

APPENDIX 5.4 PROVISION CASCADE – Transport

Issue to be addressed	Objective	Policies	Rules	Conditions / Assessment Criteria
<p>New infrastructure and the on-going operation and maintenance of infrastructure is essential for the well-being of the community</p>	<p>6.1.1 Objective – Development, operation and maintenance of infrastructure</p> <p>(a) Infrastructure is developed, operated and maintained <u>and upgraded to benefit the enhance</u> social, economic, cultural and environmental well-being <u>of the district.</u></p>	<p>6.1.2 Policy - Development, operation and maintenance</p> <p>(a) Provide for the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure throughout the district by recognising:</p> <ul style="list-style-type: none"> (i) Functional and operational needs; (ii) Location, route and design needs and constraints; (iii) Locational constraints related to the need to access suitable resources or sites; (iv) The benefits of infrastructure to people and communities; (v) The need to quickly restore disrupted services; and 	<p>Rule 14.12.1 P5</p> <p>Operation, maintenance and minor upgrading of existing public roads, State Highways and associated <u>road network activities</u></p>	<p>14.12.1.5</p> <p>(I) Operation, maintenance and minor upgrading of existing public roads, State Highways, <u>rail corridors</u> and associated <u>rail network and</u> road network activities must comply with the following conditions:</p> <ul style="list-style-type: none"> (a) The works occur within the <u>road reserve or unformed road or railway corridor;</u> (b) Works within the road <u>or railway</u> corridor must <u>be for the purpose of:</u> <ul style="list-style-type: none"> (i) <u>Maintaining or improving effectiveness or efficiency consistent with the incidental to, and serve a supportive function of for,</u> the existing public road <u>or railway corridor;</u> or (ii) <u>Maintaining or improving safety for road users or adjacent properties Required for the safety of road users; or</u> iii. Required for the safety of adjacent landowners or occupiers; <p>Lighting shall be designed and located to comply with the <u>Australia New Zealand Roadway Lighting Standard 1158, (series) – Lighting for Roads and Public Spaces: 2005;</u> and Any <u>earthworks</u> must comply with <u>Rule 14.3.1.3.</u></p>

