

IN THE ENVIRONMENT COURT  
AT AUCKLAND

I TE KŌTI TAIAO O AOTEAROA  
KI TĀMAKI MAKĀURAU

IN THE MATTER of the Resource Management Act 1991  
AND of appeals under clause 14 of the First  
Schedule of the Act  
BETWEEN NEW ZEALAND TRANSPORT  
AGENCY  
(ENV-2020-AKL-000132)  
KĀINGA ORA – HOMES AND  
COMMUNITIES  
(ENV-2020-AKL-000133)  
Appellants  
AND WHANGĀREI DISTRICT COUNCIL  
Respondent

Court: Environment Judge J A Smith sitting along under section 279 of the  
Act

Date of Order: **15 APR 2021**

Date of Issue: **15 APR 2021**

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**CONSENT ORDER**

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A: Under section 279(1)(b) of the Resource Management Act 1991, the  
Environment Court, by consent, orders that:

- (1) Plan Change 109 to the Operative Whangārei District Plan is amended  
in accordance with **Annexure 1** (insertions marked as underlined,  
deletions as ~~striketrough~~).



- (2) Those aspects of the appeals by the New Zealand Transport Agency and Kāinga Ora – Homes and Communities allocated to the District Wide – Transport topic are resolved.
  - (3) Those aspects of the appeal by Port Nikau Joint Venture dealing with Integrated Transport Assessments in the site-specific Port Nikau topic remain extant.
  - (4) The District Wide – Transport topic is resolved in its entirety.
- B: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

## REASONS

### Introduction

[1] This consent order relates to the appeals by the New Zealand Transport Agency – Waka Kotahi (**Waka Kotahi**) and Kāinga Ora – Homes and Communities (**Kāinga Ora**) against the decision of the Whangārei District Council (**the Council**) on Plan Changes 88J and 109 (**the Plan Changes**) to the Operative Whangārei District Plan (**the Plan**), allocated to the District Wide Transport topic.

[2] Specifically the consent order relates to those aspects of the appeals relating to:

- (a) Rules TRA-R14 and TRA-R15 (**the ITA rules**) in the Transport (**TRA**) Chapter requiring resource consent and an Integrated Transport Assessment (**ITA**) for medium and large-scale activities.
- (b) Other TRA Chapter provisions, including the Issues section of the chapter, the minimum car parking space requirements, and the shared private access standards.



- [3] Under the Plan there are:
- (a) Provisions in specific zones which limit the number of traffic movements per day that an activity may generate (**the traffic movement rules**);
  - (b) Minimum car parking space requirements for stated activities; and
  - (c) Standards for shared private access contained in the Whangārei District Council Environmental Engineering Standards (**EES**), which is a referenced document in the Plan.
- [4] The Plan Changes as notified:
- (a) Replaced the traffic movement rules with district wide rules TRA-R14 and TRA-R15<sup>1</sup> (the ITA rules) in the Transport (TRA) Chapter which required a resource consent and an integrated transport assessment (ITA) based on the number of car parking spaces required for the activity in the TRA Chapter rules (**the ITA parking thresholds**);
  - (b) Amended the minimum number of car parking spaces required for various activities; and
  - (c) Deleted the EES as a referenced document and inserted standards for shared private access into the TRA Chapter.
- [5] Port Nikau JV, Waka Kotahi and Kāinga Ora made submissions on the Plan Changes seeking amendments to the ITA rules or the ITA parking thresholds, deletion of the ITA rules, or a combination thereof. Kāinga Ora's submission also sought other amendments to the TRA chapter.
- [6] The Waka Kotahi and Kāinga Ora appeals seek amendment to the ITA rules on a district wide basis, and the Kāinga Ora appeal also seeks additional amendments to the TRA Chapter provisions including the Issues section, the minimum car parking requirements and the shared private access standards. The Waka Kotahi and Kāinga Ora appeals are allocated to the District Wide Transport topic.
- [7] There is also an appeal by Port Nikau JV appeal which seeks that the Port Nikau Development Area (**PNDA**), located to the south of Whangārei city, be exempt

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Notified as TRA-R15 and TRA-R16



from the ITA rules. That appeal is allocated to the site-specific Port Nikau topic which is subject to ongoing mediation and is not the subject of this consent order.

