed effectively. However, where an activity is not a high vehicle trip-generating use and can be reasonably expected to occur within a zone, then any effects associated with an absence of on-site carparking and associated loss of on street carparking from that activity should not be considered as an adverse residential amenity effect.

On-site transport facilities such as site access, carparking, and parking for bicycles and other micromobility devices also need to be designed effectively to ensure people’s safety and wellbeing is maintained. This chapter provides specific design requirements for these facilities.

Overall, the Chapter seeks to:

- Enable a range of transport modes, where the effects of those activities are appropriately managed;
- Encourage the uptake of alternative transport modes other than the private vehicle;
- Manage any adverse effects arising from high trip generating activities; and
- Maintain the health, safety and wellbeing of on-site transport facilities.

Other relevant District Plan provisions
It is important to note that in addition to the provisions in this chapter, the following Part 2: District-Wide chapters may also be of relevance, including: • **Historic Heritage and Sites and Areas of Significance to Māori** - Specific provisions for the protection of these sites are located in the Sites and Areas of Significance to Māori Chapter and Historic Heritage Chapter.

- **Earthworks** - The Earthworks Chapter manages the adverse effects of earthworks on the environment, including visual amenity values and stability of land plus adverse health and safety effects, damage to property and the creation or increase in the risk of natural hazards.
- **Light** - The Light Chapter contains specific provisions relating to light spill and the management of effects on residential areas.
- **Noise** - The Noise Chapter contains specific controls in relation to noise, including effects standards NOISE-S1 (maximum noise levels).
- **Signs** – The Signs Chapter contains specific controls in relation to signage, including official signs, the effects of signs on road safety, and third party signage.
- **Contaminated land -** The Contaminated Land Chapter manages the use and development of Contaminated Land or potentially Contaminated Land.
- **Hazardous substances** - The Hazardous Substances Chapter contains provisions to manage Hazardous Substances.
- **Trees** – The Notable Tree chapter contains specific provisions relating to the management of Notable Trees.

Resource consent may therefore be required under rules in this chapter as well as other chapters. Unless specifically stated in a rule or in this chapter, resource consent is required under each relevant rule. The steps to determine the status of an activity are set out in the General Approach chapter.

Objective	
TR-O1	**Purpose** Land use and development is managed to ensure that: 1. High trip generating activities do not compromise the safety and effectiveness of the transport network; 2. A range of transport modes are provided for; 3. Reliance on private vehicles is reduced; 4. New development provides appropriate on-site facilities for cycling and micromobility users; and 5. ~~Safe and effective on-site parking, loading, access and manoeuvring is provided.~~ Any parking, loading, access and manoeuvring areas provided on-site are safe and functional.
Policies	
TR-P1	**High vehicle trip generationng ~~use and development~~** Provide for high vehicle trip generating activities where they: 1. Safely and effectively integrate with the transport network, including planned network upgrades and service improvements; and 2. Provide for pedestrian, cycling, micromobility and public transport modes at an appropriate scale to the nature of the high vehicle trip generating activity; Or 3. Are in the Airport Zone's Terminal Specific Control Area, East Side Specific Control Area or South Coast Specific Control Area.
TR-P2	**Enabled activities** Enable on-site transport facilities and driveways that: 1. Provide for the safe and ~~effective~~ functional use of the site and functioning of the transport network; 2. Meet the reasonable demands of site users; and 3. Promote the uptake and use of pedestrian, cycling, micromobility and public transport modes, including by providing sheltered, convenient and secure parking for cycles and micromobility devices.
TR-P3	**Managed activities** Only allow on-site transport facilities and driveways that do not meet standards where:

	1. The transport facilities and driveways are effective in meeting the operational needs and functional needs of the activity on the site; 2. The safety and effectiveness of the transport network is not compromised; 3. Public health and safety, including the safety of pedestrians, cyclists and micromobility users travelling through any parking areas, is not compromised; 4. The projected demand for loading spaces ~~or cycling and micromobility parking~~ will be lower than that required in the standards or can be accommodated by public, shared or reciprocal arrangements; 5. Cycling and micromobility parking is provided for in a manner that is adequate for the location and nature of the proposed activity; 6. Safe and effective access for firefighting purposes is provided with reference to NZS 4404:2010 and the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008; and 7. There are site and topographical constraints that make compliance unreasonable.
TR-P4	**Connections to roads** Enable safe and effective connections between sites and the transport network by requiring connections to roads to address: 1. The One Network Framework classification, characteristics and operating speed of the road and the number and types of vehicles accessing the site; 2. Opportunities to share and minimise the number of connections; 3. Public health and safety including the safe functioning of the transport network and the safety of pedestrians, cyclists and micromobility device users; and 4. Site or topography constraints including reduced visibility.
Rules: Land use activities	
TR-R1	**All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with the following standards is achieved: i. TR-S2; ii. TR-S3; iii. TR-S8; and iv. TR-S9.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of TR-R1 ~~cannot be~~ is not achieved Matters of discretion are: 1. The extent and effect of non-compliance with any relevant Standard as specified in the associated assessment criteria for the infringed standards; and 2. The matters in TR-P3. Notification status: An application under Rule TR-R1 is precluded from being publicly notified.
TR-R2	**Vehicle ~~T~~trip generation**

