Waitomo District Council

Hearing on submissions on the Proposed Waitomo District Plan

Report and Decisions of the Independent Hearing Commissioners

Decision Report:

Chapter 20. Transport

19 June 2025

Commissioners

Greg Hill (Chair)

Wikitōria Tāne

Allan Goddard

Phil Brodie

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1 Introduction

1. This Decision Report relates to all the submissions received by the Waitomo District Council (Council) on Chapter 20 Transport.

2. The Transport chapter as notified addresses all forms of transport undertaken by parties other than road controlling authorities. The term "transport network" accommodates a wide range of modes including vehicles, walking, public transport, freight and cycling.

3. The chapter manages the interface between land use activities and the transport network such as parking, access and traffic generation. However, it does not include activities associated with transport infrastructure itself such as the construction of new roads, but does contain the design standards for new roads. The Network Utility chapter is where the provisions exist in relation to any new roads, existing roads or supporting structures within the transport corridor.

4. While the Network Utilities chapter is virtually self-contained, the Transport chapter has a different approach and engages all parts of the district-wide chapters of the PDP where relevant. For example, a vehicle charging device in an outstanding natural landscape would also need to comply with the rules in the Natural Features and Landscape chapter.

5. This decision report also addresses land use activities and structures in close proximity to state highways and the rail corridor.

2 Hearing arrangements

6. The hearing was held in person and online on 27 November 2024 in Council's offices at 15 Queen Street, Te Kuiti. All of the relevant information pertaining to this hearing (i.e., section 42A reports, legal submissions and evidence) is contained on Council's website.

7. The following parties submitted on this chapter.

Submission No	Submitter
10	Waikato Regional Council
16	Fire and Emergency New Zealand
17	Waka Kotahi New Zealand Transport Agency
22	Z Energy
24	Ministry of Education
46	Federated Farmers of New Zealand
47	Royal Forest and Bird Protection Society of New Zealand
51	KiwiRail Holdings Ltd
56	The Fuel Companies
FS03	Director General of Conservation

Submission No	Submitter
FS06	Fuel Companies
FS18	OMYA
FS19	PF Olsen
FS27	Waka Kotahi New Zealand Transport Agency

8. The submitters who attended the hearing to address the Transport provisions were:

   a. KiwiRail Holdings Ltd (KiwiRail), represented by Kirsten Gunnell (legal counsel), Pam Butler (corporate), Cath Heppelthwaite (planning) and Dr Stephen Chiles (acoustic and health effects); and

   b. New Zealand Transport Agency Waka Kotahi (NZTA) represented by Tayla Cowper (planning) and Dr Stephen Chiles (acoustic and health effects).

3 Submitter evidence

3.1 Setbacks from the rail corridor

9. TRAN-R9 controls structures within 5m of the railway corridor, or within 20m of an indicative road; and makes these a restricted discretionary activity within these setbacks. The s42A report recommended amendments in response to the submission from KiwiRail submission so that the rule did not inadvertently restrict KiwiRail's own operations. Ms Butler and Ms Heppelthwaite filed evidence in support of a 5m setback for structures and buildings from the rail corridor on the basis of safety for both the landowner and rail operations.[1]

10. Ms Heppelthwaite supported a further refinement to the title of TRAN-R9 so that it applies to the rail designation boundary (which is clearly defined) rather than the rail corridor. This amendment was recommended to be adopted by Ms Wratt in her supplementary statement as it makes the rule more certain.[2]

11. TRAN-R9 is a centralised rule which applies to every zone. The evidence from Ms Butler and Ms Heppelthwaite did not support the single centralised location approach and instead sought a rule located in each chapter rather than TRAN-R9. Ms Heppelthwaite considered that locating a rule in each zone chapter is preferable from a Plan user and administration perspective.[3] For efficiency and to avoid inconsistencies, Ms Wratt preferred a single rule with the inclusion of a signpost to TRAN-R9 in each zone that is adjacent to the rail corridor designation.[4]

[1] Evidence of Pam Butler on behalf of KiwiRail Holdings Ltd, 4 November 2024, paragraphs 4.5 and 4.7.
[2] Section 42A Report: Supplementary evidence in response to expert evidence filed by submitters, Carolyn Wratt, 18 November 2024, paragraph 10.
[3] Evidence of Catherine Heppelthwaite on behalf of KiwiRail Holdings Ltd, 4 November 2024, paragraph 7.3.
[4] Section 42A Report: Supplementary evidence in response to expert evidence filed by submitters, Carolyn Wratt, 18 November 2024, paragraph 14.

3.2 Noise Generated from Transport Corridors

12. KiwiRail and NZTA sought:

    a. Redrafting of the notified internal acoustic rule which applied to properties in close proximity to a state highway; and

    b. Inclusion of a new rule which applied noise and vibration standards to noise-sensitive activities and buildings in close proximity to the rail network.

13. The section 42A report recommended largely adopting the rules agreed by the parties through appeals to the Waikato PDP which involved:

    a. Deleting the setback requirement for buildings from state highways;

    b. Deleting the notified rules managing internal acoustic levels in close proximity to state highways (RESZ-R25, RLZ-R25, SETZ-R38, COMZ-R30, GRUZ-R44, MPZ-R24, TOUZ-R35);

    c. Mapping a State Highway Noise Control Boundary either side of the state highways (with varying width as shown on NZTA's GIS viewer) on the PDP maps;

    d. Mapping of a Rail Corridor Noise Control Boundary which applied to 40m either side of the North Island Main Trunk Rail designation on the PDP maps; and

    e. Including a redrafted rule in the Noise chapter which manages internal acoustic levels within buildings containing a sensitive activity within the State Highway or Rail Corridor Noise Control Boundary.

14. Evidence was filed on this matter by both Ms Cowper on behalf of NZTA and Ms Butler and Ms Heppelthwaite on behalf of KiwiRail. Both parties were represented by Dr Chiles in terms of evidence on noise and vibration. Ms Cowper largely supported Ms Wratt's recommended approach, however sought amendments to the recommended NOISE-RX to include critical elements identified by Dr Chiles.

15. Ms Heppelthwaite also supported Ms Wratt's recommended approach, but drew on the technical evidence of Dr Chiles and sought:

    a. Management of the noise effects arising from the rail be increased from 40m to 100m;

    b. Provisions to manage vibration effects should apply 100m from the edge of the rail designation boundary; and

    c. Minor amendments to my recommended noise provision.

    <u>Width of the Rail Corridor Noise Control Boundary</u>

16. Ms Butler pointed out that a 100m Rail Corridor Noise Control Boundary was adopted in the Waikato PDP and applied to all active train lines.[5] She clarified that the lines within Waitomo District are the North Island Main Trunk line and there are no branch lines.

[5] Evidence of Pam Butler on behalf of KiwiRail Holdings Ltd, 4 November 2024, paragraphs 3.2-3.3.

17. Dr Chiles helpfully set out a realistic range of sound levels based on distances from a NZ train track which ranged between 71 dB $LA_{eq(1h)}$ at 10m to 56 dB $LA_{eq(1h)}$ at 100 metres from the track.[6] He set out that internal sound levels with windows ajar for ventilation will typically be around 15 dB less than the external levels set out above. Therefore, a building 100 metres from a track with 56 dB $LA_{eq(1h)}$ outside means there is still potential to exceed internal criteria of 35 and 40 dB $LA_{eq(1h)}$.[7] Based on this evidence Ms Wratt recommended increasing the width of the Rail Corridor Noise Control Boundary to 100m.[8]

Transport Corridor Noise Rule

18. While both Ms Heppelthwaite and Ms Cowper supported the concept of the new Noise rule as recommended in the s42A report, their evidence sought further amendments. The first new rule was focused on construction of a new building containing a sensitive land use, however clause 1.b. erroneously retained references to alteration and change of use. The evidence sought inclusion of an additional clause 1.c. which requires a report to be submitted to the Council prior to occupation of the building demonstrating compliance with all of the mechanical ventilation system report requirements in NOISE Table 2.

19. Ms Cowper and Ms Heppelthwaite also sought amendments to NOISE Table 2 to reflect that mechanical ventilation systems are only required where windows must be closed in order to achieve the indoor noise levels set out in NOISE Table 1. Ms Wratt recommended adopting these amendments.[9]

Rail vibration

20. KiwiRail sought inclusion of a new rule managing vibration in any new buildings or alterations to existing buildings containing activities sensitive to noise within 60m of a rail network. The s42A report recommended rejecting this on the basis there are very few meaningful or successful ways to reduce vibration generated from trains through construction techniques.[10]

21. The evidence of Dr Chiles considered that the operation of the rail network can result in adverse health and amenity effects which cannot be completely internalised within KiwiRail's typical designation boundaries, such as noise and vibration. These effects commonly occur within the rail network subject to normal maintenance and cannot be solely attributed to defects in track or rolling stock. He considered that vibration can have adverse health and amenity effects on people (100m or further from the rail corridor) that requires avoidance, remediation or mitigation under the RMA.[11]

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[6] Based on data summarised by Marshall Day Acoustics, and reproduced in the evidence of Dr Stephen Chiles.
[7] Appendix A to the evidence of Dr Stehen Chiles on behalf of KiwiRail Holdings Ltd, 4 November 2024, paragraph 5.7.
[8] Section 42A Report: Supplementary evidence in response to expert evidence filed by submitters, Carolyn Wratt, 18 November 2024, paragraph 27.
[9] Section 42A Report: Supplementary evidence in response to expert evidence filed by submitters, Carolyn Wratt, 18 November 2024, paragraph 31.
[10] Section 42A report on Transport, Carolyn Wratt, 21 October 2024, paragraph 149.
[11] Evidence of Dr Stehen Chiles on behalf of KiwiRail Holdings Ltd, 4 November 2024, paragraphs 5.2-5.3

22. While Dr Chiles stated his continued support for the inclusion of controls in the PDP for vibration,[12] Ms Butler indicated that she would accept a 60m "Rail vibration alert overlay" instead of vibration controls.[13] As described by Ms Butler, this layer would apply to all properties within 60 metres on either side of the rail corridor designation boundary and is indicated on the PDP maps.

23. With respect to the Rail vibration alert overlay, there are no rules or provisions associated with it; it is an information layer only. The purpose of the vibration alert layer is to signal to property owners that higher levels of vibration may be experienced in the area due to its proximity to the rail corridor. This approach was supported by Ms Wratt.[14]

3.3 Other Transport Provisions

24. KiwiRail's submission to TRAN-R14 sought to modify the heading from "Rail level crossings" (as notified) to "Rail vehicle crossing setbacks and sightlines". This was further modified by Ms Heppelthwaite in her evidence.[15] Ms Wratt supported the amendments to better reflect the substance of the rule.[16]

25. Federated Farmers of New Zealand sought to include a new policy to require adverse effects from transportation activities on adjacent environments to be avoided, remedied or mitigated. The s42A report recommended including a new policy in the Network Utilities chapter that sought to manage the adverse effects of development of new land transport infrastructure.[17]

26. Ms Cowper considered that the new recommended policy was unnecessary as the existing policies in the Network Utility Chapter, such as policy NU-P9 and NU-P10, gives direction on the management of adverse effects from network utilities.[18] Ms Wratt agreed with Ms Cowper that as land infrastructure is a network utility it will be covered by NU-P9 and NU-P10, however she advised that NU-PX addresses different matters. In response to Ms Cowper's concerns, Ms Wratt recommended modifying the new policy NU-PX to reduce the overlap between NU-PX.1 and NU-P9 and NU-P10.[19]

4 Panel decision

4.1 Setbacks from the rail corridor

27. The Panel agree with the amendments to TRAN-R9 to avoid restricting KiwiRail's own activities. As for the location of the rule managing structures in close

[12] Evidence of Dr Stehen Chiles on behalf of KiwiRail Holdings Ltd, 4 November 2024, paragraph 6.5.
[13] Evidence of Pam Butler on behalf of KiwiRail Holdings Ltd, 4 November 2024, paragraph 5.12.
[14] Section 42A Report: Supplementary evidence in response to expert evidence filed by submitters, Carolyn Wratt, 18 November 2024, paragraph 41.
[15] Evidence of Catherine Heppelthwaite on behalf of KiwiRail Holdings Ltd, 4 November 2024, paragraph 6(m).
[16] Section 42A Report: Supplementary evidence in response to expert evidence filed by submitters, Carolyn Wratt, 18 November 2024, paragraph 43.
[17] Section 42A report on Transport, Carolyn Wratt, 21 October 2024, paragraphs 70-74.
[18] Evidence of Tayla Cowper on behalf of New Zealand Transport Agency Waka Kotahi, 4 November 2024, paragraphs 6.10-6.12.
[19] Section 42A Report: Supplementary evidence in response to expert evidence filed by submitters, Carolyn Wratt, 18 November 2024, paragraph 48-49.

proximity to the rail corridor within the PDP, the Panel can appreciate both perspectives. A single rule is more efficient, while inserting the rule in each chapter means less likelihood that it will be overlooked by users of the PDP.

28. Having considered the two perspectives, the Panel consider that Ms Wratt's suggestion of having a centralised rule with signposting to that rule in each chapter is the most efficient (in section 32 terms) approach. It will also address the concerns raised by Ms Heppelthwaite while resulting in a more streamlined Plan.

4.2 Noise Generated from Transport Corridors

29. The Panel support the introduction of a new rule in the NOISE chapter for managing noise generated by the state highways and rail activities and consequential deletion of the setbacks. This is largely based on the uncontested expert evidence of Dr Chiles regarding adverse health and amenity effects. While there will be costs associated with the provisions (reports required to prove compliance with the rule), the Panel finds this to be the most effective and efficient way to achieve the objectives of the PDP and the proposal and address the potential adverse health and amenity effects.

30. It is important to the Panel that there are permitted activity pathways within the new rule, as the Panel want to strike a balance between enabling development while minimising the potential for reverse sensitivity effects arising from the state highways and rail corridor. It considers this to be more efficient and effective than a more restrictive alternative that requires a resource consent for every sensitive activity in close proximity to the state highways and rail corridors, or at the other end of the spectrum having no controls at all.

31. In relation to the above, the Panel finds that the recommended provisions will more effectively manage the potential for reverse sensitivity effects near regionally significant infrastructure. On this basis it will give effect to the relevant provisions of the Regional Policy Statement.