[8] With respect to the ITA rules, those parties who have given notice of intention to become a party under section 274 of the Act and have signed the joint memorandum in support of the consent order are:

- (a) for the Waka Kotahi appeal: Northland District Health Board, Z Energy Limited, BP Oil New Zealand Limited and Mobil Oil New Zealand Limited, Foodstuffs North Island Limited, Port Nikau JV, Southpark Corporation Limited, Fonterra Limited, and 124 Tauroa Street Limited.
- (b) for the Kāinga Ora appeal: Waka Kotahi.

[9] With respect to those aspects of Kāinga Ora's appeal seeking amendments to the TRA Chapter other than the ITA rules, there are no s274 parties.

#### **Agreement reached**

[10] Following mediation and ongoing direct discussion, the parties have reached agreement on a proposal to resolve those aspects of the appeals within the District Wide – Transport topic. The key amendments are:

- (a) Amend the ITA rules to replace the ITA parking thresholds with thresholds based on the size and scale of the activity proposed;
- (b) Amend the ITA thresholds for subdivision;
- (c) Amend the matters of discretion in TRA-R14;
- (d) Amend the activity status of TRA-R15 from Discretionary to Restricted Discretionary and insert matters of discretion;
- (e) Amend the format and structure of the ITA rules to improve clarity and address identified 'loopholes';
- (f) Amend the TRA Issues to refer to "compact" development;
- (g) Amend rule TRA-R5 to address an inconsistency between the subdivision and land use rules for shared private access;
- (h) Amend TRA Appendix 1D (end of trip facilities) to provide more clarity; and



- (i) Amend TRA Appendix 2D (standards for shared access) to reduce the required minimum legal width for shared private access serving 2 – 4 principal residential units in urban areas.

[11] With respect to the Port Nikau JV appeal, the parties to that appeal (Port Nikau JV, Waka Kotahi and the Council) have agreed that the application of or exemption from the ITA rules with respect to the PNDA will be expressly stated in the PNDA chapter (subject to ongoing mediation under the Port Nikau topic).

### **Section 32AA Evaluation**

[12] Section 32AA of the Act requires a further evaluation for any changes to a proposal since the initial section 32 evaluation report. In this instance the changes include amendments to the provisions in the TRA Chapter.

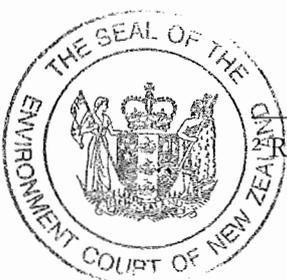
[13] The joint memorandum of the parties dated 26 March 2021 set out the following evaluation:

#### ***ITA Provisions***

##### *Activity Thresholds*

[14] The ITA thresholds in the Decisions refer to parking requirements. As a result of the National Policy Statement on Urban Development (**NPS-UD**) the Council is required to remove provisions relating to minimum car parking requirements from the Plan.<sup>2</sup> Therefore, the parties considered it appropriate to amend the ITA rules to remove the ITA parking thresholds and insert appropriate alternative thresholds. The Waka Kotahi appeal provides scope to amend the plan changes now rather than wait until the Council promulgates a new plan change.

[15] The agreed thresholds are based on published best practice guidance of trip generation rates as well as other district plan rules throughout New Zealand. The agreed GFA and activity scale thresholds generally align with 25 vph for TRA-R14 and 50 vph for TRA-R15



<sup>2</sup>Refer to Policy 11 and Subpart 8 of the NPS-UD.

[16] For some activities GFA was not considered appropriate because it is not an accurate proxy for vehicle trip generation from the activity. More tailored thresholds have been applied to these activities on the advice of the traffic engineers assisting Waka Kotahi and the Council.

#### Subdivision Thresholds

[17] The agreed provisions include new rules requiring consent for any subdivision that proposes more than 25 vacant allotments in TRA-R14 and more than 50 vacant allotments in TRA-R15.

[18] The ITA rules also contain subdivision thresholds with respect to parent allotment size to ensure that resource consent and an ITA are required where a higher density subdivision is proposed than what is enabled by the Plan in each zone. The agreed provisions also result in minor amendments to those parent allotment size thresholds to better align with the 25 and 50 vacant allotment thresholds.