Airport Zone's Terminal Specific Control Area, East Side Specific Control Area or South Coast Specific Control Area	1. Activity status: **Permitted**
All Zones except Airport Zone's Terminal Specific Control Area, East Side Specific Control Area or South Coast Specific Control Area	2. Activity status: **Permitted** Where: ~~a.~~ Compliance with TR-S1 is achieved.~~; and~~ ~~b. The activity is not:~~ ~~i. a service station; or~~ ~~ii. a drive-through activity~~
All Zones except Airport Zone's Terminal Specific Control Area, East Side Specific Control Area or South Coast Specific Control Area	3. Activity status: **Restricted Discretionary** Where: a. Compliance with any of the requirements of TR-R2.~~1~~2 ~~cannot be~~ is not achieved. Matters of discretion are: 1. The matters in TR-P1. Notification status: An application under Rule TR-R2 is precluded from being publicly notified. Section 88 **information requirements** for applications: Applications under Rule TR-R~~1.2.a~~ 2.3 must provide an Integrated Transport Assessment by a suitably qualified transport engineer or transport planner. The Waka Kotahi NZ Transport Agency guidelines "Research Report 422: Integrated Transport Assessment Guidelines, November 2010" should be used to inform any Integrated Transport Assessment. In particular, the detail and scope of the Assessment needs to be proportionate to the complexity of the vehicle trip generation from the site in the context of the surrounding transport network.
TR-R3	~~**Site access**~~ **Driveways**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with TR-S5 and TR-S6 is achieved~~; and~~ b. ~~The access is not to a State Highway~~.
All Zones	2. Activity status: **Restricted Discretionary** Where:

	a. Compliance with the requirements of TR-R3.1 ~~cannot be~~ is not achieved. Matters of discretion are: 1. The matters in TR-P3 Notification status: An application under Rule TR-R3 is precluded from being publicly notified.
TR-R4	**On-site pedestrian, cycling and micromobility paths**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with TR-S4 is achieved.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the any of the requirements of TR-R4.1.a ~~cannot be~~ is not achieved. Matters of discretion are: 1. The matters in TR-P3. Notification status: An application under Rule TR-R4 is precluded from being publicly or limited notified.
TR-R5	**On-site vehicle parking and manoeuvring, including on-site parking for electric vehicle charging**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with TR-S7 is achieved; and b. It does not include ramps, turntables, lifts or stackers.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of TR-R5.1 ~~cannot be~~ is not achieved. Matters of discretion are: 1. The matters in TR-P3. Notification status: An application under Rule TR-R~~4~~5 is precluded from being publicly notified.
TR-R~~5~~6	**Car sharing activities**
All Zones	1. Activity status: **Permitted** Where: a. Compliance with the requirements of TR-S7 is achieved.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of TR-R5.1 ~~cannot be~~ is not achieved. Matters of discretion are: 1. The matters in TR-P3. Notification status: An application under Rule TR-R~~5~~6 is precluded from being publicly notified.
TR-R7	**Connections to roads**

All Zones	1. Activity status: **Permitted** Where: a. The connection provides site access for sites with no driveway, on-site parking or loading; and b. Compliance is achieved with TR-S10; or c. The connection provides site access to an Urban Road (except a Transit Corridor) or a Rural Road (except National Highway) as identified and mapped in the road classification overlay; and d. The access is not to a State Highway; and e. Compliance is achieved with TR-S11.
All Zones	2. Activity status: **Restricted Discretionary** Where: a. Compliance with the requirements of TR-R7.1 is not achieved. Matters of discretion are: 1. The matters in TR-P4. Notification status: An application under Rule TR-R7 is precluded from being publicly notified.

Standards

TR-S1	**Vehicle trip generation**

1. Activities must not exceed the following maximum vehicle movement thresholds**:**

Type of vehicle	Maximum number of vehicle movements
Light	~~200~~500 per day to/from a road except the state highway
	100 per day to/from the state highway
Heavy	8 per week

2. For the purpose of the above assessments:

~~a. An on-site carpark associated with a residential activity is considered to generate 10 light vehicle movements per day;~~

a. A residential unit or minor residential unit with one or more associated on-site car parks is considered to generate the following light vehicle movements:
   i. 2 or fewer bedrooms: 7 per day
   ii. 3 or more bedrooms: 10 per day

b. Vehicle movements per day must be assessed as average vehicle movements per day, averaged over a full seven-day week; and

c. Vehicle movements per week must be assessed as average vehicle movements per week, averaged over a full 52-week year.

TR-S2	**Cycling and ~~M~~micromobility device parking**

1. Cycling and micromobility device parking must be provided in accordance with Table TR-1~~7~~.	Assessment criteria where the standard is infringed: 1. The availability of alternative, safe and secure cycling and micromobility parking that meets the

	needs of the intended users, in a nearby accessible location; 2. Whether parking can be provided and maintained in a jointly-used cycling and micromobility parking area; and 3. Site limitations, configuration of buildings and activities, demonstrated user requirements and operational requirements.