32. Similarly, the Panel supports mapping a State Highway Noise Control Boundary either side of the state highways (with varying width as shown on NZTA's GIS viewer) on the PDP maps and a Rail Corridor Noise Control Boundary applied to 100m either side of the North Island Main Trunk Rail designation on the PDP maps. This provides certainty as to where the rules will apply.

33. The Panel also supports including a "Rail vibration alert overlay" on the planning maps; applying to a corridor 60 metres on either side of the rail corridor designation boundary. There would be no provisions associated with the overlay; its purpose is for information only. The Panel considers this to be a pragmatic approach to raising awareness of the likelihood of vibration arising from rail activities without requiring any action from landowners. The Panel is aware this same approach has been adopted in other district plans such as Tauranga City and Waikato District.

4.3 Other Transport Provisions

34. The Panel supports the recommended amendments to TRAN-R14 to better reflect the substance of the rule.

35. Based on the evidence of Ms Cowper and the thorough analysis of Ms Wratt, the Panel supports the introduction of a new policy to manage the adverse effects of development of new land transport infrastructure. The Panel agree with Ms Wratt that there is a gap in the policy framework in the Network Utilities chapter to guide

development of the transport network, but is also keen to avoid duplication with direction contained in other existing policies.

36. For all other matters concerned with the Transport provisions not otherwise covered above, the Panel has adopted the recommendations in the Section 42A Report and the further amendments recommended in the Section 42A Addendum Report on this chapter.

5 Conclusion

37. The Panel accepts the recommendations in the section 42A report and its addendum. The reasons for this are those set out in the section 42A reports, the evidence, and provided in this Decision; collectively forming the section 32AA assessment informing this Decision.

38. Overall, the Panel is satisfied that the provisions of the chapter, as amended, will provide a suitable framework for managing the ongoing use and development of network utilities, while managing any adverse effects.

39. The Panel accepts, accepts in part, or rejects the submissions as set out in the section 42A reports.

For the Hearing Panel

Greg Hill, Chair

Dated: 19 June 2025

1. Appendix 1 – Submission Table

TRANSPORT CHAPTER

Submission no	Submitter	Support / in part / oppose	Plan section	Plan provision	Relief sought	Accept/Accept in part/Reject
03.38	NZHPT	Oppose	19. Network utilities	NU-R9	That New public walkways and cycleways in the following is amended to a discretionary activity for the following locations; Heritage buildings and structures, sites and areas of significance to Māori and significant archaeological sites.	Reject
09.13	Chorus,Connexa, Spark, Vodafone	Oppose	19. Network utilities	Rule NU-R13	Amend Rule NU-R13 such that it does not restrict: • Network utility structures within rail corridors; • Lines within roads from any indicative road or rail corridor setbacks; • Customer connections from indictive road setbacks	accept
10.26b	WRC	Amend	19. Network utilities	NU-R4, NU-R8 to NU- R10, NU-R13.	NU-R8 Reassess the rules and delete if appropriate.	Accept
FS03.21b	Director-General of Conservation	Support			Allow	Accept
10.39	WRC	Amend	20. Transport	General	Add a road hierarchy in the PWDP.	Reject
FS18.02	Omya	Neutral			Omya would like to be engaged in the outcome/decision of this submission point and have the opportunity to review any road hierarchy.	Reject
10.40	WRC	Amend	20. Transport	Overview	Amend the second line of the first paragraph to use the defined terms "walkways and cycleways."	Accept
10.41	WRC	Oppose	20. Transport	Overview	Add a reference to the contribution of transport to climate change and carbon emissions.	Accept
10.42	WRC	Oppose	20. Transport	Objectives – general	Add a new objective: "A low carbon, energy efficient and environmentally sustainable transport system that supports emission reductions" or wording to similar effect.	Reject
FS27.11	Waka Kotahi	Support in part			Waka Kotahi seek clarification of how the submitter anticipates this will be implemented.	Reject
10.43	WRC	Support	20. Transport	TRAN-O1	Retain the specific inclusion of "2. Maximises opportunities to link with land use and development; and 3. Promotes the use of walking and cycling	Accept in part

					and reduces the dependency on private motor vehicles."	
	WRC	Support	20. Transport	TRAN-O2	Retain objective TRAN-O2.	Accept
10.44	WRC	Support in part	20. Transport	TRAN-O5	Retain objective TRAN-O5.	Accept
10.45	WRC	Support with amendments	20. Transport	TRAN-P1	Amend TRAN-P1.6 to read: "~~Accommodating and~~ ~~encouraging~~ Prioritising alternative modes of transport" or words to similar effect. Further, amend TRAN-P1.10 to read: "Minimising energy consumption, environmental effects and carbon emissions, and whole of life costs including embodied carbon in construction, maintenance and operation.	Reject
FS27.12	Waka Kotahi	Oppose in part			Waka Kotahi seeks that further clarification is provided by the submitter on how this policy approach would be applied in practice by roading authorities.	Accept
10.46	WRC	Support	20. Transport	TRAN-P2	Retain policy TRAN-P2.	Accept
10.47	WRC	Supportwith amendments	20. Transport	TRAN-P4	Add new point in TRAN-P4 that requires an assessment of vehicle kilometres travelled (vkt) by light vehicles and demonstration of mitigation of the associated carbon emissions generated.	Reject
FS27.13	Waka Kotahi	Support in part			Waka Kotahi seek clarification of how the submitter anticipates this will be implemented.	Accept in part
10.48	WRC	Supportwith amendments	20. Transport	TRAN-P9	Amend TRAN-P9.4 to "Ensuring accessibility for all users including transport ~~disadvantages~~ disadvantaged and mobility impaired; and ~~through the provision of features such as dropped kerbs and tactile paving; and~~" Further, WRC recommends amending TRAN-P9.7 by deleting "and;" at the end of the sentence and replacing this with a full stop.	Accept
10.49	WRC	Supportwith amendments	20. Transport	TRAN-P10	Amend TRAN-P10.2 to read "~~Minimise~~ Avoid conflict between vehicles, pedestrians and cyclists…"	Reject
10.50	WRC	Supportwith amendments	20. Transport	TRAN-R1	Amend TRAN-R1 as follows: 1. All of the performance…; and 2. a) the activity requires a new vehicle access point…; or b) there is an existing vehicle access point…;	Accept

					and 3. The vehicle access point complies with the standards …; and the vehicle access point complies with the dimensions…	
10.51	WRC	Support	20. Transport	TRAN-R3	Retain the permitted activity status for electric vehicle charging stations.	Accept
10.52	WRC	Support	20. Transport	TRAN-R4	Retain the permitted activity status for new walkways and cycleways.	Accept
10.53	WRC	Supportwith amendments	20. Transport	TRAN-R6	Add a new matter of discretion in TRAN-R6 that requires an assessment of vehicle kilometres travelled (vkt) by light vehicles and whether the applicant can demonstrate mitigation of the associated carbon emissions generated.	Reject
FS27.14	Waka Kotahi	Support in part			Waka Kotahi seek clarification of how the submitter anticipates this will be implemented.	Accept in part
10.54	WRC	Support with amendments	20. Transport	TRAN-R8	Amend as follows: 1. All of the performance standards…; and 2. a) the activity requires a new vehicle access point…; or b) there is an existing vehicle access point and the on-site activity…; and 3.the activity complies with the access way standards…; and 4. the vehicle access point complies with…	Accept
10.55	WRC	Supportwith amendments	20. Transport	TRAN-R15	Reduce or delete minimum car parking requirements particularly in town centres. Further, amend TRAN-R15.9 so that vehicles must access a road in a forward-facing position in all zones.	Reject
10.56	WRC	Support	20. Transport	TRAN-R16	Retain TRAN-R16.	Accept
10.57	WRC	Oppose	20. Transport	TRAN Table 3	Add a bicycleparking requirement for those developments that require an ITA.	Reject
10.58	WRC	Oppose	20. Transport	Figure TRAN 7	Amend Figure TRAN7 to include provision for off road cycleways on district roads where appropriate and to align with best practice.	Reject
10.59	WRC	Oppose	20. Transport	General comment on transport provisions	WRC recommends rewriting TRAN-O3 to "Activities are compatible with the function of the transport corridor they obtain access to and from."	Accept in part

					Further WRC recommends rewriting TRAN-P11 to "Avoid interrupting a road frontage with a new vehicle access point in the Te Kuiti CBD precinct (PREC5) due to adverse potential effects on pedestrian safety."	Accept
14.04	NZ Pork	Oppose in part	09. Definitions	Noise sensitive activity/sensitive activity	Amend definition as follows: Noise sensitive activity means residential units and minor residential units, boarding houses, co-housing developments, compact housing developments, retirement villages, visitor accommodation, papakāinga units and papakāinga housing developments, residential based visitor accommodation, managed care facilities and other buildings used for residential activities but excludes: ~~(a)Camping grounds.~~ ~~(b)~~ (a) Tiny houses and tiny house developments. (b) Marae complex. ~~(d) Community facilities.~~ ~~(c) Educational facilities.~~ ~~(f) Hospitals.~~	Accept in part
FS05.36	Federated Farmers	Support			Grant the relief sought	Accept in part
16.08	FENZ	Support	20. Transport	Objectives and policies	Retain as notified.	Accept in part
16.09	FENZ	Support in part	20. Transport	TRAN-R1. Vehicle access on to roads other than State Highways	Include the following amendments: The vehicle access point complies with 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.	Accept
16.10	FENZ	Support in part	20. Transport	TRAN-R8. Vehicle access on to State Highways	Amend rule to a permitted activity.	Reject
FS27.08	Waka Kotahi	Oppose			Waka Kotahi seeks the submission point be disallowed	Accept
16.11	FENZ	Support	20. Transport	TRAN-R10. Vehicle access obtained by crossing a	Retain as notified.	Accept in part

				railway line		
16.12	FENZ	Support in part	20. Transport	TRAN-R11. Number of vehicle access points	Provide for up to two vehicle access points per site for emergency service facilities as a permitted activity.	Accept
16.13	FENZ	Support	20. Transport	TRAN-R17. Construction and formation standards	Retain as notified.	Accept in part
16.14	FENZ	Support in part	20. Transport	TRAN-R18. Additional driveway formation and construction standards	Amend as follows: 3. The minimum vertical clearance for buildings and structures is 3.84m …	Accept
16.15	FENZ	Support in part	20. Transport	TRAN – Table 3 – Parking and loading requirements and Integrated Transport Assessment (ITA) Thresholds Emergency service facilities 1 space per 50m² of gross floor area	Remove minimum parking requirements.	Accept in part
16.16	FENZ	Support in part	20. Transport	Figure – TRAN 7 – Access and road standards	Amend as follows: Minimum vertical clearance from buildings or structures is ~~3.8~~4m.	Accept
17.02	Waka Kotahi		Whole plan		Waka Kotahi notes that there is inconsistent reference made to the transport network throughout the plan, with common reference to a variety of descriptors such as 'roads', 'road users', 'road network', 'transport system' or specific reference to vehicle access points. It is also	Accept

					noted that the definitions chapter includes a definition for 'transport system'. Waka Kotahi seeks that the definition for 'transport system' is amended to become 'transport network' and for reference to be made throughout the PDP to the 'safe and efficient operation of the transport network'.	
17.05	Waka Kotahi		Whole plan		Waka Kotahi supports the intent of the proposed noise insulation for noise sensitive activities provisions throughout the zone chapters of this plan. However, Waka Kotahi seek alignment with the National Planning Standards (District-wide matters standard) which states that sound insulation requirements for sensitive activities and limits to the location of those activities relative to the noise generating activities must be located in the Noise chapter. Waka Kotahi therefore seek that the noise sensitive activities provisions are moved to the Noise chapter. Waka Kotahi further note that the distances imposed for the various state highways are in some instances inadequate to manage the effects on human health from state highway noise. Waka Kotahi therefore seeks to replace the existing rules with the noise provision set out in Appendix B, which provides for new or altered buildings within 100m of the highway boundary which can achieve the required internal noise standard to be permitted activities. Where windows need to be closer to achieve the desired internal noise levels then ventilation performance is prescribed. Further to the above, Waka Kotahi will be seeking to amend the approach to reverse sensitivity at the further submission stage as noise contours are completed for the Waitomo District which allow Waka Kotahi to identify property specific noise effects and ensure requirements are not too onerous for properties that are adjacent to low volume and/or low speed sections of the highway network. Waka Kotahi would like to work with Council ahead of further submissions to explain this approach in more detail.	Accept in part
FS27.16	Waka Kotahi	Support in part			That the submission is allowed in part subject to the adoption of the State Highway Noise Overlay Map and associated revised proposed rule and associated matters of discretion in Appendix One. (As attached to the Further Submission)	Accept in part
17.06	Waka Kotahi		N/A	Whole plan	Reference is made throughout the plan to vehicle movements. Waka Kotahi seeks that the definition for "vehicle movement" be replaced with a definition for "equivalent car movements per day". It is considered that there is a significant difference between the effects created by small vehicles (cars) and those created by larger vehicles (trucks, and multi-unit heavy commercial vehicles (HCVs)). Therefore, if reference throughout the District Plan is provided to vehicle movements as currently defined, the traffic-related effects of some land use activities	Reject

					may not be assessed appropriately.	
17.10	Waka Kotahi	Oppose	9. Definitions	Noise sensitive activity	Replace the definition of "noise sensitive activity" with the following: Noise sensitive activity: means any residential activity including visitor, student or retirement accommodation, educational activity including any child care facility, healthcare activity, papakāinga units and papakāinga housing developments and any congregations within places of worship/marae but excludes: (a) Camping grounds	Accept in part
17.13	Waka Kotahi		09. Definitions		Amend definition: Transport network ~~system~~: means the combined network of: (a) Existing and future transport corridors. (b) Private roads and ways, access ways, service lanes, pedestrian, cycle and passenger transport lanes or routes (including walkways and cycleways) both within and outside the transport corridor. (c) Rail routes that provide for the movement of people and goods to, from and through the district. It includes all of the ancillary support transport infrastructure and activities, and vehicle access points. It also includes those facilities in addition to transport infrastructure that support the use of the transport network ~~system~~, as well as (but not limited to) end-of-journey facilities and travel management plans.	Accept
17.14	Waka Kotahi		09. Definitions		Delete the definition for "vehicle movements" and replace the definition of "vehicle movements" with the following: Equivalent car movements per day (ecm/d) Equivalent car movement per day (averaged over a year) is defined as follows: • 1 car to and from the property = 2 equivalent car movements • 1 truck to and from property = 6 equivalent car movements 1 truck and trailer to and from property = 10 equivalent car movements.	Reject
17.36	Waka Kotahi	Support in part	19. Network utilities	NU-R8	Waka Kotahi seeks an amendment to the rule as follows: Where the activity is RDIS, the matters over which discretion is restricted are: (a) Adverse effects on the safe, efficient and effective operation of the road transport network including outcomes from consultation with Waka Kotahi New Zealand Transport Agency; and (b) Effects on the values of any scheduled site or feature including	Accept in part

