Overview

The economic and social wellbeing of the district is dependent on an efficient and effective transport system which includes roads, rail, cycleways and footpaths. How the transport system 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 system is not unduly affected by land use and development, and that the adverse effects of the transport system 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 system. 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 system 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 system 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 system provides local access and connectivity within and between our communities. The One Network Road Classification (ONRC) 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.

Objectives

Refer also to the relevant objectives in Part 2 District - Wide Matters and Part 3 - Area Specific Matters

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

1. Meets and is responsive to current and future needs, and
2. Maximises opportunities to link with 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 system 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 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.

TRAN-O4. Adverse effects that arise from transport connections, new activities or intensification of activities on the operation of the transport system 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 system.

TRAN-O6. Adverse effects from the development, construction and maintenance of the transport system are managed.

Policies

Refer also to the relevant policies in Part 2 District - Wide Matters and Part 3 - Area Specific Matters

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

1. Development, construction and maintenance of the transport system 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. Seeking improvements to pedestrian and cyclist safety including 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 system 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, environmental effects 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 system by:

1. Avoiding conflict between vehicles, pedestrians and cyclists; 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 stations; and
6. Encourage the development of stock underpasses; and
7. Minimise the potential for reverse sensitivity effects where activities adjoin the transport system.

TRAN-P3. Ensure that activities do not adversely affect the safe and efficient operation of the rail transport system 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 system will be avoided, remedied or mitigated, and:

1. Ensures that the capacity and the likely effect of the proposed use on the transport system, its users and their safety is maintained or enhanced; and
2. Manages the effects on the amenity values and character of the transport system; 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 system; and
7. Factors in the ongoing maintenance requirements of the transport system 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 system 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 system; 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 system 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 system connections; and

4. Ensuring accessibility for all users including transport disadvantages and mobility impaired, through the provision of features such as dropped kerbs and tactile paving; 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; and

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
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. Within Te Kūiti CBD precinct (PREC5), interrupting a road frontage with a new vehicle access point should be avoided due to adverse potential effects on 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 all 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-R15 to TRAN-R18 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. All of the performance standards in TRAN - Table 2 are complied with; and 2. The activity requires a new vehicle access point to any road other than a State Highway; or 3. 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 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 exceeds 75m or a fire appliance is not able to 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*	**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 system; 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).
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	**Activity status where compliance is not achieved: NC**

	Infrastructure Technical Specifications (Waikato).	
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 system; 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 stations**	
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 1.8 m as measured from ground level, and an area of 1.5 m².	**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 system; and (b) The extent and effect of non-compliance on the streetscape, pedestrian safety and the amenity of the area.
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*	**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

	relating to earthworks and vegetation clearance.	(c) Connectivity with other off-road pedestrian and cycle facilities and the transport system; 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 system; 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 system, 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. All of the performance standards in TRAN - Table 2 are complied with; and 2. The activity requires a new vehicle access point on to any State Highway; or 3. 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 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 system; and (c) Whether there is alternative access from another transport corridor; and (d) The outcome of consultation with Waka Kotahi New Zealand Transport Agency; and (e) The ability to provide an adequate and reliable firefighting water supply. **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 on or adjacent to a railway corridor or an indicative road**
All zones, all precincts	**Activity Status: RDIS** **Where:** 1. All of the performance standards in TRAN - Table 2 are complied with; and 2. The structure is located within 5 m of the edge of a railway corridor; or 3. The structure (excluding signs, temporary structures, and vehicle access points) is located within 20 m of the edge of an indicative transport corridor. **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 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 system; and (f) 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 (g) The outcome of consultation with KiwiRail. **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-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 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 system; 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-R11.	**Number of vehicle access points**
1. One vehicle access point per site is permitted onto a district road; and 2. One vehicle access point per site is permitted on to a State Highway. *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 system; 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-R12.	**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 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].	**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 system; 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-R13.	**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**