Table 17– TR [moved to landscape-oriented page at end of section for readability in this document]

TR-S3	Cycling and ~~M~~micromobility parking design
1. Where ~~short stay~~ cycling and micromobility parking spaces are required to be provided by TR-S2, and that are not in a lockable, residential unit-specific storage facility such as a garage or storage locker dedicated to that residential unit, they must meet the following minimum specifications: a. Stands must be sized and spaced to accommodate cycle dimensions of 1200mm high, 1800mm long and 600mm wide; b. Stands must be securely anchored to an immovable object; c. Stands must allow the cycling or micromobility device frame and, in the case of cycles, at least one wheel, to be secured. 2. Short stay ~~C~~cycling and ~~M~~micromobility parking facilities required to be provided by TR-S2 must be located: i. So they are easily accessible for users, within 20m of the primary entrance; ii. So they ~~do not impede~~ are clear of pedestrian thoroughfares ~~including areas used by people whose mobility or vision is restricted~~ to provide safety for all pedestrians, including at-risk groups such as pedestrians with mobility and vision impairments, and children; iii. To be clear of vehicle parking or manoeuvring areas; and iv. ~~Short stay cycling and micromobility parking facilities must~~ To be available during the activity's hours of operation and must not be impeded by any structure, storage of goods, landscape planting or other use; and 3. ~~Where I~~Long stay cycling and micromobility parking spaces ~~are~~ required to be provided by TR-S2~~,~~: a. ~~they~~ must be located~~: I~~in a covered area where access by the general public is excluded~~, and at least one wheel is able to be secured~~; and b. must be electric charging-ready by being serviced with an electrical cable conduit from the electricity supply to the parking space or the collective parking facility. ~~Note: Refer to 'Cycle Parking Planning and Design, Waka Kotahi 2019'.~~	Assessment criteria where the standard is infringed: 1. The safety and effectiveness of the cycling and micromobility parking spaces; 2. Site limitations, configuration of buildings and activities, user requirements and operational requirements; and 3. The safety of pedestrians, cyclists and micromobility users using the road, accessways and walkways.

TR-S4	On-site pedestrian, cycling and micromobility paths
1. On-site pedestrian, cycling and micromobility paths must achieve the following: a. Provide pedestrian access from the road to each residential unit on the site;	

b. Provide cycling and micromobility access from the road to each building on the site that provides cycle and micromobility device storage; ~~c. Connect to minimum width of 1.8m at the road boundary;~~ d. Have a minimum formed width of 1.2 m or, for paths accessing more than 1 residential unit, 1.5 m; and e. If stairs are necessary between cycling and micromobility storage and the legal road, a wheeling ramp at least 300 mm wide on one side of the stairs must be provided.	
TR-S5	**Classification of driveways**
1. Driveways must be classified according to Table 2~~8~~ – TR: Classification of Driveways.	

Table 2~~8~~ – TR: Classification of driveways

Driveway use	Resulting driveway classification
1. 1-30 light vehicle movements per day*; or 2. No more than 2 heavy vehicle movement per week**	Driveway Level 1
3. 31-60 light vehicle movements per day*; or 4. 3-4 heavy vehicle movements per week**	Driveway Level 2
5. 61-200 light vehicle movements per day*; or 6. 5-8 heavy vehicle movements per week**	Driveway Level 3
7. 201 or more light vehicle movements per day*; or 8. 9 or more heavy vehicle movements per week**	Specific design as part of High Trip Generating activity consideration

* Vehicle movements per day must be assessed as average vehicle movements per day, averaged over a full seven day week;

** Vehicle movements per week must be assessed as average vehicle movements per week, averaged over a full 52 week year.

TR-S6	**Design of driveways**
1. The minimum design vehicle used for a driveway must be a 4.91 m x 1.87 m vehicle (85th percentile vehicle); and 2. Driveways must be designed to achieve the design speeds, minimum widths, maximum gradients and seal requirements in Table 3~~9~~ – TR: Design of Driveways; and 3. Where driveways will result in any building served from the driveway to be more than 70 m away	

from a legal road, the full length of the driveway must provide unhindered access for fire appliances in accordance with the vehicle access standards in the NZ Fire Service Firefighting Water Supplies Code of Practice SNA PAS 4509:2008.	

Table ~~39~~ – TR: Design of driveways [moved to landscape-oriented page at end of section for readability in this document]

TR-S7	Design requirements for on-site vehicle parking, circulation and manoeuvring
1. Where provided on a site, car parking spaces and associated circulation and manoeuvring areas must be designed to accommodate a 4.91 m x 1.87 m vehicle (85th percentile vehicle) as the minimum design vehicle, with 300 mm clearance per side to obstructions and a minimum outside turning radius of 5.8 m; 2. If the site is located in an area where no fully reticulated water supply system is available, or the development will result in any building served from the driveway to be more than 70 m away from a legal road with a fully reticulated water supply system including hydrants, then circulation and manoeuvring areas must: a. Have a minimum unobstructed width of 4 m; b. Have a minimum formed width of 3.5 m; c. Have a minimum height clearance of 4 m; and d. Be designed to be free of obstacles that could hinder access for emergency vehicles; These TR-S7.2 standards override other vehicle access, circulation and manoeuvring standards to the extent of any conflict. 3. Car parking spaces must: a. Comply with the minimum dimensions of Figure 15 – TR: Parking and Table ~~4~~10 – TR: Parking Space Dimensions; b. Have a maximum gradient of 5% (1 : 20) in any direction; and c. Have a minimum height clearance of its vehicle access and any associated garage door of: i. 2.3 m for spaces where the general public have access; and ii. 2.1 m for all other spaces; and ~~d. Have a minimum height clearance of its vehicle access and any associaedCommercial/industrial 2.3~~ d. For residential on-site car parking spaces, be electric vehicle-charging-ready by being serviced with an electrical cable conduit from the electricity supply to the edge of the ~~carpark~~ car parking area;	