					outcomes from consultation with mana whenua and Heritage New Zealand Pouhere Taonga where relevant; and (c) The extent and effect of non-compliance on the streetscape, pedestrian safety and the amenity of the area. Note: Any electric vehicle charging device to be located within the State Highway road reserve requires approval from Waka Kotahi New Zealand Transport Agency.	
17.37	Waka Kotahi	Support in part	19. Network utilities	NU-R13	Waka Kotahi seeks an amendment to the rule as follows: 2. The structure (excluding signs, temporary structures, and vehicle access points) is located within 20 m of the edge of an indicative road or designation boundary: Note: KiwiRail and/or Waka Kotahi New Zealand Transport Agency will be considered an affected person (in respect of activities adjacent to a railway corridor) in accordance with section 95B of the RMA where its written approval is not provided. (g) The outcome of consultation with KiwiRail and Waka Kotahi New Zealand Transport Agency.	Accept in part
FS23.61	Te Nehenehenui	Oppose in part			Te Nehenehenui seeks to enhance the protection and maintenance of its people and taonga within the taiao as guided by Ko Tā Maniapoto Mahere Taiao – Maniapoto's Environmental Management Plan. Where submission points do not align with this, or have the potential to negatively impact on iwi, hapu, whanau cultural values, sites, the taiao and all taonga within TNN area of interest, TNN opposes and requests that Waitomo District Council consider this when finalising the review.	Accept in part
17.46	Waka Kotahi	Support	20. Transport	Overview	Waka Kotahi seek amendment to replace 'One Network Road Classification (ONRC)' with 'One Network Framework'.	Accept
17.47	Waka Kotahi	Support	20. Transport	TRAN-O1	Retain as notified.	Accept in part
17.48	Waka Kotahi	Support	20. Transport	TRAN-O2	Retain as notified.	Accept
17.49	Waka Kotahi	Support	20. Transport	TRAN-03	Retain as notified.	Accept in part

17.50	Waka Kotahi	Support	20. Transport	TRAN-04	Retain as notified.	Accept
17.51	Waka Kotahi	Support in part	20. Transport	TRAN-P2.1	Waka Kotahi requests the following amendments to TRAN-P2.1: Avoiding conflict between vehicles, pedestrians, cyclists and other active modes.	Accept
17.52	Waka Kotahi	Support	20. Transport	TRAN-P2.4	Retain as notified.	Accept
17.53	Waka Kotahi	Support	20. Transport	TRAN-P2.7	Retain as notified.	Accept
17.54	Waka Kotahi	Support	20. Transport	TRAN-P4	Retain as notified.	Accept
17.55	Waka Kotahi	Support	20. Transport	TRAN-P5	Retain as notified.	Accept
17.56	Waka Kotahi	Support	20. Transport	TRAN-P6	Retain as notified.	Accept
17.57	Waka Kotahi	Support	20. Transport	TRAN-P7	Retain as notified.	Accept
17.58	Waka Kotahi	Support	20. Transport	TRAN-P8	Retain as notified.	Accept
17.59	Waka Kotahi	Support	20. Transport	TRAN-P9	Retain as notified.	Accept in part
17.60	Waka Kotahi	Support in part	20. Transport	TRAN-P10	Waka Kotahi requests the following amendments to TRAN-P10.2: Minimise conflict between vehicles, pedestrians, cyclists and other active modes.	Accept
17.61	Waka Kotahi	Support in part	20. Transport	TRAN-R3	Waka Kotahi seeks an amendment to the rule as follows: Matter over which discretion is restricted: (a) Adverse effects on the safe, efficient and effective operation of the road transport ~~system~~ network including outcomes from consultation with Waka Kotahi New Zealand Transport Agency; and (b) Effects on the values of any scheduled site or feature including outcomes from consultation with mana whenua and Heritage New Zealand Pouhere Taonga where relevant; and (c) The extent and effect of non-compliance on the streetscape, pedestrian safety and the amenity of the area. Note: Any electric vehicle charging device to be located within the State Highway road reserve requires approval from Waka Kotahi New Zealand Transport Agency.	Accept in part

17.62	Waka Kotahi	Support	20. Transport	TRAN-R6	Retain as notified.	Accept
17.63	Waka Kotahi	Support	20. Transport	TRAN-R8	Retain as notified.	Accept in part
17.64	Waka Kotahi	Support in part	20. Transport	TRAN-R9	Waka Kotahi seeks an amendment to the rule as follows: 2. The structure (excluding signs, temporary structures, and vehicle access points) is located within 20 m of the edge of an indicative road or designation boundary; *Note: KiwiRail and/or Waka Kotahi New Zealand Transport Agency will be considered an affected person (in respect of activities adjacent to a railway corridor) in accordance with section 95B of the RMA where its written approval is not provided* (g) The outcome of consultation with KiwiRail and Waka Kotahi New Zealand Transport Agency.	Reject
17.65	Waka Kotahi	Support	20. Transport	TRAN-R19	Retain as notified.	Accept
17.66	Waka Kotahi	Support in part	20. Transport	TRAN – Table 3	Amend provision by incorporating threshold for equivalent car movements onto the State Highway: Activities adjacent to the state highway network Any development, land use or subdivision located adjacent the state highway network. ITA Threshold Any activity exceeding 100 equivalent car movements per day requires an ITA.	Accept in part
FS06.01	Fuel Companies	Oppose			the Fuel Companies seek the following relief: (1) That submission 17.66 is disallowed. OR (2) If a general ITA requirement for proposals adjacent to the SHN is inserted into Table 3, that the specified ITA threshold only applies to: ▪ A new activity which exceeds the specified ITA threshold. ▪ An expansion to an existing activity where that expansion (excluding the existing activity) results in an exceedance of the specified ITA threshold. OR (3) If the relief sought by submission 17.66 is inserted into Table 3, that service stations are excluded from the specified ITA threshold.	Accept in part

					This is because service stations rely on existing traffic on the road network for their customers. Customers simply pause their journey for a short period of time at the service station before resuming their journey. Service stations are not destinations.	
FS19.153	PF Olsen	Oppose			Disallow submission point	Accept in part
17.92	Waka Kotahi	Oppose		New Rule	Insert new rule as detailed in Appendix B. Attachment B – New Reverse Sensitivity Noise Rules to be imposed in the Noise Chapter 1.Permitted Activity Rule Indoor Noise a.At any point within 100 metres from the edge of a state highway carriageway, where: (i)a new building that contains a noise sensitive activity; or (ii) an alteration to an existing building resulting in an increase in floor area of a noise sensitive activity; or (iii) a new noise sensitive activity is located in an existing building; is proposed, it is to be: (iv) Designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values in Table 1; and (v) If windows must be closed to achieve the design noise levels in (1)(a)(i), the building is designed, constructed and maintained with a mechanical ventilation system that: a. For habitable rooms for a residential activity, achieves the following requirements: i. Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and ii. is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and iii. provides relief for equivalent volumes of spill air; and iv. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 180C and 250C; and does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser. b.For other spaces, is as determined by a suitably qualified and experienced person.	Accept in part

c. A report is submitted by a suitably qualified and experienced person to the council demonstrating compliance with clauses (1)(a)(i) and (ii) above (as relevant) prior to the construction or alteration of any building containing an activity sensitive to noise.

Table 1

Occupancy/activity	Maximum road noise level [Note 1] $L_{Aeq(24h)}$
Building type: Residential	
Sleeping spaces	40 dB
All other habitable rooms	40 dB
Building type: Education	
Lecture rooms/theatres, music studios, assembly halls	35 dB
Teaching areas, conference rooms, drama studios, sleeping areas	40 dB
Libraries	45 dB
Building type: Health	
Overnight medical care, wards	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB
Building type: Cultural	
Places of worship, marae	35 B

Note 1: The design road noise is to be based on measured or predicted external noise levels plus 3 dB.

2.Permitted Activity Rule Outdoor Living Area

a.Where an outdoor living or outdoor activity space required by another rule in the Plan is within the Noise Corridor Boundary Overlay and the outdoor space is required for a noise sensitive activity, the required outdoor living space is to be designed and maintained to achieve noise levels not exceeding the maximum values in Table 2; and

b. A report is submitted by a suitably qualified and experienced person to the council demonstrating compliance with clauses (2)(a) above prior to the construction or alteration of the any

					building to which the outdoor living space relates. **Table 2** Activity: Required Outdoor Living Space — Maximum road noise level [Note 1] LAeq(24h): 57 dB **Note 1:** The design road noise is to be based on measured or predicted external noise levels plus 3 dB. 3.Restricted Discretionary Activity Rule Any new or altered noise sensitive activity which does not comply with Permitted Activity (1) or (2). Restricted Discretionary Activity – Matters of Discretion Discretion is restricted to: (a)Location of the building and outdoor living space; (b)The effects of the non-compliance on the health and amenity of occupants; and (c)The outcome of any consultation with Waka Kotahi NZ Transport Agency. Restricted Discretionary Activity – Assessment Criteria Discretion is restricted to: (a)Whether the location of the building minimises effects; (b)Alternative mitigation which manages the effects of the non-compliance on the health and amenity of occupants; and The outcome of any consultation with Waka Kotahi NZ Transport Agency.	
FS09.10	Kainga Ora	Oppose			Disallow	Accept in part
17.125	Waka Kotahi			GRUZ-R44	Waka Kotahi seek that this rule is deleted and replaced in the Noise Chapter with the rule drafted in Appendix B.	Accept in part
21.05	NZDF	Support with amendm	9. Definitions	Noise sensitive activity and	Amend the definition of 'Noise sensitive activity' and 'sensitive activity' to include community facilities, educational facilities and	Accept

		ent		sensitive activity	hospitals.	
22.01	Z Energy	Support with amendment	20. Transport	TRAN - Table 3 – High Trip Generating Activities	Amend TRAN – Table 3 as it relates to service stations: New Service Stations – All proposals require an ITA. And Any alternative or consequential relief as required to give effect to this submission.	Accept in part
FS27.09	Waka Kotahi	Support in part			Waka Kotahi seeks the submission point be allowed but clarification provided as to when an ITA will be triggered for an existing service station activity that increases vehicle movements.	Accept in part
24.05	MoE	Oppose with amendment	9. Definitions	Noise sensitive activity	Amend definition of 'Noise Sensitive' activity as follows: … visitor accommodation, educational facilities, papakāinga units … d) Community facilities. e) ~~Educational facilities~~ And Any consequential amendments required to give effect to the matters raised in this submission.	Accept
FS05.43	Federated Farmers	Support			Grant the relief sought	Accept
24.07	MoE	Support	9. Definitions	Sensitive activity	Retain as notified.	Accept
24.13	MoE	Support	19. Network utilities	NU-R9	Retain NU-R9 as notified.	Accept in part
24.14	MoE	Support	20. Transport	TRAN-O1	Retain TRAN-O1 as notified.	Accept in part

24.15	MoE	Support	20. Transport	TRAN-O2	Retain TRAN-O2 as notified.	Accept
24.16	MoE	Support	20. Transport	TRAN-P1	Retain TRAN-P1 as notified.	Accept in part
24.17	MoE	Support	20. Transport	TRAN-P4	Retain TRAN-P4 as notified.	Accept
24.18	MoE	Support	20. Transport	TRAN-P5	Retain TRAN-P5 as notified.	Accept
24.19	MoE	Support	20. Transport	TRAN-P6	Retain TRAN-P6 as notified.	Accept
24.20	MoE	Support with amendment	20. Transport	TRAN-Table 3	Delete all onsite loading requirements for educational facilities in TRAN - Table 3 And Any consequential amendments required to give effect to the matters raised in this submission.	Accept
24.21	MoE	Support	20. Transport	TRAN-R6	Retain TRAN-R6 as notified.	Accept
27.10	Hort NZ	Support	9. Definitions	Noise sensitive activity	Retain as notified.	Accept in part
FS05.45	Federated Farmers	Support			Grant the relief sought	Accept in part
27.13	Hort NZ	Support with amendment	9. Definitions	Sensitive activity	Add a new definition for 'sensitive activities' that includes educational facilities and hospitals.	Accept in part
36.06	Kāinga Ora	Oppose	9. Definitions	Noise sensitive activity	Delete the definition for 'Noise sensitivity activities'. And Any further, alternative or consequential relief as may be necessary to fully achieve the relief sought.	Reject
FS05.53	Federated Farmers	Oppose			Decline the relief sought.	Accept
FS11.02	KiwiRail	Oppose			Retain definition (with amendments as sought by KiwiRail) as notified	Accept in part

FS14.03	NZ Defence Force	Oppose			It is necessary to define noise sensitive activities to guide interpretation of objectives, policies and rules, particularly those that relate to reverse sensitivity effects. It is usual and expected for a district plan to include a definition of 'noise sensitive activities'.	Accept in part
FS27.01	Waka Kotahi	Oppose			Waka Kotahi seeks the submission point be disallowed.	Accept in part
46.24	FF	Support	20. Transport	TRAN-O4	Retain TRAN-O4 as notified.	Accept
46.25	FF	NEW	20. Transport	New policy	Add a new policy to the Transport chapter to require adverse effects from transportation activities on adjacent environments to be avoided, remedied or mitigated. And Any consequential amendments required as a result of the relief sought.	Accept
FS27.03	Waka Kotahi	Oppose			Waka Kotahi seeks the submission point be disallowed.	Reject
46.26	FF	Oppose with amendment	20. Transport	TRAN-R9	Amend TRAN-R9 to ensure that the maintenance and replacement of existing structures is permitted; And Amend TRAN-R9 so that structures supporting primary production activities (such as fences) are permitted; And Add a definition for 'indicative road'. And Add maps of all indicative roads.	Accept in part