#### Activity Status

[19] Amending the activity status of TRA-R15 is considered appropriate because the matters to be assessed for any consent under the rule relate to traffic and transport and are able to be confined by matters of discretion. The agreed matters of discretion and the requirements for an ITA differentiate TRA-R14 and TRA-R15 to require a more comprehensive assessment for larger scale activities.

[20] A new matter of discretion has also been included under each ITA rule to provide for consideration of activities which will have lower than anticipated traffic movements (that is, activities that exceed the GFA or activity scale thresholds but have a lower trip generation profile).

#### Clarification and Formatting

[21] Reformatting of the ITA rules has been necessary as a result of the new GFA and activity based thresholds. This includes inserting a new appendix with tables containing the new thresholds.



[22] The agreed provisions also provide more clarity as to when the ITA rules apply for incremental increases to existing activities.

Exempted Zones

[23] The agreed provisions clarify that activities in the Hospital Zone and the Strategic Rural Industries Zone are exempt from the ITA rules because these zones have bespoke ITA and traffic generation rules respectively.

Assessment of reasonably practicable options

[24] In considering the most appropriate method of achieving effective and efficient ITA rules that give effect to the requirements of the NPS-UD, the parties have evaluated reasonably practicable options for:

- (a) The specific ITA rule triggers and thresholds;
- (b) The activity status and matters of discretion; and
- (c) The format and structure of the ITA rules.

[25] The parties consider that the agreed provisions are the most *efficient and effective* option because:

- (a) The thresholds are based on best practice traffic engineering guidance and align with a level of traffic generation where assessment of transport and traffic effects by resource consent is considered appropriate;
- (b) Restricted discretionary activity status for both ITA rules will reduce consenting costs, while still ensuring that the rules effectively manage transport and traffic related effects; and
- (c) The re-formatting and re-structuring address identified loopholes in the ITA rules to reduce consenting costs, improve effectiveness and improve clarity for users of the Plan.

[26] The parties consider that the agreed provisions are the most appropriate way to achieve the TRA objectives and policies:

*TRA-O1 – Transport Network*

*Provide and maintain a safe, efficient, accessible and sustainable transport network while avoiding, remedying or mitigating adverse effects on the environment, adjoining land uses and the surrounding amenity and character.*



*TRA-O2 – Integrate Transport and Land Use Planning**Integrate land use and transport planning to ensure that land use activities, development and subdivision maintain the safety and efficiency of the transport network.**TRA-P4 – Integrated Transport Assessments**To avoid remedy or mitigate adverse effects on the adjacent and wider transport network by requiring Integrated Transport Assessments for large scale developments and subdivisions.*

[27] The parties agree that this is not a situation where there is uncertain or insufficient information such that the risk of acting or not acting needs to be evaluated.

***Other TRA Provisions***

[28] The agreed amendments to the other TRA provisions, appealed by Kāinga Ora, primarily address clarity and consistency issues.

[29] The agreed amendments to TRA Appendix 2D (standards for shared access) provide additional flexibility for smaller scale residential development while ensuring that sufficient access and manoeuvring space is available.

**Consideration**

[30] In making this order the Court has read and considered the appeals and the joint memorandum of the parties dated 26 March 2021.

[31] I am satisfied that the agreement reached is one that represents the various interests of the parties. It is clear the parties have considered other reasonably practicable options and assessed costs and benefits. I conclude the parties have taken a nuanced and balanced approach, and the agreed amendments are the most appropriate way to achieve the purpose of the Act and the objectives in the Plan. Overall, I consider the sustainable management purpose and the other relevant requirements of the Act are broadly met.



[32] The Court is making this order under section 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to section 297. The Court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties agree that the agreed amendments to the Plan Changes resolve those aspects of the Waka Kotahi and Kāinga Ora appeals allocated to the District Wide – Transport topic in full; and
- (c) all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

### Orders

[33] Therefore the Court orders, by consent, that:

- (a) Plan Change 109 to the Operative Whangarei District Plan is amended in accordance with **Annexure 1** (insertions marked as underlined, deletions as ~~strikethrough~~).
- (b) Those aspects of the appeals by the New Zealand Transport Agency and Kāinga Ora – Homes and Communities allocated to the District Wide – Transport topic are resolved.
- (c) Those aspects of the appeal by Port Nikau Joint Venture dealing with Integrated Transport Assessments in the site-specific Port Nikau topic remain extant.
- (d) The District Wide – Transport topic is resolved in its entirety.
- (e) There is no order as to costs.