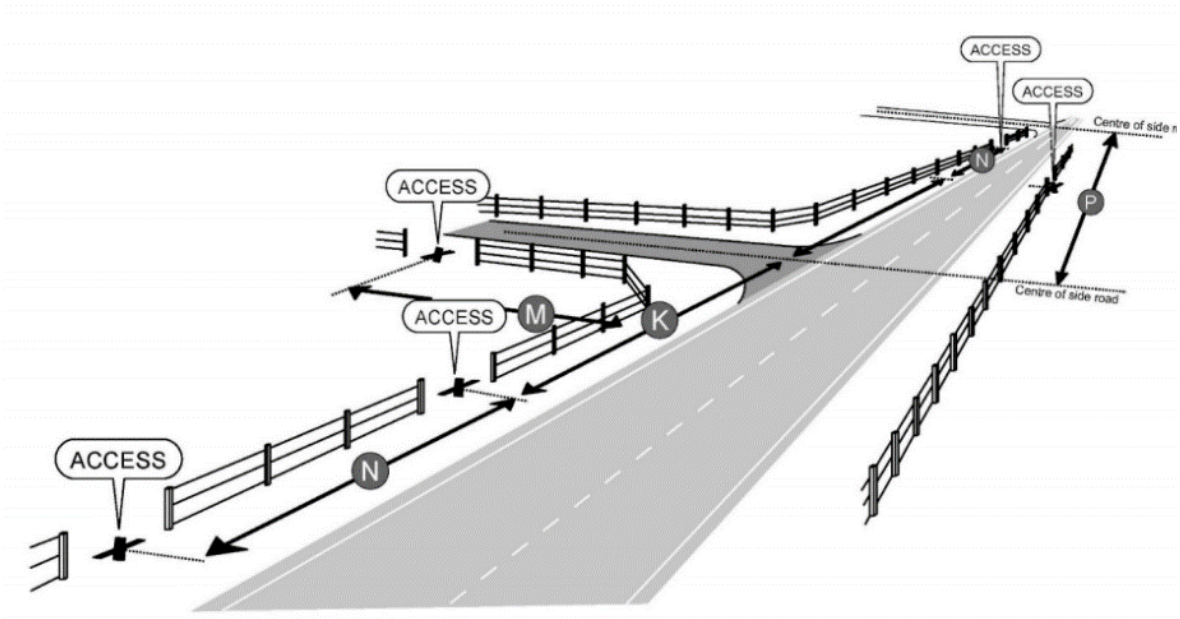
Figure - TRAN 1 - separation distances[7]

Separation distances[8]				
	P	**K**	**M**	**N**
Speed environment	Minimum distance between intersections	Minimum distance between a vehicle	Minimum distance between a vehicle	Minimum distance between vehicle access points on the

[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.
[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.

		access point and an intersection	access point and an intersection	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-R14.	Railway level crossings	
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 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. *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**

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

Figure – TRAN 3 - approach sightlines

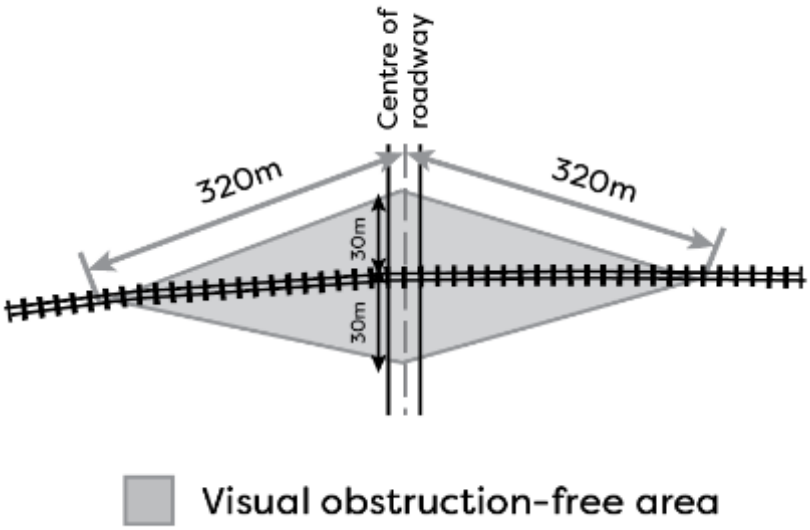
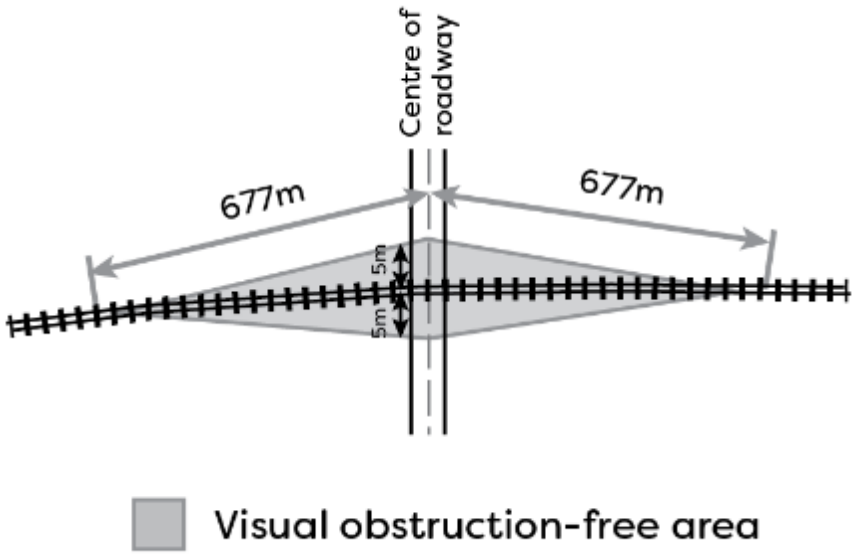