46.27	FF	Oppose with amendment	20. Transport	TRAN-R17	Amend TRAN-R17(4) to exclude the rural zone from the requirements of that standard. And Amend TRAN R17(10) to exclude the rural zone from the requirements of that standard. And Any consequential amendments required as a result of the relief sought.	Accept in part
FS19.163	PF Olsen	Support			Allow submission point	
46.102	Federated Farmers	Support		GRUZ-R44	Retain performance standards GRUZ-R44 as notified. And Any consequential amendments required as a result of the relief sought	Accept in part
47.60	Forest and Bird	Support with amendment	20. Transport	Overview	Amend the overview in the Transport chapter to add a paragraph recognising the contribution of transport to climate change and carbon emissions. And Any consequential changes or alternative relief to achieve the relief sought.	Accept
47.61	Forest and Bird	NEW	20. Transport	Objectives general	Add a new objective to the Transport chapter as follows, or similar: <u>TRAN-OX</u> <u>The transport system is low-carbon and energy efficient and supports reductions in greenhouse gas emissions.</u> And Any consequential changes or alternative relief to achieve the relief sought.	Reject
47.62	Forest and Bird	Support with	20. Transport	TRAN-O1	Amend TRAN-O1 as follows: … 2.Maximises opportunities to link with <u>planned</u> land use and	Accept

		amendment			development; and … And Any consequential changes or alternative relief to achieve the relief sought.	
47.63	Forest and Bird	Support	20. Transport	TRAN-O2	Retain TRAN-O2.	Accept
47.64	Forest and Bird	Oppose with amendment	20. Transport	TRAN-O3	Amend TRAN-O3 as follows: Activities ~~are enabled that~~ generate a type or level of traffic that is compatible with the function of the transport corridor they obtain access to and from. And Any consequential changes or alternative relief to achieve the relief sought.	Accept
47.65	Forest and Bird	Oppose with amendment	20. Transport	TRAN-O6	Amend TRAN-O6 as follows: Adverse effects from the development, construction and maintenance of the transport system are ~~managed~~ <u>avoided, remedied or mitigated.</u> And Any consequential changes or alternative relief to achieve the relief sought.	Accept
FS19.56	PF Olsen	Oppose			Disallow submission point	Reject
47.66	Forest and Bird	Support with amendment	20. Transport	TRAN-P1.4	Amend TRAN-P1.4 as follows: ~~Seeking~~ improvements to pedestrian and cyclist safety… And Any consequential changes or alternative relief to achieve the relief sought.	Accept
47.67	Forest and Bird	Support wi	20. Transport	TRAN-P1.6	Amend TRAN-P1.6 as follows:	Reject

		th amendment			~~Accommodating and encouraging~~ Prioritising alternative modes of transport; and … And Any consequential changes or alternative relief to achieve the relief sought.	
47.68	Forest and Bird	Support with amendment	20. Transport	TRAN-P1.10	Amend TRAN-P1.10 as follows or similar: Minimising energy consumption, carbon emissions ~~environmental effects~~ and whole of life costs including embodied carbon in construction, maintenance and operation, and 11. Avoiding, remedying or mitigating adverse effects of new transport activities and for existing transport systems seeking opportunities to remediate and reduce environmental effects where degradation has occurred. And Any consequential changes or alternative relief to achieve the relief sought.	Reject
47.69	Forest and Bird	Support with amendment	20. Transport	TRAN-P2	Amend TRAN-P2 as follows: 3. Ensuring railway crossing design is in accordance with the requirements of the rail operator and to avoid impacts on indigenous biodiversity. And Retain TRAN-P2(1), (2) and (5) And Any consequential changes or alternative relief to achieve the relief sought.	Reject Accept in part
47.70	Forest and Bird	Support with	20. Transport	RULES general	Retain in the overview to the Transport chapter the explanation that any activity must comply with "any relevant provision in Part 2 District-Wide Matters."	Accept

		amendment			And Any consequential changes or alternative relief to achieve the relief sought.	
47.71	Forest and Bird	Support with amendment	20. Transport	RULES general	Add the following for all permitted activities in the Transport chapter. PER activities must: Comply with ECO chapter rules and any relevant overlay rules with respect to vegetation clearance and earthworks. And Any consequential changes or alternative relief to achieve the relief sought.	Reject
FS03.106	Director-General of Conservation	Support			Allow	Reject
FS19.57	PF Olsen	Oppose			Disallow submission point	Accept
47.72	Forest and Bird	Support with amendment	20. Transport	Rules general	Add the following matter of discretion for all RDIS activities in the Transport chapter: effects on indigenous biodiversity And Any consequential changes or alternative relief to achieve the relief sought.	Reject
51.04	KRH	Seek amendment	9. Definitions	Noise sensitive activity	Amend as follows: Noise sensitive activity; means residential units and minor residential units, boarding houses, co-housing developments, compact housing developments, retirement villages, visitor accommodation, papakāinga units and papakāinga housing developments, residential based visitor accommodation, managed care facilities and other buildings used for residential activities; and educational activities; health care activities; indoor community activities including libraries and congregation spaces within any place of worship; Hospitals; Marae complex	Accept in part

FS27.04	Waka Kotahi	Support			Waka Kotahi seeks the submission point be allowed.	
51.07	KRH	Seek amendment	9. Definitions	Road approach visibility line	Amend by altering definition title to 'approach sightline'	Accept
51.08	KRH	Seek amendment	9. Definitions	Restart view Line	Amend definition for Restart line as follows; Restart ~~view~~ sightline means the minimum distance, along the railway line(s) from the driver's eye position in a vehicle at the stop line position of the closest railway line, required to allow the driver to start from a stopped position and clear the railway line before a train arrives.	Accept
51.12	KRH	Seek amendment		Transport corridor	Amend as follows: means the whole corridor (including railway corridors) that provides for carriageway, berms and any adjoining pedestrian footpaths, walkways and cycleways, landscaping and lighting, and includes road, and access segregation strips.	Accept
51.23	KRH	Seek amendment	19. Network utilities	NU-R13	Amend NU-R13 as follows: RDIS New structures ~~on or~~ adjacent to a railway corridor or an indicative road	Accept
51.25	KRH	Support	20. Transport	TRAN-02	Retain as proposed.	Accept
51.26	KRH	Support	20. Transport	TRAN-05	Retain as proposed.	Accept
51.27	KRH	Support	20. Transport	TRAN-04	Retain as proposed.	Accept
51.28	KRH	Support	20. Transport	TRAN-P2(7)	Retain as proposed.	Accept
51.29	KRH	Support	20. Transport	TRAN-P3	Retain as proposed.	Accept
51.30	KRH	Support	20. Transport	TRAN-P7	Retain as proposed.	Accept
51.31	KRH	Support	20. Transport	TRAN-P10	Retain as proposed.	Accept in part
51.32	KRH	Seek Amendment	20. Transport	TRAN-R9	Amend as follows: Activity Status: RDIS TRAN-R9. Erection of structures ~~on or~~ adjacent to a railway corridor or	Accept

					an indicative road	
51.33	KRH	Seek amendment	20. Transport	TRAN-R10	Amend as follows: TRAN-R10. Vehicle access obtained by crossing a railway line All zones, all precincts. Activity Status: RDIS Where: The new vehicle access point from a site to a <u>road</u> transport corridor is obtained by crossing a railway line; or There is an existing vehicle access point and the on-site activity changes in nature or intensity but remains compliant with the Integrated Transport Assessment (ITA) thresholds in TRAN – Table 3;	Accept
51.34	KRH	Seek amendment	20. Transport	TRAN-R14	Amend as follows: TRAN-R14 ~~Rail level crossings~~ <u>Rail vehicle crossing setbacks and sightlines</u> New vehicle access points must be located a minimum of 30m from a railway level crossing, as measured from the closest rail track to the edge of the seal on the vehicle access point; and For railway level crossings controlled by ~~stop signs or~~ give way signs, any structures, vegetation or other visual obstructions must not be located within the approach sightlines or restart sightline areas as shown in the shaded areas of Figure - TRAN 3 and Figure - TRAN 4.	Accept
51.44	KRH	Seek amendments	Various zones including RESZ Residential zone GRUZ General Rural zone		Support the provisions in the zones listed, such as RLZ-25 Noise insulation for noise sensitive activities, which establish the principle for managing noise effects on noise sensitive receivers adjacent to land transport corridors in the Proposed Plan zone rules; and Amend by adding a new rule to the zones listed a standard applying within 100 metres of the legal boundary of any railway corridor boundary as follows; <u>Within 100m of a railway corridor boundary</u> 1. <u>Any habitable room in a new building used for a noise sensitive activity, or an alteration to an existing building that changes its use to a noise sensitive activity:</u>	Accept in part

			RPROZ Rural Production zone RLZ Rural Lifestyle zone SETZ Settlement Zone COMZ Commercial Zone MPZ Māori Purpose Zone INZ Industrial Zone OSZ Open Space Zone		a. is designed, constructed and maintained to achieve indoor noise levels resulting from the railway not exceeding 35 dB LAeq(1h); or b. is a single-storey framed residential building with habitable rooms designed, constructed and maintained in accordance with the construction schedule in Table XX - Minimum construction requirements for external building elements of habitable rooms to achieve an advanced level of acoustic insulation (see attached Appendix A). 2. A report is submitted to the council demonstrating compliance with the above prior to the construction or alteration of any building containing an activity sensitive to noise. Note - Railway noise is assumed to be 70 dB LAeq(1 hour) at a distance of 12 metres from the track and must be deemed to reduce at a rate of 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres. Matters over which discretion is restricted: 1. the extent to which building(s) containing activities sensitive to noise have been located and designed with particular regard to proximity to the rail corridor; 2. the extent of non-compliance with the noise standard and the effects of any non-compliance; 3. the extent to which topographical features or location of other buildings or structures will mitigate noise effects; and Any noise management implications arising from technical advice from an acoustic rail noise expert and KiwiRail	
FS09.09	Kainga Ora	Oppose			Disallow	Accept in part
51.46	KRH	Seek Amendment	NOISE-S4 Various zones including RESZ Residential zone GRUZ General Rural zone		Amend each zone listed by adding new standard as follows: 1. The requirements of ('XXX' being the railway noise acoustic insulation standard wherever it appears in the Plan) must be achieved at the same time as the ventilation requirements of the New Zealand Building Code. An alternative means of ventilation must be provided within any habitable room unless an acoustic design certificate signed by a suitably qualified acoustic engineer is provided that states the design of any habitable room as proposed will comply with the acoustic insulation standard with windows open.	Accept in part

			RPROZ Rural Production zone RLZ Rural Lifestyle zone SETZ Settlement Zone COMZ Commercial Zone MPZ Māori Purpose Zone INZ Industrial Zone OSZ Open Space Zone		2. Ventilation systems where installed must: a. provide cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; b. not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser; and provide an adjustable airflow rate of up to at least 6 air changes per hour.	
FS09.11	Kainga Ora	Oppose			Disallow	Accept in part
FS15.41	New Zealand Helicopter Association	Oppose			Reject the decision sought, and Allow the rule change sought by the Waitomo District Council (WDC) point 26.03	Accept in part
51.49	KRH	Seek amendment	All zones adjacent to rail corridor including: RESZ Residential zone GRUZ General		Amend to add a new performance standard as follows: Minimum setback from railway corridor boundaries Where: No building or structure may be located within 5m of any site boundary with the rail corridor. Activity status when compliance not achieved: RDIS New rule:	Accept in part

			Rural zone RPROZ Rural Production zone RLZ Rural Lifestyle zone SETZ Settlement Zone COMZ Commercial Zone MPZ Māori Purpose Zone INZ Industrial Zone NOSZ Natural Open Space Zone OSZ Open Space Zone		Buildings or structures not meeting Rule XXX-RX Activity Status Restricted Discretionary Where: The building or structure is setback less than 5m from the rail corridor boundary. Where the activity is RDIS, the matters over which discretion is restricted are: a. The size, nature and location of the structure on the site; and b. The extent to which the safety and efficiency of current and future rail operations will be adversely affected; and c. Whether the structure would compromise the design, construction or functioning of the future transport system; and d. Whether any land use activities enabled or established by the structure would be incompatible with rail operations or the transport system or create reverse sensitivity issues; and The outcome of consultation with KiwiRail.	
56.03	The Fuel Companies	Support in part	20. Transport	TRAN-P2	Amend clause (5) of Policy TRAN-P2 as follows: 5. Appropriately locate, maintain and operate electric vehicle charging ~~stations~~ devices;	Accept
56.04	The Fuel Companies	Support in part	20. Transport	TRAN-P3	Amend the title and performance standards of Rule TRAN-R3 as follows: TRAN-R3. Electric vehicle charging ~~stations~~ devices. 1. The electric vehicle charging device is installed in an existing, permitted or consented vehicle parking space, vehicle depot or	Accept

					garage structure or is installed on the road reserve; and 2. The electric vehicle charging device does not exceed a height of ~~1.8~~ 3.0 m as measured from ground level, and an area of ~~1.5~~ 3.0 m². This rule does not apply to poles, cables and cable support systems associated with the electric vehicle charging device.	
56.05	The Fuel Companies	Support in part	19. Network utilities	NU-R8	Amend the title and performance standards of Rule NU-R8 as follows: NU-R8. New electric vehicle charging ~~facilities~~ devices 1. Be installed in an existing, permitted or consented vehicle parking space, vehicle depot or garage structure, or installed on the road reserve; and 2. Not exceed a height of ~~1.8~~ 3.0 m and an area of ~~1.5~~ 3.0 m². This rule does not apply to poles, cables and cable support systems associated with the electric vehicle charging device. Use 'electric vehicle charging devices' in all other instances in the Plan which currently use other terms to refer to electric vehicle charging infrastructure. These terms include, but are not limited to, 'electric vehicle charging stations' or 'electric vehicle charging facilities'.	Accept
FS23.263	Te Nehenehenui	Oppose			Te Nehenehenui seeks to enhance the protection and maintenance of its people and taonga within the taiao as guided by Ko Tā Maniapoto Mahere Taiao – Maniapoto's Environmental Management Plan. Where submission points do not align with this, or have the potential to negatively impact on iwi, hapu, whanau cultural values, sites, and all taonga within TNN area of interest, TNN opposes and requests that Waitomo District Council consider this when finalising the review.	Reject

2. Appendix 2 – Decisions Version of the Chapter

Overview

The economic and social wellbeing of the district is dependent on an efficient and effective transport network which includes roads, rail, walkways and cycleways. How the transport network is managed and functions is closely linked with the use of the adjoining land. There can be conflicts between the demand for access to land and the demand to move goods and people safely and efficiently from one part of the country to another. An integrated approach is required to ensure that the operation of the transport network is not unduly affected by land use and development, and that the adverse effects of the transport network do not have a detrimental effect on adjacent activities.