J.A. Smith  
Environment Judge

**Annexure 1**

insertions marked as underlined, deletions as ~~striketrough~~)



## Transport Chapter (TRA)

### Issues

The transport network in Whangārei is essential in facilitating the accessibility and efficient functioning of the District and the Region. The transport network includes public and private roads, railways, access ways, service lanes, active and public transport lanes and parking and loading areas. The network provides for the movement of people and goods throughout the District, creates a service corridor for network utility operators, and is a public space that people can identify with and use to interact. The transport vision for Whangārei is a safe and efficient transport network that promotes a range of transport choices and supports the vitality, liveability and connectivity of the District and its communities.

Historic scattered patterns of development have led to a high dependency on private motor vehicles for transportation needs and have caused inefficiencies in providing transport network improvements. Similarly, ad hoc development has often led to fragmented and inefficient transport infrastructure. The interrelationship between transport and land use planning is therefore fundamental to achieving Whangārei's transport vision.

Whangārei's future growth expectation is for consolidated and compact urban development. Planning for growth in a consolidated and compact manner allows transport priorities to be established and transport infrastructure to be more efficiently provided. Consolidated and compact development and responsible land use planning can also promote a variety of transport methods, including walking, cycling and public transport, and can help reduce the reliance on private motor vehicles within the District...

TRA-R5	Design and Location	
<b>All Zones and Port Nikau Development Area</b>	Activity Status: Permitted  Where: <ol style="list-style-type: none"> <li>The vehicle crossing and access are provided and constructed in accordance with TRA Appendix 2.</li> <li><u>A shared private access serves no more than 8 principal residential units.</u></li> <li>The vehicle crossing is not fronting a state highway.</li> <li>Any unused vehicle crossings are reinstated to match the existing footpath and kerbing.</li> <li>The vehicle or pedestrian crossing is not over a railway corridor.</li> </ol>	Activity Status when compliance not achieved with TRA-R5.1 – 34: Restricted Discretionary  Matters of discretion: <ol style="list-style-type: none"> <li>Location, size and design of vehicle crossings and access.</li> <li>The safety and efficiency of the transport network for vehicles, pedestrians and cyclists.</li> <li>The extent to which the safety and efficiency of railway and road operations will be adversely affected.</li> </ol>
	Note: <ol style="list-style-type: none"> <li>A vehicle crossing permit may be required.</li> </ol>	Activity Status when compliance not achieved with TRA-R5.45: Non-Complying



TRA-R14

Restricted-Discretionary-Transport-Assessments-Any Activity

**All Zones and Port Nikau Development Area except the Hospital Zone, and the Strategic Rural Industries Zone (refer to HOSZ Chapter)**

Activity Status: Restricted Discretionary

An integrated transport assessment is required Where, with respect to Table TRA 14:

1. ~~The activity (or activities) requires an increase of more than 50 car parking spaces in accordance with TRA Appendix 1~~
1. A new activity specified in Column A exceeds the Threshold Limit in Column B; or
2. A change to an existing activity specified in Column A exceeds the Threshold Limit in Column C; or
3. Any subdivision proposes more than 25 vacant allotments; or
4. The subdivision is proposed of an allotment that existed at [Operative Date] and the area of the parent allotment is equal to or larger than:
  - a. 4,000m<sup>2</sup> 1ha within the Rural (Urban Expansion) Zone where any allotment will be connected to Council reticulated water, wastewater and stormwater services.
  - b. 5,000 7,500m<sup>2</sup> within the Medium Density Residential Zone.
  - c. 1ha within the General Residential Zone or Rural Village Residential Zone.
  - d. 4ha within the Low Density Residential Zone.
  - e. 6ha within the Large Lot Residential Zone.