Figure - TRAN 4 - restart sightlines



TRAN-R15.	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		**Activity status where compliance is not achieved: DIS**

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 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-R16.	**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-R17.	**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	**Activity status where compliance is not achieved: DIS**

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 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 that does not result in ponding, scouring or granular material or stormwater run-off entering the transport corridor or water bodies; and 5. 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 6. 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 7. 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 8. 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 9. 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 10. In all zones, commercial vehicle, machinery or container washdown areas must be sealed, bunded and connected to the wastewater treatment system where connection is available.	
TRAN-R18.	**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 3.8 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-R19.	**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 within or with frontage within the Te Kūiti CBD Precinct	1 space per *residential unit* 1 space per *shopkeeper's dwelling*	ITA not required	None
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	1 space per 50m² of gross floor area	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,	3 spaces per court 15 spaces per hectare of field or pitch	An ITA is required for proposals exceeding 6 courts/fields	None

courts, skate parks, swimming pools, bowling greens and tracks	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.		
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 fitness centres, theatres, cinemas, libraries, museums and supermarkets*	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
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	All proposals require an ITA	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	1 *heavy commercial vehicle* bay per site 1 bus bay per 50 students
Secondary and area schools	1 space per full-time staff equivalents plus 1 drop off space per 20 students plus 1 space per 10 students accommodated in Years 12 to 13	All proposals require an ITA	1 *heavy commercial vehicle* bay per site 1 bus bay per 50 students
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	1 *heavy commercial vehicle* bay per site
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)