4. ~~Blind~~ Car parking aisles closed at one end must extend at least 1 m at the closed end beyond the last parking space they provide access to; 5. On-site circulation and manoeuvring areas must have a maximum gradient of 12.5% (1 : 8); 6. On-site circulation and manoeuvring areas must be provided so that vehicles can enter and exit the site in a forward direction, except where: a. The site has no more than three parking spaces; b. Any reversing would be for a distance no more than 30 m; and c. The road is a Local Street; 7. On-site circulation and manoeuvring areas must not be located on: a. The public road reserve; or b. Areas provided for parking, loading or storage; and ~~8. On-site parking, circulation and manoeuvring must not include ramps, turntables, lifts or stackers.~~ Note: Where parking is provided, the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001) sets out requirements for the number and design of parking spaces for people with disabilities and for accessible routes from the parking spaces to the associated activity or road.	

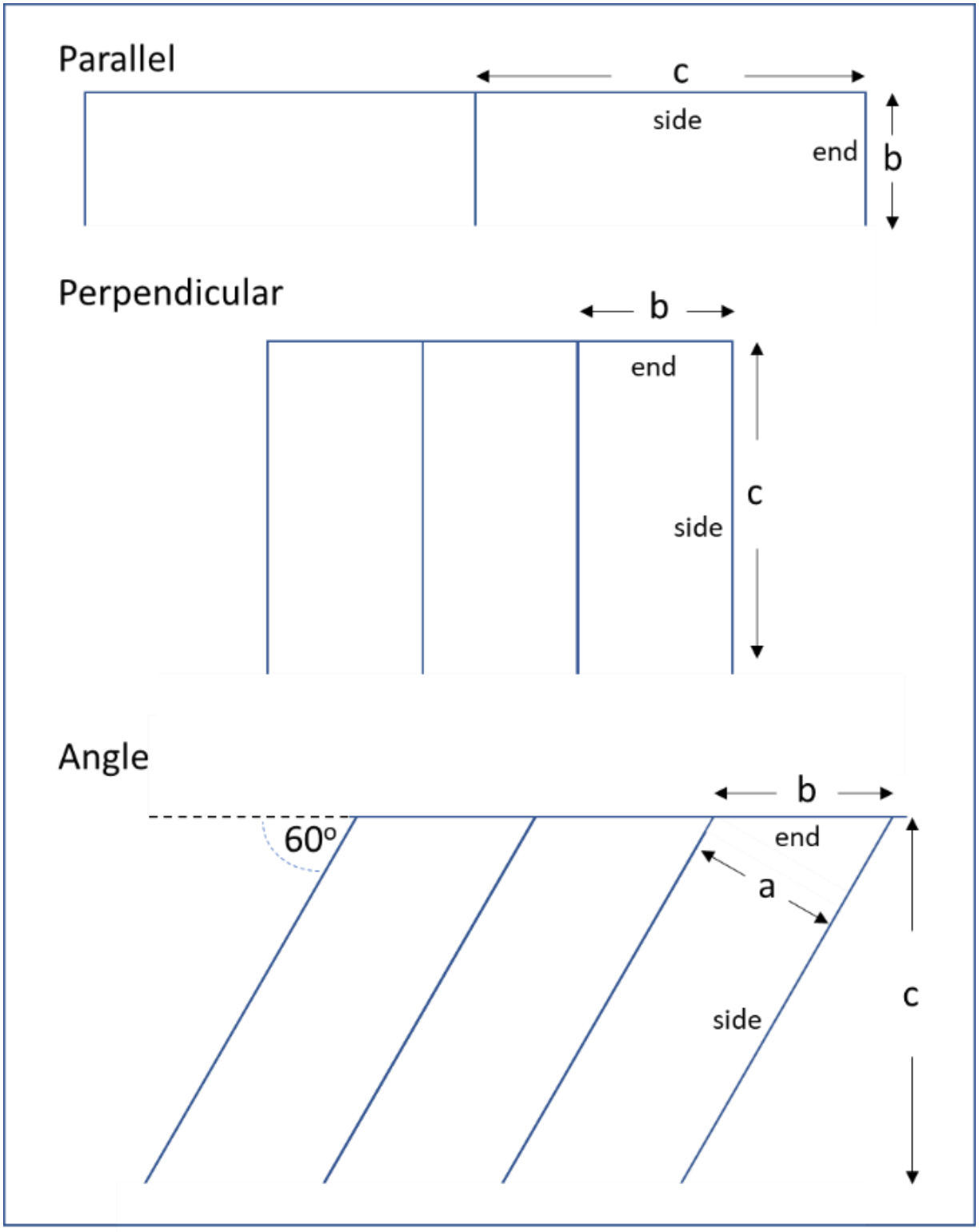
Table ~~4~~10 – TR: Parking space dimensions