Matters of discretion:

1. Effects on the sustainability, safety, efficiency, effectiveness and accessibility of the immediately adjacent transport network, including cumulative effects from incremental changes to the activity on the site or sites.
2. Required improvements, alterations or extensions to the immediately adjacent transport network to mitigate adverse effects (including at level crossings).
3. The need for pedestrian and cyclist connections to adjacent destinations.
4. Adverse effects on streetscape and amenity.
5. Demonstrated characteristics of the activity or proposal which result in low traffic generation relative to size or scale of the activity.
6. Recommendations and proposed mitigation measures of the Integrated Transport Assessment and any further information provided through the consent process.

Compliance Standard:

1. TRA-R14.12 does not apply for any allotment activity where consent has previously been granted for the allotment activity under Rule TRA-R14.12.
2. In TRA-R14.2 "change" means a change of activity or a change in intensity, or scale of the activity.
3. The thresholds for a change under TRA-R14.2 shall be measured based on:
  - a. The size or scale of the activity as constructed or consented at [operative date] where the activity does not have consent under TRA-R14 or TRA-R15;  
or
  - b. The resource consent where one has previously been granted under TRA-R14 or TRA-R15.

Notes:

1. Applications shall comply with information requirement TRA-REQ1.
2. Table TRA 14 is located in TRA Appendix 5.



TRA-R15

Discretionary Integrated Transport Assessments Any Activity

**All Zones and Port Nikau Development Area except the Hospital Zone, and the Strategic Rural Industries Zone (refer to HOSZ Chapter)**

Activity Status: Restricted Discretionary

An integrated transport assessment is required Where, with respect to Table TRA 15:

1. The activity (or activities) requires an increase of more than 50 car parking spaces in accordance with TRA Appendix 4
1. A new activity specified in Column A exceeds the Threshold Limit in Column B; or
2. A change to an existing activity specified in Column A exceeds the Threshold Limit in Column C; or
3. Any subdivision proposes more than 50 vacant allotments; or
4. The subdivision is proposed of an allotment that existed at [Operative Date] and the area of the parent allotment is equal to or larger than:
  - a. 1.5ha within the Medium Density Residential Zone.
  - b. 2.5ha within the General Residential Zone or Rural Village Residential Zone.
  - c. 8ha within the Low Density Residential Zone.

Matters of discretion:

1. Effects on the sustainability, safety, efficiency, effectiveness and accessibility of the affected transport network, including cumulative effects from incremental changes to the activity on the site or sites.
2. Required improvements, alterations or extensions to the affected transport network to mitigate adverse effects (including at level crossings).
3. The need for pedestrian and cyclist connections to nearby destinations.
4. Adverse effects on streetscape and amenity.
5. The location, design, scale and intensity of the proposed activity in relation to its effects on the affected transport network.
6. Demonstrated characteristics of the activity or proposal which result in low traffic generation relative to size or scale of the activity.
7. Recommendations and proposed mitigation measures of the Integrated Transport Assessment and any further information provided through the consent process.

Compliance Standard:

1. TRA-R15.12 does not apply for any allotment activity where consent has previously been granted for the allotment activity under Rule-TRA-R15.12.
2. In TRA-R15.2 "change" means a change of activity or a change in intensity, or scale of the activity.
3. The thresholds for a change under TRA-R15.2 shall be measured based on:
  - a. The size or scale of the activity as constructed or consented at [operative date] where the activity does not have consent under TRA-R14 or TRA-R15;  
or
  - b. The resource consent where one has previously been granted under TRA-R14 or TRA-R15.

Notes:

1. Applications shall comply with information requirement TRA-REQ2.
2. Table TRA 15 is located in TRA Appendix 5.

**Appendix 1D. Minimum End-of Trip Facilities Requirements**

Where long stay bicycle parking spaces are provided, end-of-trip facilities shall be provided on-site in accordance with Table TRA 4<sub>T2</sub>. This provision does not apply to except for residential activities.



**Appendix 2D. Performance Standards for Shared Private Access**

Shared private access shall be designed and constructed in accordance with Table TRA 9.