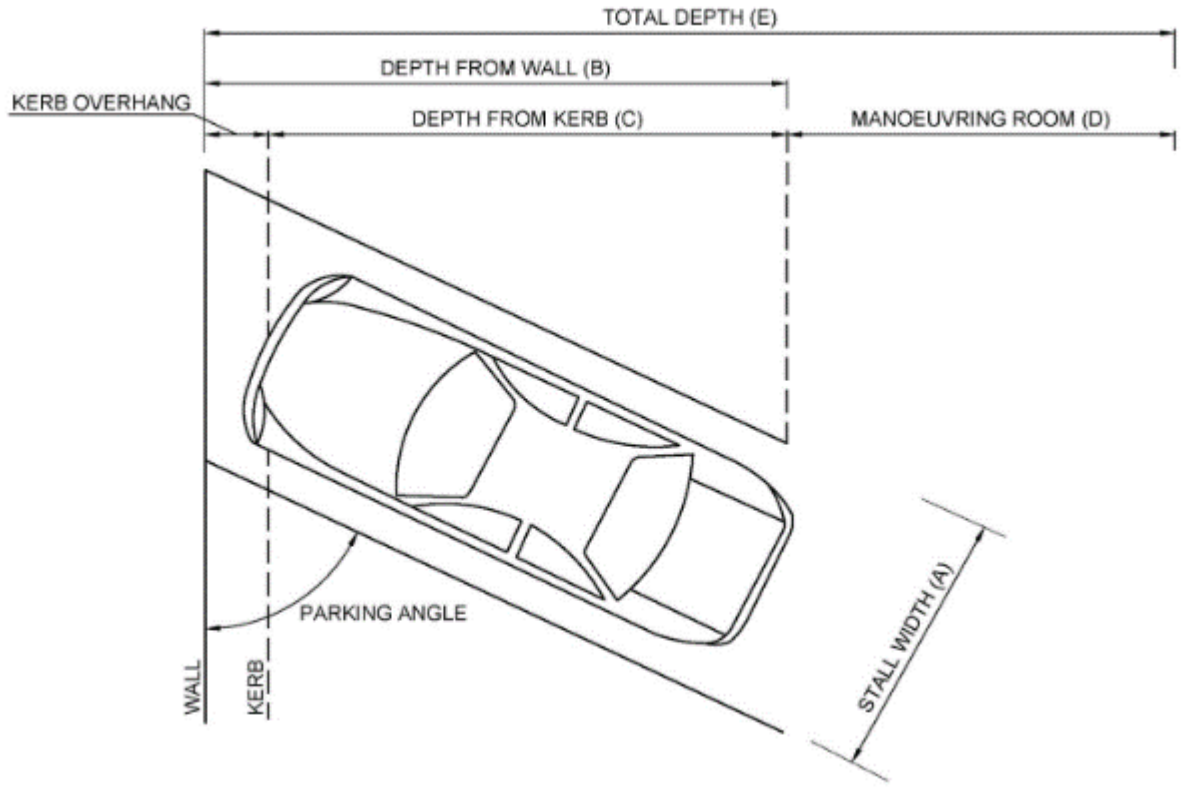


Figure – TRAN 6 – 90 percentile car tracking curve minimum radius

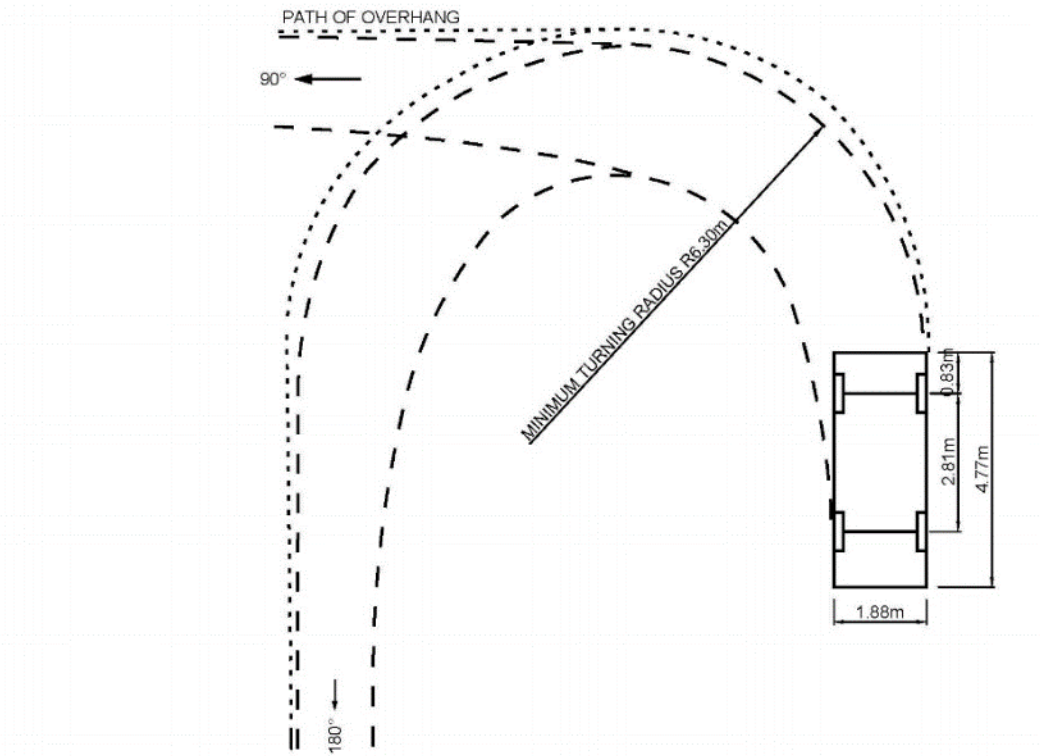


Figure – TRAN 7 –Access and road standards

Minimum vertical clearance from buildings or structures is 3.8m

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
District Road	23m	9m	2 lanes at 4.5m, marked	Barrier	Specific design. Parking and loading spaces recessed. Parking may	6m both sides All bus stops to be kerbside	3.5m wide footpath, both sides	Cycling on road shared environment	2.1m 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)
					be parallel or angled on 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 allotments /units	20m	7m	2 lanes at 3m, not marked plus a 0.5m sealed shoulder on both sides	Not applicable	Not permitted	3.7m both sides	1.5m wide footpath, one side	Not applicable	0.8m both sides
District Road	21m	8m	2 lanes at 3.5m, not marked plus a	Not applicable	Not applicable	3.7m both sides	1.5m wide footpath, one side in the	Cycling on road shared environment	2.1m both sides in the rural lifestyle zone and

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)
			0.5m sealed shoulder on both sides				settlement zone. All other zones not applicable		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.*