Ensuring an integrated approach to land use, development and transport is consistent with the Waikato Regional Policy Statement which seeks to ensure that, at the earliest stages, land use planning and development provides for and integrates with a wide range of transport options that complement and support the existing transport network. The provision of transport infrastructure needs to be considered in the context of existing and planned infrastructure requirements and the sequencing and funding arrangements for infrastructure that may be in place through Waitomo District Council's Long Term Plan and the National Land Transport Programme.

The Road to Zero places human wellbeing at the heart of the transport network and sets out a vision for our nation where no one is killed or seriously injured in road crashes. Adopting this vision for road safety means we need to make concerted efforts towards building a transport network that protects everyone from road trauma. It represents a commitment to embed road safety principles and harm reduction in transport design, regulation, planning, operation and funding.

Waitomo District Council is the road controlling authority for public roads in our district that are not State Highways. This extensive transport network provides local access and connectivity within and between our communities. The One Network Framework is a classification system, which divides New Zealand's roads into six categories – national, arterial, regional, primary collector, secondary collector or access. Waitomo District Council roads are primary collector, secondary collector and access roads, but for the purpose of this plan they are referred to as 'district roads'.

State Highways form part of the national network of highways throughout the country. Waka Kotahi New Zealand Transport Agency is the road controlling authority for State Highways. For State Highways, the through-traffic function generally takes precedence over access and local traffic functions.

KiwiRail is responsible for rail operations in New Zealand. The North Island main trunk railway line runs through the district and Te Kūiti and plays a crucial role in freight and supply chain functions, connecting Auckland and Wellington.

The district is also home to an increasing number of cycle and walking paths including the nationally important Te Araroa Trail and the Timber Trail. There are also a number of

navigable rivers in the district. Activities on water bodies are managed through the provisions of the activities on the surface of water chapter.

Transport is a significant contributor to greenhouse gas emissions, which in turn contributes to climate change. The district plan can encourage a reduction in vehicle emissions by reducing the dependence on private vehicles, and instead support people to walk, cycle and use public transport.

Objectives

Refer also to the relevant objectives in Part 2 District - Wide Matters

TRAN-O1. The transport network is a well-connected, integrated and accessible network that:

1. Meets and is responsive to current and future needs, and
2. Maximises opportunities to link with both existing and planned land use and development; and
3. Promotes the use of walking and cycling and reduces the dependency on private motor vehicles.

TRAN-O2. The transport network is safe, efficient and effective in moving people and goods within and beyond the district and enables a range of mobility options.

TRAN-O3. Activities generate a type or level of traffic that is compatible with the function of the transport corridor they access.

TRAN-O4. Adverse effects that arise from transport connections, new activities or intensification of activities on the operation of the transport network are avoided, remedied or mitigated.

TRAN-O5. Well located, formed and constructed vehicle access points, parking, loading and manoeuvring areas are provided that contribute to the safe and efficient functioning of the activity and the transport network.

TRAN-O6. Adverse effects from the development, construction and maintenance of the transport network are avoided, remedied or mitigated.

Policies

Refer also to the relevant policies in Part 2 District - Wide Matters

TRAN-P1. Ensure that the operation of a safe, efficient, effective, integrated, resilient and sustainable transport network is achieved through:

1. Development, construction and maintenance of the transport network is consistent with the transport corridor function and hierarchy; and
2. The appropriate design, number, location and formation of vehicle access points; and
3. Design, upgrades and maintenance that seek to reduce deaths and serious injuries; and
4. Safe, appropriately designed pedestrian access ways, walkways and cycleways suitable for all users, including those with restricted mobility; and

5. Minimising conflict within the transport network by ensuring sight and separation distance requirements are adhered to; and
6. Accommodating and encouraging alternative modes of transport; and
7. Facilitating opportunities to enhance character and amenity; and
8. Promoting the achievement of outcomes specified in the key moves of the Town Concept Plans; and
9. Including where possible, the use of low impact stormwater design; and
10. Minimising energy consumption and whole of life costs in construction, maintenance and operation.

TRAN-P2. Ensure that activities do not adversely affect the safe and efficient operation of the transport network by:

1. Avoiding conflict between vehicles, pedestrians and cyclists and other active modes; and
2. Avoiding the adverse cumulative effects of activities; and
3. Provide appropriately designed and/or located vehicle access points, on-site parking, loading and queuing spaces, loading and manoeuvring spaces to reduce disruption to traffic flow, driver distraction and road congestion; and
4. Minimise the need for new vehicle access points onto a State Highway; and
5. Appropriately locate, maintain and operate electric vehicle charging devices; and
6. Encourage the development of stock underpasses; and
7. Minimise the potential for reverse sensitivity effects where activities adjoin the transport network.

TRAN-P3. Ensure that activities do not adversely affect the safe and efficient operation of the rail transport network by:

1. Avoiding the installation of new rail level crossings unless there is no possible alternative; and
2. Avoiding the location of new vehicle access points and the erection and location of structures and other visual obstructions within the sightline areas of rail level crossings; and
3. Ensuring railway crossing design is in accordance with the requirements of the rail operator.

TRAN-P4. Ensure that high trip generating activities are evaluated through an Integrated Transport Assessment (ITA) that demonstrates how adverse effects on the transport network will be avoided, remedied or mitigated, and:

1. Ensures that the capacity and the likely effect of the proposed use on the transport network, its users and their safety is maintained or enhanced; and
2. Manages the effects on the amenity values and character of the transport network; and
3. Provides for inclusive access, transport choice and integration of different modes; and

4. Fully considers whether opportunities for alternative access and/or routes exist; and
5. Provides appropriate traffic management and travel planning mechanisms; and
6. Provides for circumstances where it is appropriate to stage the activity and/or undertake improvements to the transport network; and
7. Factors in the ongoing maintenance requirements of the transport network and the need for maintenance agreements; and
8. Integrates development with funded improvements to the network and ensures that timing aligns with capacity; and
9. Considers and manages cumulative effects; and
10. Takes into account any positive transport effects; and
11. Accounts for any changes over the relevant assessment period to the predicted level of personal risk to individuals (safety) using the network and levels of service (efficiency) of the network.

TRAN-P5. In limited circumstances or where an Integrated Transport Assessment (ITA) demonstrates that it is appropriate, Waitomo District Council may:

1. Reduce the on-site car parking requirement where an activity can demonstrate through the provision of a travel plan, that staff or occupants of the activity can access the activity through alternative means of travel; and
2. Reduce the on-site car parking requirement where activities that operate at different times and/or have adjoining sites may be able to share the use of the same parking spaces; and
3. Dispense with the requirement for an on-site manoeuvring, loading or queuing spaces where any adverse effects on safety can be avoided, remedied or mitigated.

TRAN-P6. Ensure activities that generate vehicle trips associated with construction minimise any adverse effects having regard to:

1. The types of vehicles serving the site, their frequency, the time of vehicle movement and anticipated traffic generation; and
2. The duration of the traffic generation and the extent to which it creates adverse amenity effects and/or sleep disturbance for surrounding sensitive activities; and
3. The capacity of the site and adjoining transport network to accommodate parking for workers associated with the construction work; and
4. The location of the site to nearby educational facilities and the need for heavy construction vehicles to avoid travelling past those during peak pick-up and drop off times (8.00 – 9.00am and 2.30-3.30pm) to ensure student pedestrian safety; and
5. Any potential adverse effects on the safety and efficiency of the transport network; and/or
6. The outcomes or recommendations of a Construction Traffic Management Plan undertaken by a suitably qualified transport professional.

TRAN-P7. Manage the location, design and layout of activities to ensure they integrate with existing and future transport corridors.

TRAN-P8. The provision of transport infrastructure for any development or subdivision must be planned, funded and provided for in an integrated and comprehensive manner.

TRAN-P9. Additions and upgrades to the transport network shall achieve connectivity by:

1. Linking to existing networks, including cycleways, walkways, public transport routes and open space networks; and
2. Contributing to shorter travel distances and providing choices for all users; and
3. Not precluding connectivity to future developable land or future transport network connections; and
4. Ensuring accessibility for all users including transport disadvantaged and mobility impaired; and
5. Allowing efficiency of movement within, to and from the activity for all users; and
6. Providing increased opportunity for social interaction, particularly in commercial areas and residential neighbourhoods; and
7. Supporting low impact urban design principles, including the integration of natural features.

TRAN-P10. Ensure vehicle access points, on-site parking, loading, queuing and manoeuvring spaces are appropriately designed, located, constructed and formed to:

1. Minimise congestion and allow traffic to enter transport corridors safely; and
2. Minimise conflict between vehicles, pedestrians and cyclists and other active modes; and
3. Support the expected amenity levels in the zone including by maintaining setbacks and outdoor living space; and
4. Minimise the potential to generate dust and avoid granular material and stormwater run-off entering the transport corridor and/or water bodies.

TRAN-P11. Avoid interrupting a road frontage with a new vehicle access point in the Te Kūiti CBD precinct (PREC5) to ensure pedestrian safety.

TRAN-P12. Ensure sites providing more than five carparks in the commercial zone and larger carparks in other zones are located, landscaped and illuminated to enhance local amenity and maximise pedestrian safety.

TRAN-P13. To achieve the re-use of historic heritage sites listed in SCHED1 - Heritage Buildings and Structures, enable reduced vehicle access points, on-site parking, loading and manoeuvring requirements where these cannot practicably be incorporated on-site due to the location of the heritage item and/or the size of the site.

Rules

The rules that apply to transport are contained in the tables listed below. To undertake any activity, it must comply with the rules listed in:

- TRAN - Table 1 - Activities Rules; and
- TRAN- Table 2 - Performance Standards; and
- Any relevant provision in Part 2 District-Wide Matters; and
- Any relevant provision in Part 3 Area Specific Matters.

Where an activity breaches more than one rule, the most restrictive status shall apply to the activity.

Refer to Part 1 - How the Plan Works for an explanation of how to use this plan, including activity status abbreviations.

Note: TRAN-S5 to TRAN-S8 do not apply to Te Maika Precinct (PREC7)

TRAN - Table 1 - Activities Rules

Unless otherwise specified in a rule, the rules in this table apply to all roads including new roads approved by way of resource consent		
TRAN-R1.	Vehicle access on to roads other than State Highways	
All zones, all precincts (except Te **Kūiti CBD** precinct PREC5)	Activity Status: PER Where: 1. The activity requires a new vehicle access point to any road other than a State Highway; or 2. There is an existing vehicle access point and the on-site activity changes in nature or intensity but remains compliant with the Integrated Transport Assessment (ITA) thresholds in TRAN – Table 3; AND 3. All of the performance standards in TRAN – Table 2 are complied with; and 4. The vehicle access point complies with the standards set out in the Regional Infrastructure Technical Specifications (Waikato); and 5. The vehicle access point complies with 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	Activity status where compliance is not achieved: RDIS Matters over which discretion is restricted: (a) The matters of discretion associated with any performance standard which cannot be complied with in TRAN - Table 2; and (b) Adverse effects on the safe, efficient and effective operation of the transport network; and (c) The ability to provide an adequate and reliable firefighting water supply; and (d) The effects on the environment of not complying with the standards set out in the Regional Infrastructure Technical Specifications (Waikato).

	exceeds 75m or a fire appliance is not able to reach the source of a firefighting water supply from a public road. *Note: Where an activity requires a new vehicle access point to a State Highway see rule TRAN-R8*	
Te Kūiti CBD precinct PREC5	Activity Status: DIS Where: 6. All of the performance standards in TRAN - Table 2 are complied with; and 7. A new vehicle access point is created onto a road; and 8. The vehicle access point complies with the standards set out in the Regional Infrastructure Technical Specifications (Waikato).	Activity status where compliance is not achieved: NC
TRAN-R2.	Car park landscaping and illumination	
All zones, all precincts except the commercial zone	Activity Status: PER Where: 1. All of the performance standards in TRAN - Table 2 are complied with; and 2. More than 25 or more carparks are provided on a site, at least one tree is planted for every 5 car park spaces at a grade of no less than PB95 (equivalent to a tree that is at least 1.5 m tall at the time of planting); and 3. Car parks must be illuminated in accordance with AS/NZS 1158 requirements for Category P.	Activity status where compliance is not achieved: RDIS Matters over which discretion is restricted: (a) The matters of discretion associated with any performance standard which cannot be complied with in TRAN - Table 2; and (b) The proposed landscaping plan, planting design, species selection and the size of plants at time of planting; and (c) The extent to which the following design and landscape elements are provided within the parking area of the site: (i) A clear and defined accessible pedestrian route to the buildings on site for which the car parking is being provided; and (ii) Adequate vehicle queuing space; and (iii) The ability for passive surveillance; and (iv) Lighting designed to provide a safe environment.
Commercial zone	Activity status: RDIS Where: 4. All of the performance standards in TRAN - Table 2 are complied with; and	

	5. Five or more carparks are provided on a site, at least one tree must be planted for every 5 car parking spaces at a grade of no less than PB95 (equivalent to a tree that is at least 1.5m tall at the time of planting); and 6. Lighting is designed and operated to provide a safe environment for pedestrians. Where the activity is RDIS, the matters over which discretion is restricted are: (a) The matters of discretion associated with any performance standard which cannot be complied with in TRAN - Table 2; and (b) The extent and effect of non-compliance on the streetscape, pedestrian safety and the amenity of the area; and (c) The ability to mitigate any effects on the streetscape by screening, planting and landscaping design; and (d) Adverse effects on the safe, efficient and effective operation of the transport network; and (d) The proposed landscaping plan, planting design, species selection and the size of plants at time of planting; and (e) The extent to which the key moves in the relevant Town Concept Plan, particularly those associated with gateway areas, have been considered and provided for; and (f) The extent to which the following design and landscape elements are provided within the parking area of the site: (i) A clear and defined accessible pedestrian route to the buildings on site for which the car parking is being provided; and (ii) Adequate vehicle queuing space; and (iii) The ability for passive surveillance; and (iv) Lighting designed to provide a safe environment. Activity status where compliance is not achieved: DIS *Note: AS/NZS 1158.3.1.2005 Part 3.1: Pedestrian Area (Category P) lighting - Performance and design requirements, Table 2.5 Lighting categories for outdoor carparks (lighting subcategory P11b) sets out requirements for lighting carparks.* *Note: 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 accessible routes from the parking spaces to the associated activity or road.*	
TRAN-R3.	Electric vehicle charging devices	
All zones, all precincts	Activity Status: PER Where: 1. The electric vehicle charging device is installed in an existing, permitted or consented vehicle parking space, vehicle depot or garage structure or is installed on the road reserve; and 2. The electric vehicle charging device does not exceed a height of 3 m as measured from ground level, and an area of 3 m^2.	Activity status where compliance is not achieved: RDIS Matters over which discretion is restricted: (a) Adverse effects on the safe, efficient and effective operation of the transport network; and (b) The extent and effect of non-compliance on the streetscape, pedestrian safety and the amenity of the area.