Table TRA 9. Shared private access requirements

Number of Principal Residential Units	Maximum length (m)	Minimum Legal Width (m)	Minimum Carriageway Width (m)			Footpath Width (m)	Maximum gradient	Crossfall
			Unsealed shoulder	Surfacing width	Total			
<b>Urban</b>								
2 - 4	50m	4.0- <u>3.5</u>	-	1 x 3.0	3.0 <sup>1</sup>	-	12.5% for the first 5m from the road boundary and 22.2% for the remainder restricted to straight sections	3%
5 - 8	100m	6.0	-	1 x 4.5	4.5	1 x 0.95		
<b>Rural</b>								
2	-	4.0	2 x 0.25	1 x 3.0	3.5 <sup>1</sup>	-	12.5% for the first 5m from the road boundary and 22.2% for the remainder	3% where sealed; 6% where unsealed
3 - 5		6.0	2 x 0.25	1 x 4.0	4.5			
6 - 8		10.0	2 x 0.25	2 x 2.75	6.0			

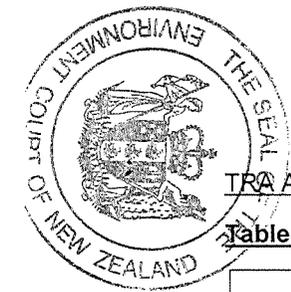
Notes:

...

**Compliance Standards:**

1. Where a public sewer pump station or fire hydrant is located within, or accessed via a private accessway, the minimum legal width and total carriageway width shall be at least 4.0m.
2. Where a private accessway contains public wastewater reticulation the legal width shall be increased by 1.11m.
3. Where a private accessway contains public water reticulation the legal width shall be increased by 0.6m.
4. For curved private accesses, the gradient is measured along the inside radius.
5. The maximum change of grade for a breakover angle on any private access is 10% and the maximum change of grade for a departure angle on any private access is 17% - see Figure TRA 5 below.





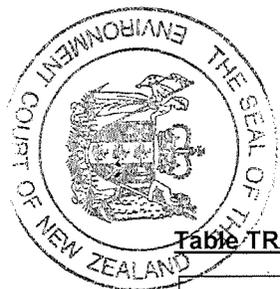
TRA Appendix 5 – Integrated Transport Assessment Thresholds

**Table TRA 14 – TRA R14 Thresholds**

(A) Activity Type		(B)		(C)
		Threshold Limits		
		New Activity	Change to an Existing Activity	
(1)	Residential Units	25 residential units	Every additional 25 residential units	
(2)	Supported Residential Care	20 beds	Every additional 20 beds	
(3)	Visitor Accommodation	25 bedrooms	Every additional 25 bedrooms	
(4)	Drive Through Facilities	300m <sup>2</sup>	Every additional 300m <sup>2</sup> GFA	
(5)	General Retail	1,000m <sup>2</sup> GFA	Every additional 1,000m <sup>2</sup> GFA	
(6)	Grocery Stores	750m <sup>2</sup> GFA	Every additional 750m <sup>2</sup> GFA	
(7)	Trade Retail	1,000m <sup>2</sup> GFA	Every additional 1,000m <sup>2</sup> GFA	
(8)	Commercial Services	1,250m <sup>2</sup> GFA	Every additional 1,250m <sup>2</sup> GFA	
(9)	Food and Beverage Activity	500m <sup>2</sup> GFA	Every additional 500m <sup>2</sup> GFA	
(10)	Entertainment Facilities	1,000m <sup>2</sup> GFA	Every additional 1,000m <sup>2</sup> GFA	
(11)	Other Commercial Activities	1,000m <sup>2</sup> GFA	Every additional 1,000m <sup>2</sup> GFA	
(12)	Place of Assembly	1,000m <sup>2</sup> GFA	Every additional 1,000m <sup>2</sup> GFA	
(13)	Recreational Facilities	1,000m <sup>2</sup> GFA	Every additional 1,000m <sup>2</sup> GFA	
(14)	Other Community Activities	2,500m <sup>2</sup> GFA	Every additional 2,500m <sup>2</sup> GFA	
(15)	Storage	5,000m <sup>2</sup> GFA	Every additional 5,000m <sup>2</sup> GFA	
(16)	Other Industrial Activities	2,500m <sup>2</sup> GFA	Every additional 2,500m <sup>2</sup> GFA	
(17)	Rural Centre Service Activities	1,000m <sup>2</sup> GFA	Every additional 1,000m <sup>2</sup> GFA	
(18)	Retirement Village	20 individual retirement village units or beds	Every additional 20 individual retirement village units or beds	
(19)	Care Centre	Facilities which accommodate at least 25 persons receiving care	Every additional 25 persons receiving care that are accommodated in the facility	
(20)	Service Station	4 refuelling spaces per site	Every additional 4 refuelling spaces per site	
(21)	Educational Facilities – Primary Schools, Pre-school and Childcare Facilities	Schools which accommodate at least 40 pupils	Every additional 40 pupils accommodated at the school	
(22)	Educational Facilities – Secondary and Tertiary Schools	Schools which accommodate at least 180 pupils	Every additional 180 pupils accommodated at the school	