Parking space type	Dimension a* (m)	Dimension b* (m)	Dimension c* (m)	Minimum aisle width (m)
Parallel (permanently unobstructed sides and ends)	-	2.1	6.0	3.6
Additional clearance requirement for each obstructed side or end (e.g. fence, wall, column)	-	+0.3	+0.3	
Perpendicular (permanently unobstructed sides and ends)	-	2.5	5.0	6.2
Additional clearance requirement for each obstructed side or end (e.g. fence, wall, column or inside garage)	-	+0.3	+0.3	
Additional clearance requirement both ends obstructed (e.g. inside garage)	-	-	+0.4	
Additional aisle width for accessing garage door that is less than 2.7 m wide				+0.8
Angle - 60 degrees (permanently unobstructed sides)	2.5	2.9	5.1	4.6

Additional clearance requirement for each obstructed side (e.g. fence, wall, column)	+0.3	+0.33	-	
Additional clearance requirement if one end obstructed (e.g. fence, wall, column)			+0.6	

*Dimensions a, b and c are shown in Figure 15 - TR: Parking

Figure 15 – TR: Parking



TR-S8	Provision of on-site loading areas
1. ~~2.~~ No on-site loading areas are required for buildings with a building footprint of less than 450 m^2~~.~~; and 2. ~~1.~~ At least one on-site loading area must be provided ~~for~~ on a site with one or more buildings ~~with~~ that have a building footprint of 450 m^2 or more~~.; and~~	

TR-S9	Design requirements for on-site loading, circulation and manoeuvring
1. On-site loading and associated circulation and manoeuvring areas must be designed to accommodate an 8.0 m x 2.5 m medium rigid truck as the minimum design vehicle, with 300 mm clearance per side to obstructions and a minimum outside turning radius of 10.0 m; 2. Loading areas must have a minimum height clearance of 4.5 m; and 3. Loading, circulation and manoeuvring areas must not be located on the public road reserve.	

TR-S10	Connection to roads – sites with pedestrian, cycling and micromobility site access only
1. For sites with frontage to a road: a. The direct legal road frontage must have a width of at least 1.8 m. 2. For sites with no frontage to a road: a. Access must be provided to a road via an access easement with a width of at least 1.8 m.	

TR-S11	Connection to roads - driveways
1. The number of vehicle crossings per site must not exceed one; 2. The minimum design vehicle for a vehicle crossing is a 5.20 m x 1.94 m vehicle (99th percentile vehicle); 3. For Urban Roads, the length of a vehicle crossing parallel to the road must be no more than: a. 3 m for Driveways Level 1; or b. 6 m for Driveways Level 2 and 3. 4. For Rural Roads: a. The vehicle crossing must be sealed between the road carriageway and the property boundary; and b. The entry and exit turn radius of the vehicle crossing must each be at least 9.0 m; 5. Where the vehicle crossing incorporates a pedestrian, cycling or micromobility path, the crossfall of the path must meet not exceed 2.5% (1 : 40); 6. The vehicle crossing for a site with frontage to two or more roads must connect to the road with the lower number of vehicle movements per day; 7. Other than in the case of vehicle crossings onto roads intersecting a State Highway, vehicle crossings must not be located within 10 m of an intersection tangent point as shown as the heavy line between Points A and B in Figure 2 – TR: Vehicle Crossings in Relation to Intersections. In addition, vehicle crossings for Driveways Level 2 and 3	

must not be located at the top of a T-intersection as shown as the heavy line between Points C and D in Figure 2 – TR: Vehicle Crossings in Relation to Intersections; 8. Vehicle crossings onto roads intersecting a State Highway, vehicle crossings must not be located within the following distances of an intersection tangent point as shown as the heavy line between Points A and B in Figure 2 – TR: Vehicle Crossings in Relation to Intersections. In addition, vehicle crossings for Driveways Level 2 and 3 must not be located at the top of a T-intersection as shown as the heavy line between Points C and D in Figure 2 – TR: Vehicle Crossings in Relation to Intersections: a. 30 m for a posted speed of 50 or 60 km/h; b. 100 m for a posted speed of 70 or 80 km/h; c. 200 m for a posted speed of 90 or 100 km/h 9. The distance from vehicle crossings to railway crossings must be at least 30 m, measured from the nearest edge of the vehicle crossing to the nearest railway track; 10. Connections to the road reserve must provide clear visibility splays for pedestrian safety from 1.0 m above ground level as shown in Figure 3 – TR: Driveway Visibility Splays and Sight Distances. Driveways Levels 2 and 3 must provide the visibility splay on the left hand exit side only. For Driveways Level 1 where the driveway is within 2.0 m of the adjoining property boundary, the visibility splay is not required if a 75 mm high speed hump is installed 1.0 m from the road boundary; 11. Sight distances from vehicle crossings must be shown in Figure 3 – TR: Driveway Visibility Splays and Sight Distances; and 12. Must comply with Table 5 – TR: Minimum Sight Distances at Vehicle Crossings, Note: Limited Access Roads may have additional or different requirements under the Government Roading Powers Act 1989.	