	Note: This rule does not apply to poles, cables and cable support systems associated with the electric vehicle charging device. *Note: Any electric vehicle charging device to be located within the State Highway road reserve requires approval from Waka Kotahi New Zealand Transport Agency.*	
TRAN-R4.	New walkways and cycleways	
All zones, all precincts	Activity Status: PER Where: 1. The walkway must have a minimum width of 1.5 m; or 2. The walkway is also a cycleway, it must have a minimum width of 3.0 m. *Note: Where the site is on/in a scheduled feature, there may be additional rules relating to earthworks and vegetation clearance.*	Activity status where compliance is not achieved: RDIS Matters over which discretion is restricted: (a) The design, location, construction and materials used; and (b) The extent and effect of non-compliance on the streetscape, pedestrian and cyclist safety and the amenity of the area; and (c) Connectivity with other off-road pedestrian and cycle facilities and the transport network including outcomes from consultation with Waka Kotahi New Zealand Transport Agency where relevant; and (d) The extent to which the key moves in the relevant Town Concept Plan have been considered and provided for.
TRAN-R5.	Stock underpasses	
General rural & rural lifestyle zones	Activity Status: PER Where: 1. The stock underpass must be located within: (i) Road reserve; and (ii) The general rural or rural lifestyle zones. *Note: Where the site is on/in a scheduled feature, there may be additional rules relating to earthworks and vegetation clearance.*	Activity status where compliance is not achieved: RDIS Matters over which discretion is restricted: (a) Adverse effects on the safe, efficient and effective operation of the transport network; and (b) The extent and effect of non-compliance with the standards set out in the Regional Infrastructure Technical Specifications (Waikato).

TRAN-R6.	High trip generating activities	
All zones, all precincts	Activity Status: PER Where: 1. The activity does not exceed the Integrated Transport Assessment (ITA) thresholds in TRAN – Table 3; and 2. All of the performance standards in TRAN - Table 2 are complied with; and 3. The provisions of this rule do not apply to activities that are the subject of approved resource consents, structure plans or plan changes at 20 October 2022. *Note: An Integrated Transport Assessment, prepared by a suitably qualified transport professional, must be submitted with any resource consent application under this rule.* *Note: The New Zealand Transport Agency guidelines "Research Report 422: Integrated Transport Assessment Guidelines, November 2010" should be used to inform any Integrated Transport Assessment.*	Activity status where compliance is not achieved: RDIS Matters over which discretion is restricted: (a) The matters of discretion associated with any performance standard which cannot be complied with in TRAN - Table 2; and (b) The effects of the activity on the safety, efficiency and effectiveness of the transport network, including consideration of cumulative effects with other existing and consented activities in the vicinity; and (c) The extent to which the number, pattern and/or timing of vehicle movements is likely to adversely affect the amenity values and character of the immediate and surrounding area; and (d) Whether the additional trip generation adversely impacts road condition and increases maintenance and or renewal requirements; and (e) The extent to which the proposal has provided for connectivity and considered the integration of different modes and transport choices; and (f) Any alternative locations and methods, such as travel planning, that were considered to avoid, remedy and mitigate any adverse effects, while recognising practical constraints and any benefits generated by the activity; and (g) Consideration of outcomes and recommendations in the Integrated Transport Assessment provided with the application; and (h) The extent to which suitable vehicle access, vehicle queuing, parking and manoeuvring are provided on site; and (i) The extent to which the proposal relies on the provision of other infrastructure; and (j) For any development involving access onto a State Highway, the results of consultation with Waka Kotahi New Zealand Transport Agency.

TRAN-R7.	Any activity not otherwise listed in this table	
All zones, all precincts	Activity Status: PER Where: 1. All of the performance standards in TRAN - Table 2 are complied with.	Activity status where compliance is not achieved: DIS
TRAN-R8.	Vehicle access on to State Highways	
All zones, all precincts	Activity Status: RDIS Where: 1. The activity requires a new vehicle access point on to any State Highway; or 2. There is an existing vehicle access point and the on-site activity changes in nature or intensity but does not exceed the Integrated Transport Assessment (ITA) thresholds in TRAN – Table 3; AND 3. All of the performance standards in TRAN - Table 2 are complied with; and 4. The activity complies with the access way standards and guidelines set out by Waka Kotahi New Zealand Transport Agency; and 5. The vehicle access point complies with 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. Where the activity is RDIS, the matters over which discretion is restricted are: (a) The matters of discretion associated with any performance standard which cannot be complied with in TRAN - Table 2; and (b) Adverse effects on the safe, efficient and effective operation of the transport network; and (c) Whether there is alternative access from another transport corridor; and (d) The outcome of consultation with Waka Kotahi New Zealand Transport Agency; (e) The ability to provide an adequate and reliable firefighting water supply; and~~.~~ (f) The extent to which the number, type and/or timing of vehicle movements is likely to adversely affect the safety and effective functioning of the State Highway. Activity status where compliance is not achieved: DIS *Note: All new vehicle access points that intersect a State Highway require the approval of Waka Kotahi New Zealand Transport Agency under the Government Roading Powers Act 1989. Waka Kotahi New Zealand Transport Agency may require a different vehicle access construction standard from TRAN-Table 2.*	
TRAN-R9.	Erection of structures adjacent to a railway designation boundary or an indicative road	
All zones, all precincts	Activity Status: PER Where: 1. All of the performance standards in TRAN - Table 2 are complied with; and 2. The structure is set back a minimum of 5 m from the designation boundary of the ~~a~~ railway corridor; or	

	3. The structure is set back a minimum of 20 m ~~of~~ from the edge of an indicative transport corridor. 4. For clarity, TRAN-R9.2 does not apply to KiwiRail Holdings Limited. 5. This rule does not apply to signs, temporary structures, fences, network utility structures and vehicle access points. Activity status where compliance is not achieved: RDIS The matters over which discretion is restricted are: (a) The matters of discretion associated with any performance standard which cannot be complied with in TRAN - Table 2; and (b) The size, nature and location of the structure on the site; and (c) The extent to which the safety and efficiency of current and future rail operations will be adversely affected; and (d) Whether the indicative road location is taken into account in the siting of structures; and (e) Whether the structure would compromise the design, construction or functioning of the future transport network; and (f) Whether any land use activities enabled or established by the structure would be incompatible with rail operations or the transport network or create reverse sensitivity issues; and (g) The outcome of consultation with KiwiRail. *Note: KiwiRail will be considered an affected person in accordance with section 95B of the RMA where its written approval is not provided.*
TRAN-R10.	Vehicle access obtained by crossing a railway line
All zones, all precincts	Activity Status: RDIS Where: 1. The new vehicle access point from a site to a road transport corridor is obtained by crossing a railway line; or 2. There is an existing vehicle access point and the on-site activity changes in nature or intensity but remains compliant with the Integrated Transport Assessment (ITA) thresholds in TRAN – Table 3; AND 3. The vehicle access point complies with 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; and 4. All of the performance standards in TRAN - Table 2 are complied with. Matters over which discretion is restricted: (a) Adverse effects on the safe, efficient and effective operation of the rail transport network; and (b) Whether there is alternative access from another transport corridor; and (c) The outcome of consultation with KiwiRail; and (d) The ability to provide an adequate and reliable firefighting water supply; and (e) The matters of discretion associated with any performance standard which cannot be complied with in TRAN - Table 2. Activity status where compliance is not achieved: DIS

	Note: KiwiRail will be considered an affected person in accordance with section 95B of the RMA where its written approval is not provided.

TRAN - Table 2 - Performance Standards

The rules in this table apply to all zones and precincts	
TRAN-S1.	Number of vehicle access points
1. One vehicle access point per site is permitted onto a district road; 2. One vehicle access point per site is permitted on to a State Highway; and 3. Two vehicle access points per site are permitted for emergency service facilities. *Note: Where an activity requires a new vehicle access point to a State Highway see rule TRAN-R8.*	Matters over which discretion is restricted: (a) The design, location, construction and materials used; and (b) The extent and effect of non-compliance on the streetscape, vehicle, pedestrian and cyclist safety and the amenity of the area; and (c) Adverse effects on the safe, efficient and effective operation of the transport network; and (d) The level of traffic generated by the activities to be served by the vehicle access point; and (e) Mitigation measures to address safety.
TRAN-S2.	Minimum sight distances[1]
1. Where the speed environment is 100 km/h the minimum sight distance from a vehicle access point must be 280 m[2]; and 2. Where the speed environment is 80 km/h the minimum sight distance from a vehicle access point must be 210 m[3]; and 3. Where the speed environment is 70 km/h the minimum sight distance from a vehicle access point must be 115m[4]; and 4. Where the speed environment is 60 km/h the minimum sight distance from a vehicle access point must be 80 m[5]; and	Matters over which discretion is restricted: (a) The design, location, construction and materials used; and (b) The extent and effect of non-compliance on vehicle, pedestrian and cyclist safety; and (c) Adverse effects on the safe, efficient and effective operation of the transport network; and (d) The level of traffic generated by the activities to be served by the vehicle access point; and (e) Mitigation measures to address safety.

[1] The sight distances are based on Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections (Equation 1 and 2)
[2] The sight distance for a 100km/h speed environment are calculated based upon Safe Intersection Sight Distance (SISD) with 85th percentile speed of 110km/h and R_T 2.0 seconds.
[3] The sight distance for an 80km/h speed environment are calculated based upon SISD with 85th percentile speed of 90km/h and R_T 2.0 seconds.
[4] The sight distance for a 70km/h speed environment are calculated based upon Approach Sight Distance (ASD) with 85th percentile speed of 80km/h and R_T 2.0 seconds.
[5] The sight distance for a 60km/h speed environment are calculated based upon ASD with 85th percentile speed of 70km/h and R_T 1.5 seconds.

5.	Where the speed environment is 50 km/h or less the minimum sight distance from a vehicle access point must be 55 m[6].	

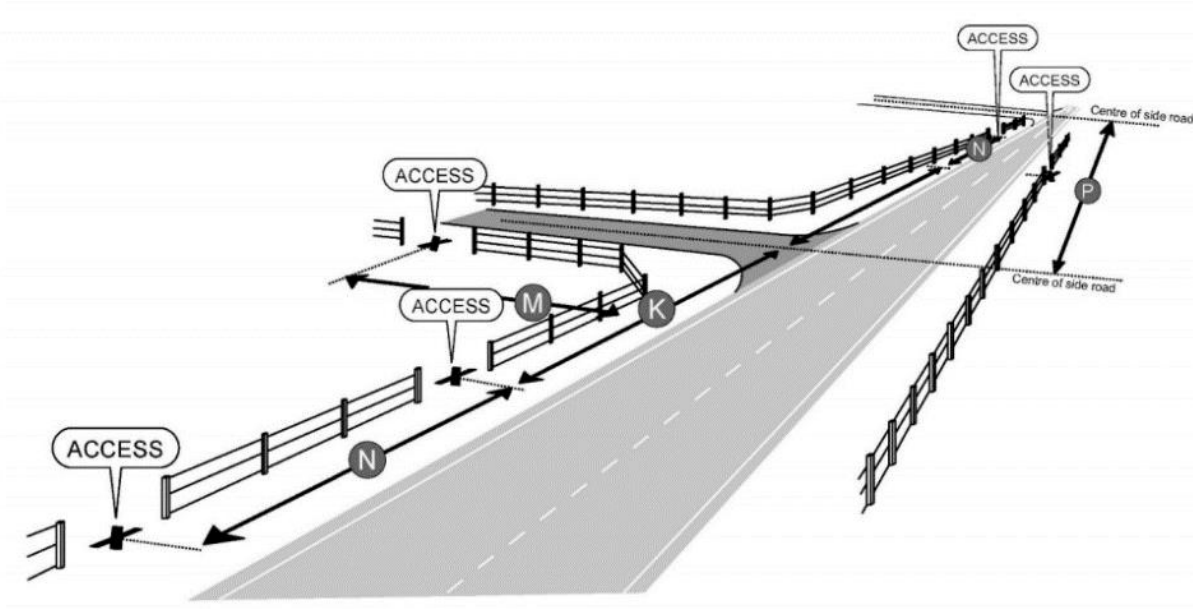
TRAN-S3.	Minimum distance between vehicle crossings and road intersections

1.	The minimum separation distances must comply with Figure - TRAN 1 and Figure - TRAN 2:	Activity status where compliance is not achieved: DIS

Figure - TRAN 1 - separation distances[7]

Separation distances[8]				
Speed environment	P Minimum distance between intersections	K Minimum distance between a vehicle access point and an intersection	M Minimum distance between a vehicle access point and an intersection	N Minimum distance between vehicle access points on the same or opposite frontages
100 km/h	800m	200m	60m	200m
80 km/h	550m	100m	45m	100m
70 km/h	400m	100m	45m	40m
60 km/h	200m	30m	20m	20m
50 km/h or less	125m	30m	20m	less than 4m or more than 15m

Figure - TRAN 2 - separation distances



TRAN-S4.	Setbacks and sightlines for level rail crossings

[6] The sight distance for a 50km/h speed environment are calculated based upon ASD with 85th percentile speed of 50km/h and R_T 1.5 seconds.
[7] Separation distances are based on NZTA Planning Policy Manual, Appendix 5B – Accessway Standards and Guidelines, Table App5B/3 – Guidelines for minimum accessway spacings.
[8] Separation distances are based on NZTA Planning Policy Manual, Appendix 5B – Accessway Standards and Guidelines, Table App5B/3 – Guidelines for minimum accessway spacings.