Compliance Standards:

1. The threshold limits for rows (1) – (19) within Table TRA 14 apply per site or building, whichever is the more restrictive.
2. Temporary activities, rural production activities, general public amenities, network utilities and public playground are exempt from TRA-R14.



**Table TRA 15 – TRA R15 Thresholds**

(A) Activity Type		(B)	(C)
		Threshold Limits	
		New Activity	Change to an Existing Activity
(1)	Residential Units	50 or more residential units	Every additional 50 residential units
(2)	Supported Residential Care	40 beds	Every additional 40 beds
(3)	Visitor Accommodation	50 bedrooms	Every additional 50 bedrooms
(4)	Drive Through Facilities	600m <sup>2</sup>	Every additional 600m <sup>2</sup> GFA
(5)	General Retail	2,000m <sup>2</sup> GFA	Every additional 2,000m <sup>2</sup> GFA
(6)	Grocery Stores	1,500m <sup>2</sup> GFA	Every additional 1,500m <sup>2</sup> GFA
(7)	Trade Retail	2,000m <sup>2</sup> GFA	Every additional 2,000m <sup>2</sup> GFA
(8)	Commercial Services	2,500m <sup>2</sup> GFA	Every additional 2,500m <sup>2</sup> GFA
(9)	Food and Beverage Activity	1,000m <sup>2</sup> GFA	Every additional 1,000m <sup>2</sup> GFA
(10)	Entertainment Facilities	2,000m <sup>2</sup> GFA	Every additional 2,000m <sup>2</sup> GFA
(11)	Other Commercial Activities	2,000m <sup>2</sup> GFA	Every additional 2,000m <sup>2</sup> GFA
(12)	Place of Assembly	2,000m <sup>2</sup> GFA	Every additional 2,000m <sup>2</sup> GFA
(13)	Recreational Facilities	2,000m <sup>2</sup> GFA	Every additional 2,000m <sup>2</sup> GFA
(14)	Other Community Activities	5,000m <sup>2</sup> GFA	Every additional 5,000m <sup>2</sup> GFA
(15)	Storage	10,000m <sup>2</sup> GFA	Every additional 10,000m <sup>2</sup> GFA
(16)	Other Industrial Activities	5,000m <sup>2</sup> GFA	Every additional 5,000m <sup>2</sup> GFA
(17)	Rural Centre Service Activities	2,000m <sup>2</sup> GFA	Every additional 2,000m <sup>2</sup> GFA
(18)	Retirement Village	40 individual retirement village units or beds	Every additional 40 individual retirement village units or beds
(19)	Care Centre	Facilities which accommodate at least 50 persons receiving care	Every additional 50 persons receiving care that are accommodated in the facility
(20)	Service Station	8 refuelling spaces per site	Every additional 8 refuelling spaces per site
(21)	Educational Facilities – Primary Schools, Pre-school and Childcare Facilities	Schools which accommodate at least 80 pupils	Every additional 80 pupils accommodated at the school
(22)	Educational Facilities – Secondary and Tertiary Schools	Schools which accommodate at least 360 pupils	Every additional 360 pupils accommodated at the school

**Compliance Standards:**

1. The threshold limits for rows (1) – (19) within Table TRA 15 apply per site or building, whichever is the more restrictive.
2. Temporary activities, rural production activities, general public amenities, network utilities and public playground are exempt from TRA-R15.