Figure 2 –TR: Vehicle Crossings in Relation to Intersections

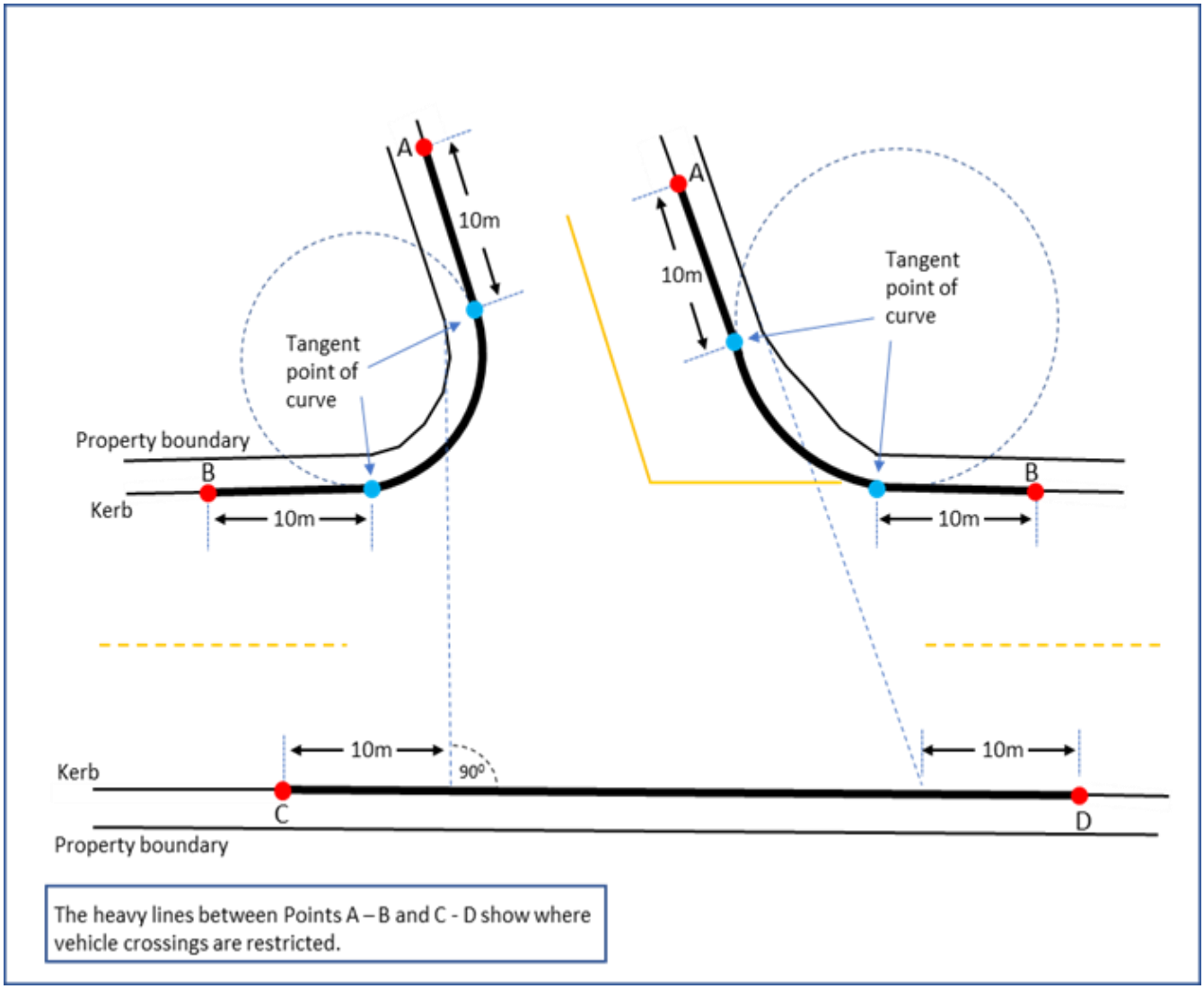


Figure 3 – TR: Driveway Visibility Splays and Sight Distances

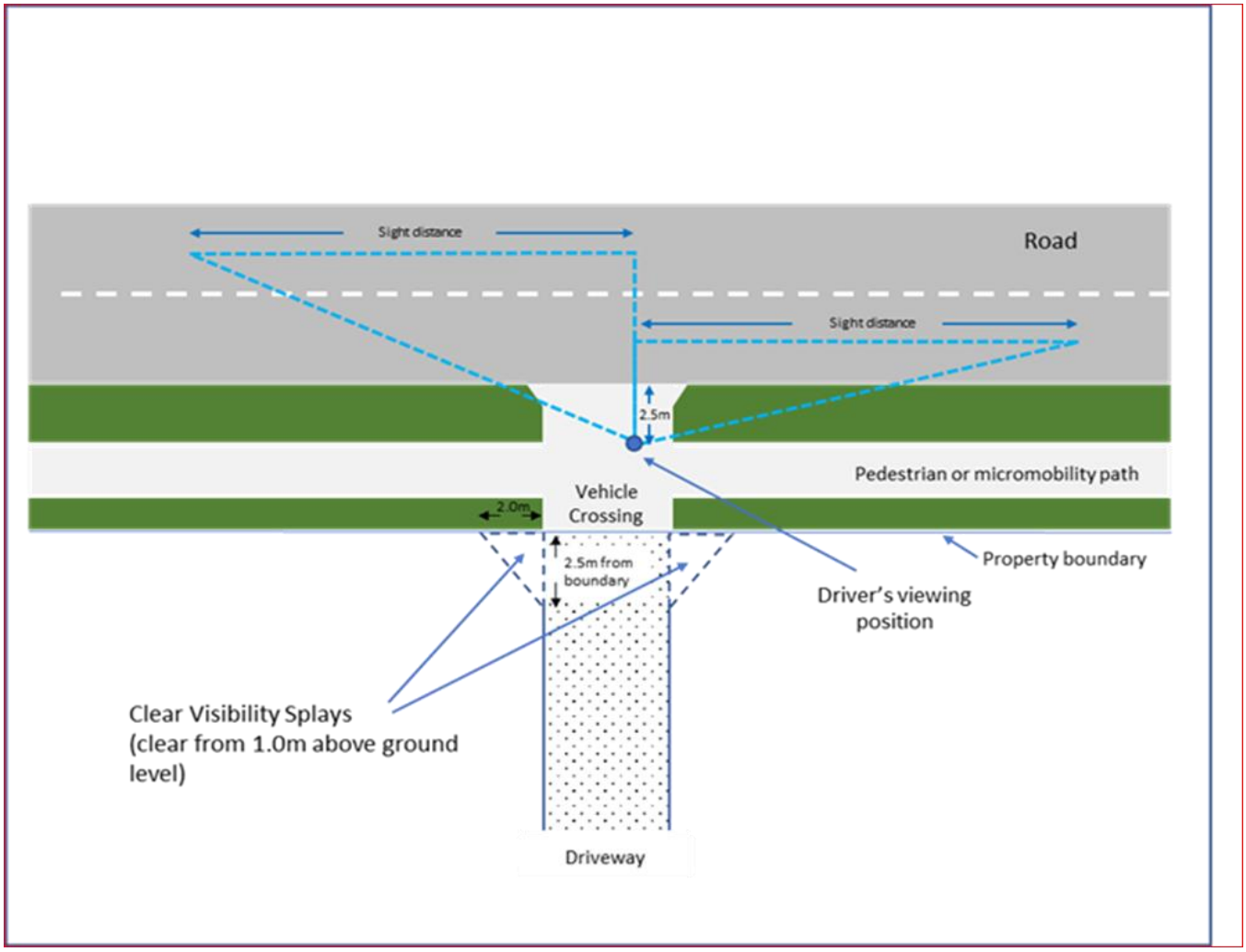


Table 5 –TR: Minimum Sight Distances at Vehicle Crossings

Frontage speed limit (km/h)	Driveway level 1 Minimum sight distance (m) (see Figure 3 – TR: Driveway Visibility Splays and Sight Distances)	Driveways levels 2 & 3 Minimum sight distance (m) (see Figure 3 – TR: Driveway Visibility Splays and Sight Distances)	All vehicle crossings onto State Highways Minimum sight distance (m) (see Figure 3 – TR: Driveway Visibility Splays and Sight Distances)
30	25	25	-
40	30	35	-
50	40	45	113
60	55	65	140
70	70	85	170
80	96	105	203
90	-	-	240
100	-	-	282

Table 17 – TR: Minimum number of on-site cycling and micromobility device parking spaces

Zones	Activity		Minimum number of on-site cycling and micromobility device parking spaces ~~Both short stay and long stay must be provided~~	
			Short stay (visitors)	Long stay (staff*, residents, students)
	~~**Any activity in the following zones:**~~ • ~~City Centre~~ • ~~Metropolitan~~ • ~~Local Centre~~ • ~~Neighbourhood~~ • ~~Mixed Use~~		~~Nil~~	~~In accordance with the rest of this table~~
City Centre Metropolitan Centre Local Centre Neighbourhood Centre Mixed Use	**1. Commercial activity**	a. All, except as per specific activity below	Minimum 2, 0.05 per 100m^2 GFA ~~or as per specific activity below~~	Minimum 1, 0.1 per 100m^{2}GFA ~~or as per specific activity below~~
City Centre Metropolitan Centre Local Centre Neighbourhood Centre Mixed Use		b. Entertainment and Hospitality Activity	0.1 per person that the site is designed to accommodate; ~~or as per specific activity below~~	Minimum 1, 0.1 per staff member* ~~or as per specific activity below~~
City Centre Metropolitan Centre Local Centre Neighbourhood Centre Mixed Use	**2. Community facility**		0.1 per person that the site is designed to accommodate	Minimum 1, 0.1 per staff member*
City Centre Metropolitan Centre Local Centre Neighbourhood Centre	**3. Educational facility**	a. Childcare services	Minimum 2	Minimum 1, 0.1 per staff member*