1. New vehicle access points must be located a minimum of 30 m[9] from a railway level crossing, as measured from the closest rail track to the edge of the seal on the vehicle access point; and 2. For railway level crossings controlled by give way signs, any structures, vegetation or other visual obstructions must not be located within the approach sightlines or restart sightline areas as shown in the shaded areas of Figure - TRAN 3 and Figure - TRAN 4. *Note: KiwiRail will be considered an affected person in accordance with section 95B of the RMA where its written approval is not provided.*	Activity status where compliance is not achieved: DIS

Figure – TRAN 3 - approach sightlines

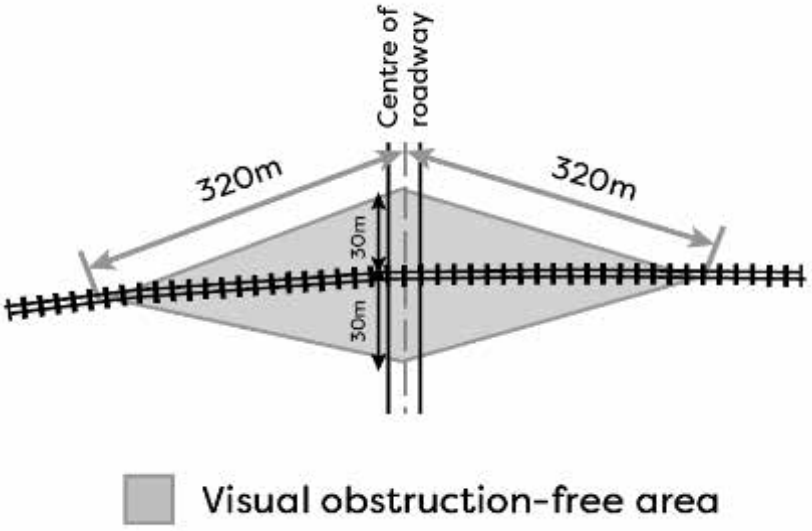
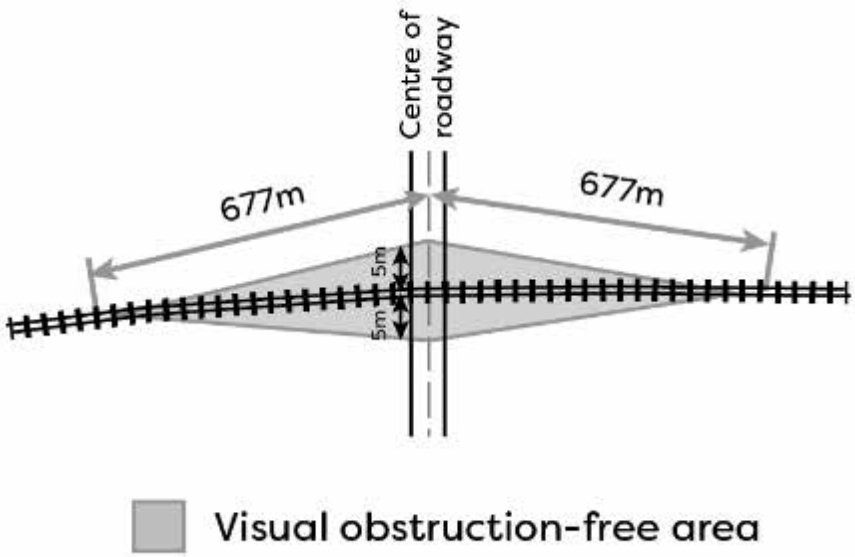


Figure - TRAN 4 - restart sightlines

[9] Based on NZTA Traffic Control Devices Manual – Part 9 Level Crossings



Visual obstruction-free area

TRAN-S5.	Requirements for on-site vehicle parking spaces
1. All activities must comply with the requirements in TRAN − Table 3 and Figure − TRAN 5, and be located on the same site as the activity for which they are required; and 2. In calculating the number of parking spaces to be provided, fractional numbers must be rounded up to the next whole number; and 3. Where a minimum parking requirement applies and a site supports more than one activity, the parking requirement of each activity must be separately determined and then combined to determine the overall minimum parking requirement for the site; and 4. A parking space includes those provided for in a garage or carport; and 5. Staff parking in the commercial and tourism zones may be stacked; and 6. In the residential, settlement and rural lifestyle zones, one of the car parks allocated to a single residential unit may be stacked; and 7. Space needed for manoeuvring, loading, unloading, queuing, or standing at a service booth must not be counted towards meeting the car park requirement; and 8. For vehicle manoeuvring areas and parking spaces, including those spaces located in a garage, the requirements in Figure − TRAN 6 must be complied with; and	Activity status where compliance is not achieved: DIS

9. In the industrial and rural production zones, all vehicles must have the ability to access the adjoining road in a forward direction after no more than a three point turning manoeuvre on the site. *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 accessible routes from the parking spaces to the associated activity or road.*	

TRAN-S6.	Minimum number of on-site loading spaces
1. All activities must comply with the minimum number of on-site loading spaces in TRAN – Table 3; and 2. Where an on-site loading space is required by TRAN – Table 3, the vehicle manoeuvring area and on-site loading spaces must be provided on site, to a 99 percentile truck standard, in order to ensure that all vehicles have the ability to access the adjoining road in a forward direction after no more than a three point turning manoeuvre on the site.	Activity status where compliance is not achieved: DIS

TRAN-S7.	Construction and formation standards
1. Every site must be provided with a vehicle access point to a formed road that is constructed to a permanent standard and complies with the standards set out in the Regional Infrastructure Technical Specifications (Waikato); and 2. In all zones, all activities must comply with the requirements in Figure – TRAN 7; and 3. In the commercial, residential and tourism zones only, vehicle parking spaces, on-site loading spaces, service lanes, private ways, manoeuvring areas and site queueing spaces must be sealed; and 4. In zones other than the commercial, residential, General rural zone and tourism zones, vehicle parking spaces, on-site loading spaces, service lanes, private ways, manoeuvring areas and site queueing spaces must be designed, formed and constructed to ensure that the surface provides a dust free environment and ensures the safe and efficient disposal of surface stormwater in a way	Activity status where compliance is not achieved: DIS

that does not result in ponding, scouring or granular material or stormwater run-off entering the transport corridor or water bodies; and 5. In the General rural zone, vehicle parking spaces, onsite loading spaces, service lanes, private ways, manoeuvring areas and site queueing spaces must be designed, formed and constructed to ensure that the surface does not create a dust nuisance for other sites and disposes of surface stormwater in a way that does not result in ponding, scouring or granular material or stormwater run-off entering the transport corridor or water bodies; and 6. In all zones, vehicle parking spaces, on-site loading spaces, manoeuvring areas and site queueing spaces must not encroach on any required outdoor living space; and 7. For front and corner sites in the residential and settlement zones only, vehicle parking spaces and manoeuvring areas for residential activities may encroach into the road boundary setback, provided that a 1m wide setback is retained at the road boundary, excluding the vehicle access point(s); and 8. For rear sites in the residential and settlement zones only, vehicle parking spaces and manoeuvring areas for residential activities may encroach into any setback; and 9. In zones other than the residential and settlement zones AND for non-residential activities (excluding home businesses) in the residential and settlement zones, vehicle parking spaces, on-site loading spaces, manoeuvring areas and site queueing spaces must not encroach on any front boundary setback except at the vehicle access point(s); and 10. In the commercial and tourism zones only, sites with five or more vehicle parking spaces must be marked so that it is clear to users where the edge of each space is; and 11. In all zones except the General rural zone, commercial vehicle, machinery or container washdown areas must be sealed, bunded and connected to the wastewater treatment network where connection is available. In the General rural zone, washdown areas must not result in	

	run-off entering the transport corridor or water bodies.	
TRAN-S8.	Additional driveway formation and construction standards	
1. All driveways must have a minimum width of 3 m and must not exceed a maximum gradient of 1:5; and 2. Where the driveway length exceeds 50 m, one passing bay is required per 50 m interval; and 3. The minimum vertical clearance from buildings or structures is 4 m; and 4. The minimum inside turning radius for bends is 6.5 m; and 5. The driveway must comply with the standards set out in the Regional Infrastructure Technical Specifications (Waikato).		Activity status where compliance is not achieved: DIS
TRAN-S9.	Vehicle access and road hierarchy	
1. Where a site has two road frontages, vehicle access must be from the district road rather than from the State Highway.		Activity status where compliance is not achieved: DIS

TRAN - Table 3 - Parking and loading requirements and Integrated Transport Assessment (ITA) Thresholds

Residential Activities	On-site vehicle parking requirement	ITA Threshold	On-site loading requirement
Any residential development or subdivision	2 spaces per *residential unit* There is no requirement for *minor residential units* or for a single *tiny house*. 1 space per each residential unit in a *duplex dwelling*	An ITA is required where more than 20 *residential units* are proposed or more than 20 *allotments* are proposed	None
Any *retirement village, compact housing development, papakāinga housing development* or *co-housing development*	1 space per *residential unit* In addition, for *retirement villages* where there is supported residential care (including hospital care) 1 space for every two employees	An ITA is required where the development provides for more than 20 units accommodating a *residential activity*.	None
Any *tiny house development, boarding house, managed care facility* or *staff accommodation associated with a tourism facility*	1 space per every two residents designed to be accommodated.	An ITA is required where more than 20 *tiny houses* are proposed on a site or where a*, boarding house, managed care facility* or *staff accommodation associated with a tourism facility* provide accommodation for more than 20 residents	None
Te Kūiti CBD precinct (PREC5)	Parking requirement	ITA Threshold	On-site loading requirement
Retail activities, commercial services, tourism facilities, indoor fitness centres, theatres, cinemas, cafes, restaurants, clubrooms and licensed premises, libraries, museums, healthcare facilities and visitor accommodation within or with frontage within the Te Kūiti CBD Precinct	1 space for every two employees There is no parking requirement for pop up shops, coffee carts and food trucks.	ITA not required	None
Residential units above ground floor level or *shopkeeper's dwellings* at ground level	1 space per *residential unit* 1 space per *shopkeeper's dwelling*	ITA not required	None

within or with frontage within the Te Kūiti CBD Precinct			
General activities	Parking requirement	ITA Threshold	On-site loading requirement
Where the activity incorporates redevelopment of a historic heritage site identified in SCHED1 - Heritage Buildings and Structures	No reduction in the total number of car parks provided on the site prior to the redevelopment.	ITA not required	None
Cafes, restaurants, clubrooms, wineries, breweries, distilleries and licensed premises exclusive of accommodation	1 space per 10m² of gross floor area other than accommodation areas There is no parking requirement for pop up shops, coffee carts and food trucks.	An ITA is required for proposals exceeding 250m² gross floor area	1 *heavy commercial vehicle* bay per site
Camping grounds	1 space for each accommodation unit (motel or cabin) and 1 space for every two employees	An ITA is required for proposals exceeding 20 accommodation units, camping sites or berths.	None
Takeaway food outlets with a drive through facility	1 space per 10m² of gross floor area	All proposals require an ITA	As determined by the ITA
Emergency service facilities	No minimum requirement	ITA not required	None
Energy activities and *network utility* activities	Where a network utility/energy activity is permanently staffed, 1 space per full time equivalent	Any activity exceeding 200 *vehicle movements* per day requires an ITA	1 *heavy commercial vehicle* bay per site
Home businesses, boarding or breeding kennels or catteries	1 space per employee not residing on the site	ITA not required	None
Hospitals	1 space per 50m² of gross floor area	All proposals require an ITA	1 *heavy commercial vehicle* bay per 50 beds, provided there is a minimum of 1 *heavy commercial vehicle* bay per site and 1 space for dedicated ambulance parking

Industrial activities including *warehouses*, lock-up storage units, contractors and storage yards but excluding transport depots	1 space per 100m² of gross floor area	An ITA is required for proposals exceeding 5000m² gross floor area	1 *heavy commercial vehicle* bay per site
Motor vehicle repair garages, tyre shops, *trade suppliers*	1 space per 100m² of gross floor area, provided there is a minimum of 4 spaces	An ITA is required for proposals exceeding 500m² gross floor area	1 *heavy commercial vehicle* bay per site
Healthcare facilities and veterinary practices	3 spaces per medical doctor, practitioner or veterinarian plus 1 space for every 2 additional employees	An ITA is required for proposals exceeding 250m² gross floor area	For medical centres only, 1 space for dedicated ambulance parking
Offices, *commercial services*, laboratories and research establishments	1 space per 35m² of gross floor area	An ITA is required for proposals exceeding 1,000m² gross floor area	None
Outdoor recreational and community areas including sports reserves, playing fields, courts, skate parks, swimming pools, bowling greens and tracks	3 spaces per court 15 spaces per hectare of field or pitch 15 spaces per 10 m² of swimming pool area 15 spaces per bowling green or track OR 2 spaces for every five persons the activity/outdoor facility is designed to accommodate − whichever is greater.	An ITA is required for proposals exceeding 6 courts/fields	None
Outdoor retail activities, stock saleyards	1 space per 150m² of display area (whether indoor or outdoor), provided there is a minimum of 4 spaces	An ITA is required for proposals exceeding 2000m² gross floor area	1 *heavy commercial vehicle* bay per site
Places of assembly, *Marae complexes* and *community facilities*	Whichever is the greater of 15 spaces per 100m² gross floor area or 3.5 spaces per 10 persons the building is designed to accommodate.	An ITA is required for proposals designed to accommodate more than 200 persons on the site at any one time.	None
Prisons	1 space per every 3 persons to be accommodated plus 1 space per full-time staff equivalents	All proposals require an ITA	1 *heavy commercial vehicle* bay per site
Retail activities including *large format retail* (see also *outdoor retail activities*) *indoor*	1 space per 25m² of gross floor area	An ITA is required for proposals exceeding 250m² gross floor area	1 *heavy commercial vehicle* bay per site

fitness centres, theatres, cinemas, libraries, museums and supermarkets			
Service stations	2 spaces per 3 employees 1 space per 40m² gross floor area of the retail element of the activity 4 spaces per workshop bay 3 vehicle queuing spaces for a carwash 1 space per air hose or vacuum	New service stations An increase in gross floor area of an existing service station	As determined by the ITA
Show homes	1 space per full-time staff equivalents	ITA not required	None
Tourism facilities including agri-tourism, nature tourism and *outdoor education activities*	1 space per 5 people based on the maximum number of people that the site is designed to accommodate at any one time.	An ITA is required for proposals exceeding 250m² gross floor area	None
Transport depots	1 space per 100m² of gross floor area	All proposals require an ITA	As determined by the ITA
Visitor accommodation	1 per unit or where accommodation is not provided in the form of units, 0.3 per bedroom plus 1 space for every two employees	An ITA is required for proposals exceeding 20 units or 20 bedrooms.	None
Educational activities	Parking requirement	ITA Threshold	On-site loading requirement
Childcare services - child daycare centres and kindergartens	1 space per full-time staff equivalents plus 1 space per five children the facility is designed to accommodate	An ITA is required for proposals exceeding 30 children.	None
Childcare services –playgroups, playcentres and before/after-school programs that are not held on school premises	1 space per full-time staff equivalents plus 1 space per five children the facility is designed to accommodate	ITA not required	None
Primary and intermediate schools	1 space per full-time staff equivalents plus 1 drop off space per 10 students	All proposals require an ITA	As determined by the ITA
Secondary and area schools	1 space per full-time staff equivalents plus 1 drop off space per 20 students plus 1 space	All proposals require an ITA	

	per 10 students accommodated in Years 12 to 13		
Tertiary education services	1 space per full-time staff equivalents plus 1 space per three students	An ITA is required where the education service provides for 100 or more students	
Rural activities	Parking requirement	ITA Threshold	On-site loading requirement
Primary production – *forestry activities*, *agriculture*, *pastoral and horticultural activities*	None	ITA not required	None
Primary production – *quarrying activities*	1 space per full-time staff equivalents	Any activity exceeding 200 *vehicle movements* per day requires an ITA	None
Rural industry, *intensive indoor primary production* including *woolstores*, *packing sheds* and greenhouses	1 space per full-time staff equivalents	Any activity exceeding 200 *vehicle movements* per day requires an ITA	None
Any activity not provided for in this table. This includes vehicle movements associated with construction.	-	Any activity exceeding 200 *vehicle movements* per day requires an ITA	-