Mixed Use				
		b. Tertiary education facility	Minimum 2	Minimum 1, 0.1 per student and 0.1 per staff member*
City Centre Metropolitan Centre Local Centre Neighbourhood Centre Mixed Use	**4. Emergency service facilities**		Minimum 2	Minimum 1, 0.1 per staff member*
City Centre Metropolitan Centre Local Centre Neighbourhood Centre Mixed Use	**5. Healthcare activity**		Minimum 2, 1 per 100m^2 GFA	Minimum 1, 0.1 per staff member*
City Centre Metropolitan Centre Local Centre Neighbourhood Centre Mixed Use	**6. Industrial activity**		Minimum 2	Minimum 1, 0.1 per 100m^2 GFA
City Centre Metropolitan Centre Local Centre Neighbourhood Centre Mixed Use	**7. Residential**	a. All, ~~(~~except as ~~provided~~ per specific below)	1 per 10 residential units	Minimum ~~1~~ 0.25 per residential unit**
City Centre Metropolitan Centre Local Centre Neighbourhood Centre Mixed Use		b. Hostels	1 per 10 beds	Minimum 1, 1 per 3 beds
City Centre Metropolitan Centre Local Centre		c. Retirement villages	Minimum 1, plus 0.1 per residential unit	Minimum 1 Minimum 0.03 per residential unit and 0.1 per staff member

Neighbourhood Centre Mixed Use				
Notes	a) The **short stay (visitors)** minimum parking requirements **only** apply **if** one or more short-stay visitor car parks are on site. b) When (a) applies, the minimum number of short-stay visitor cycling and micromobility device parking spaces required is the lesser of: i. the number of short-stay visitor car parks (not including mobility parks or loading bays) on site; or ii. the number in the **short stay (visitors)** column in this Table 1. c) Otherwise, the **short stay (visitors)** requirements in this Table 1 do not apply. d) * The number of staff members is the maximum number of full or part time staff members on the site at any one time. e) ** The cycle and micromobility device parking space cannot be located within the residential unit itself. A lockable, residential unit-specific storage facility such as a garage or storage locker is an acceptable solution. This may be a communal facility. f) Where the calculation of required parking spaces results in a fractional space, the fraction must be rounded up or down to the nearest whole space.			

Table ~~39~~ – TR: Design of driveways

Classification	Design speed (km/h)	Maximum gradient	Minimum Width (m)				
			Footpath	~~Cycling and micromobility~~	Vehicles: must provide unhindered vehicle, cycling and micromobility access~~)~~	Infrastructure berm	Overall legal width
Driveway Level 1	• 10	• 25% (1 : 4) • 2 m transition length for changes in grade >12.5% (1 : 8) • For sites where the driveway rises to meet the road, 5% (1 : 20) maximum gradient within 6 m of road boundary	• Shared in vehicle lane	• ~~Shared in vehicle lane~~	• 1 x 3.0 • Passing bays at 50 m maximum spacing; • Clear line of sight between passing bays	Shared in vehicle lane	• 3.0 + any passing bays
Driveway Level 2	• 10	• 20% (1 : 5) • 2 m transition length for changes in grade >12.5% (1 : 8) • For sites where the driveway rises to meet the road, 5% (1 :	• 1 x 1.0	• ~~Shared in vehicle lane~~	• 2 x 3.0 for the first 6.0 m from the road boundary; • 1 x 3.0 for the rest of the driveway; • Passing bays at 50 m maximum spacing;	Shared in vehicle lane	• 4.0 + any passing bays

		20) maximum gradient within 6 m of road boundary			• Clear line of sight between passing bays		
Driveway Level 3	• 20	• 16% (1 : 6.25) • 2 m transition length for changes in grade >12.5% (1 : 8) • For sites where the driveway rises to meet the road, 5% (1 : 20) maximum gradient within 6 m of road boundary	• 1 x 1.5	• ~~Shared in vehicle lane~~	• 2 x 3.0	• 1 x 1.0	• 8.5

Definitions relevant to the Transport Chapter

Term	Meaning
ACTIVE TRANSPORT	means forms of transport that involve physical effort.
~~ANCILLARY TRANSPORT NETWORK INFRASTRUCTURE~~	~~means infrastructure located within the road reserve or railway corridor that supports the transport network and includes:~~ ~~1. traffic control signals, signs and devices;~~ ~~2. light poles;~~ ~~3. post boxes;~~ ~~4. landscaped gardens, artwork and sculptures;~~ ~~5. public transport stops and shelters;~~ ~~6. train stations;~~ ~~7. public toilets; and~~ ~~road or rail furniture.~~
CYCLE	means a transportation device that has at least two wheels and that is designed primarily to be propelled by the ~~muscular energy~~ physical effort of the rider to rotate pedals. It includes electric cycles.
TRANSPORT NETWORK	means all ~~public~~ rail, public roads, sea freight and passenger ferries, public pedestrian, cycle and micromobility facilities, public transport and associated infrastructure. It includes: a. Train stations; b. Bus stops and shelters; ~~c. Bus shelters; and~~

	c. Park and Ride areas; d. Rapid transit stops and shelters; and e. Ferry terminals.