TRAN - Table 3 (continued) – Accessible Parking Requirements

Total number of car park spaces provided	Minimum number of accessible car park spaces
1 – 20	1
21 - 50	2
For every additional 50 car parks above 50 car park spaces	1 additional

Figure – TRAN 5 – Minimum car parking space and manoeuvring dimensions

Type of parking		Stall width (A)	Stall depth		Manoeuvring room (D)	Total depth (E)	
Parking angle	Type		From wall (B)	From curb (C)		One row	Two rows
90°	Nose in	2.4 2.5 2.6 2.7	5.1	4.1	7.9 7.6 7.2 6.8	13.0 12.7 12.3 11.9	18.1 17.8 17.4 17.0
75°	Nose in	2.4 2.5 2.6 2.7	5.4	4.4	6.4 5.8 5.2 4.6	11.3 11.2 10.6 10.0	17.2 16.6 16.0 15.4
60°	Nose in	2.4 2.5 2.6 2.7	5.4	4.5	4.5 4.2 3.9 3.6	9.9 9.6 9.3 9.0	15.3 15.0 14.7 14.4
45°	Nose in	2.4 2.5 2.6 2.7	5.0	4.2	3.6 3.5 3.4 3.3	8.6 8.5 8.4 8.3	13.6 13.5 13.4 13.3
30°	Nose in	2.4 2.5 2.6 2.7	4.3	3.7	3.0	7.3	11.
0°	Parallel	2.5	Stall length 6.1 m		3.7	6.2	8.7

Note: Minimum aisle and access way widths shall be 3m for one way flow, and 5.5m for two way flow. Recommended aisle and access way widths are 3.5m for one way flow, and 6m for two way flow. Parking space dimensions will vary for accessible car park spaces.

Figure – TRAN 5 – Minimum car parking space and manoeuvring dimensions (continued)

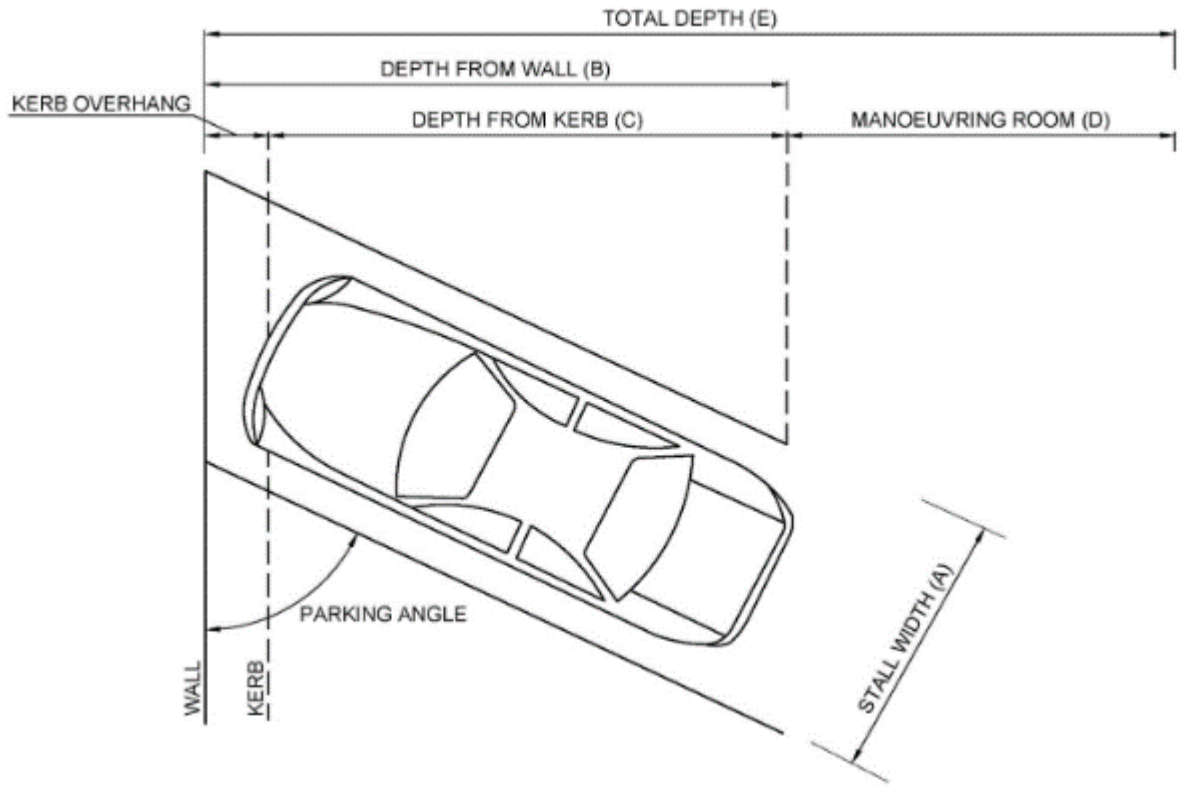


Figure – TRAN 6 – 90 percentile car tracking curve minimum radius

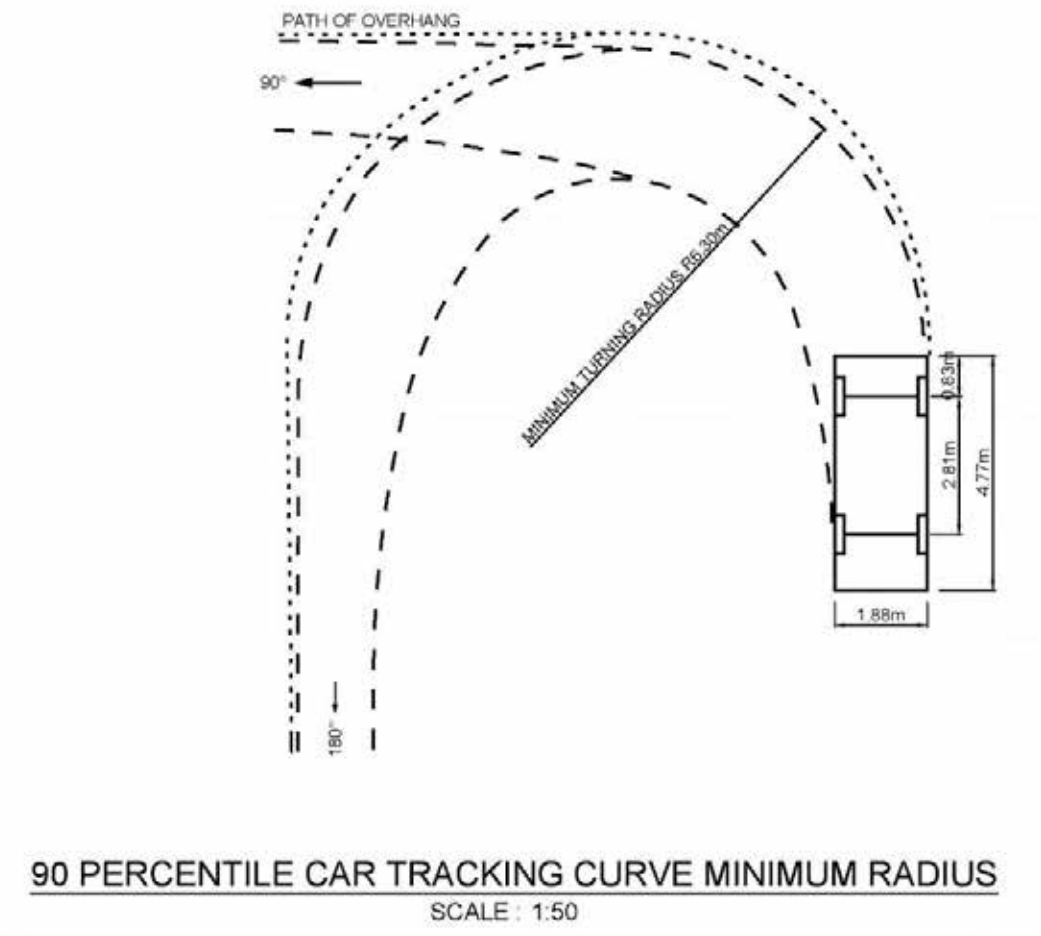


Figure – TRAN 7 –Access and road standards

Minimum vertical clearance from buildings or structures is 4m

Minimum inside turning radius for bends is 6.5m

Figure – TRAN 7 –Access and road standards (continued)

Type and description	Minimum road reserve width (m)	Carriage way width (m)	Lane width (m)	Kerb/Edge Type	Street parking widths (m)	Passenger transport and minimum berm requirements (m)	Footpath requirements (m)	Cycleway requirements (m)	Minimum utilities corridor (m)
Residential zone									
Private Way serving 2-6 allotments /units	4m	3m	Single lane, not marked	Barrier, Mountable or Flush	Not permitted	Allow for passing every 50m	Shared zone	Not applicable	Not applicable
Private Way serving 7- 20 allotments /units	9m	6m	2 lanes, not marked	Barrier, Mountable or Flush	Not permitted	1.5m both sides	Shared zone	Not applicable	1.5m both sides
District Road	20m	6m	2 lanes at 3m, not marked	Barrier	Recessed parallel parking bays (2m) on both sides	7m both sides	1.5m wide footpath, both sides	Cycling on road shared environment	2.1m both sides
Industrial zone									
District Road	23m	11m	2 lanes at 4.5m, marked, plus 2m flush median	Barrier	Recessed parallel parking bays (2.5m) on both sides	6m both sides All bus stops to be kerbside	1.5m wide footpath, both sides	Not applicable	2.1m both sides
Commercial zone, tourism zone									
Service Lane, Private Way	9m	5m	2 lanes, not marked	Barrier	Not permitted	Not applicable	Shared zone	Not applicable	1.5m both sides

Type and description	Minimum road reserve width (m)	Carriage way width (m)	Lane width (m)	Kerb/Edge Type	Street parking widths (m)	Passenger transport and minimum berm requirements (m)	Footpath requirements (m)	Cycleway requirements (m)	Minimum utilities corridor (m)
District Road	23m	9m	2 lanes at 4.5m, marked	Barrier	Specific design. Parking and loading spaces recessed. Parking may be parallel or angled on both sides	6m both sides All bus stops to be kerbside	3.5m wide footpath, both sides	Cycling on road shared environment	2.1m both sides
Future urban zone									
District Road	Specific design[8] (no less than 21m)	7m	2 lanes at 3m, not marked plus a 1m sealed shoulder on both sides	Specific design	Specific design	7m both sides	1.5m wide footpath, both sides	Cycling on road shared environment	Both sides specific design
All other zones									
Private Way serving 2-3 allotments /units	6m	3m	Single lane, not marked	Not applicable	Not permitted	Allow for passing every 50m	Shared zone	Not applicable	Not applicable
Private Way serving 4-6 allotments /units	9m	5m	Single lane, not marked	Not applicable	Not permitted	Allow for passing every 50m	Shared zone	Not applicable	Not applicable
Private Way serving 7- 20	20m	7m	2 lanes at 3m, not marked plus	Not applicable	Not permitted	3.7m both sides	1.5m wide footpath, one side	Not applicable	0.8m both sides

Type and description	Minimum road reserve width (m)	Carriage way width (m)	Lane width (m)	Kerb/Edge Type	Street parking widths (m)	Passenger transport and minimum berm requirements (m)	Footpath requirements (m)	Cycleway requirements (m)	Minimum utilities corridor (m)
allotments /units			a 0.5m sealed shoulder on both sides						
District Road	21m	8m	2 lanes at 3.5m, not marked plus a 0.5m sealed shoulder on both sides	Not applicable	Not applicable	3.7m both sides	1.5m wide footpath, one side in the settlement zone. All other zones not applicable	Cycling on road shared environment	2.1m both sides in the rural lifestyle zone and settlement zone. 0.8m both sides in all other zones

Notes:

- *A private way is the same as a right-of-way.*
- *Berm requirements – are measured from the property boundary to the face of the kerb. Additional berm width may be required beyond that prescribed in this table to accommodate features such as lighting, landscaping, stormwater management solutions, footpaths, cycleways, recessed parking.*
- *Road reserve width requirements - additional legal road width may be required beyond that prescribed in this table to accommodate stormwater management solutions.*
- *Carriageway width - is measured from the face of the kerb to the face of the opposite kerb (excluding any recessed parking)*
- *Utilities corridor - the location of services will be dependent upon the location of the footpath.*
- *Service Lanes must connect at both ends to district roads only.*

3. Appendix 3 – Section 32AA Evaluation

40. There were no additional changes requiring a Section 32AA evaluation. The section 32AA evaluation is enclosed with the section 42A Report and section 42A Addendum.