		<p>(vi) Its role in servicing existing consented and planned development.</p> <p>(vii) <u>The need to access infrastructure.</u></p> <p>6.1.4 Policy – Infrastructure benefits</p> <p>(a) Have regard to the benefits that infrastructure provides, including:</p> <ul style="list-style-type: none"> (i) Enabling enhancement of the quality of life and residential standard for people and communities; (ii) Providing for public health and safety; (iii) Enabling the functioning of business and growth and development; (iv) Managing adverse effects on the environment; (v) Enabling the transportation of freight, goods and people; (vi) Enabling interaction and communication; and (vii) Providing for lifeline utility services. <p>6.1.5 Policy – Natural hazards and climate change</p> <p>(a) Encourage the design and location of infrastructure to</p>	<p>Rule 14.12.1 P6</p> <p>New public roads, including where the road has been identified on the planning maps as an Indicative road, and associated road network activities</p>	<p>14.12.1.6</p> <p>(1) New public roads, including where the road has been identified on the planning maps as an Indicative road, and associated road network activities must comply with the following conditions:</p> <ul style="list-style-type: none"> (a) The public road is located within road or unformed road <u>as shown on the planning maps</u>; (b) The public road is not located within an Identified Area; (c) The design requirements of Table 14.12.5.14 or 14.12.5.15, based on their function within the Road Hierarchy as set out in Table 14.12.5.5, except: <ul style="list-style-type: none"> i. Any National routes or Regional arterial roads <u>would shall</u> be subject to Rule 14.12.2 (RD6); ii. The specified minimum Road/right of way reserve widths in Table 14.12.5.14 or 14.12.5.15 do not include any additional width required for a turning head; iii. Any private access, right of way or <u>access allotment</u> over 70m in length must be constructed to be in accordance with the highest dimensions required for an access allotment in Table 14.12.5.14 or 14.12.5.15; and iv. The requirements of Table 14.12.5.14 or 14.12.5.15 shall not apply to taxiways within the Te Kowhai Airpark Zone.
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		<p>take account of natural hazards and the effects of climate change.</p> <p>6.1.10 Policy – Infrastructure in identified areas</p> <p>(a) Ensure consideration of the values, qualities and characteristics of Significant Natural Areas, Landscape and Natural Character Areas and Heritage Items, <u>Heritage Precincts, and Maaori Sites and Areas of Significance, including Waahi Tapu and Waahi Tapu Areas</u> when proposing new infrastructure or undertaking significant upgrades to existing infrastructure.</p> <p>6.1.13 Policy – Future growth areas</p> <p>Require infrastructure services to be <u>planned, developed and co-ordinated with development to ensure it a standard that enables the service can to</u> be extended to future growth areas where <u>and when</u> appropriate.</p> <p>6.5.2 Policy – Construction, maintenance, upgrading and operation of the land transport network</p> <p>(a) Promote the construction, <u>maintenance, upgrading</u> and</p>		<p>(d) Within road or unformed road located within the Tamahere Country Living Zone, all roads must:</p> <ol style="list-style-type: none"> i. <u>Comply with the The</u> minimum widths specified in <u>Figure 14.12.5.17</u>; and ii. Have swale drains on both sides of the carriageway capable of collecting all road runoff and overland flow towards the road or right of way from a 20% Annual Exceedance <u>Period Probability</u> event; and iii. In areas of poorly-drained soils, either the stormwater is to be directed to areas with higher infiltration, or infiltration systems are to be constructed. <p>(e) Within road or unformed road located within the Rangitahi Peninsula Zone, the relevant access and road requirements of the Rangitahi Structure Plan take priority over the conditions in <u>Table 14.12.5.14 or 14.12.5.15</u> in the event of any conflict;</p> <p>(f) Within road or unformed road located within the Te Kauwhata Structure Plan area, <u>being Residential Ecological Te Kauwhata, Residential West Te Kauwhata, and Residential Te Kauwhata South</u>:</p> <ol style="list-style-type: none"> i. All roads and vehicle accesses shall be constructed in accordance with <u>Table 14.12.5.14 and Figures 14.12.5.18, 14.12.5.19 and 14.12.5.20</u>; and
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		<p>operation of an efficient, effective, integrated, safe, resilient, accessible and sustainable transport network through:</p> <ul style="list-style-type: none"> (i) Corridor, carriageway and intersection design which is appropriate to the road function as specified in the road hierarchy and in accordance with relevant guidelines; (ii) The appropriate design and location of sites accesses; (iii) Traffic signage, road marking, lighting, rest areas and parking as appropriate; (iv) Safe and accessible provision for pedestrians and cyclists to maximise accessibility that addresses accessibility, including off-road facilities and connections. (v) Corridor and carriageway design which is sufficient to enable enables provision of public transport (vi) Provision for other infrastructure, including where suitable low impact design stormwater facilities; 	<p>Rule 14.12.1 P7 Access and New Roads – Te Kowhai Airpark Zone</p>	<ul style="list-style-type: none"> ii. Stormwater collection must be through grassed swales prior to reaching reticulated systems. (g) Any earthworks must comply with Rule 14.3.1.3. <p>Note: Where the conditions of Table 14.12.5.14 or 14.12.5.15 do not specify a specific dimension and instead state this aspect is subject to a specific design; this aspect of the road is considered to be exempt when determining a permitted activity under Rule 14.12.1.6(1). The design of that specific aspect of the road is therefore subject to a separate certification process by the relevant road controlling authority.</p> <p>14.12.1.7</p> <ul style="list-style-type: none"> (1) Airpark roads which are to be vested in Council must comply with the following conditions: <ul style="list-style-type: none"> (a) The design requirements of Table 14.12.5.14 or 14.12.5.15, based on their function within the Road Hierarchy as set out in Table 14.12.5.5, except: <ul style="list-style-type: none"> i. The requirements of Table 14.12.5.14 or 14.12.5.15 shall not apply to taxiways within Te Kowhai airpark. (2) Road alignment and the taxiway network within the Te Kowhai Airpark Zone shall be in general accordance with Appendix 9 – The Te Kowhai Airpark Zone Framework Plan. (3) The western boundary of the Te Kowhai Airpark Zone shall provide for future connectivity options (vehicular and / or
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		<p>(vii) Provision for stock underpasses where suitable access is not readily available;</p> <p>(viii) Discouraging the installation of new at grade road and pedestrian rail level crossings:</p> <p>A. Controlling the location of buildings and other visual obstructions within the sightline areas of rail level crossings; and</p> <p>B. Railway crossing design in accordance with the requirements of the rail operator.</p> <p>(ix) A. Protect and promote the development of the regional rail network for the transportation of freight;</p> <p>(x) B. Develop efficient processes and freight routes for the movement of high productivity motor vehicles through the region.</p> <p>6.5.3 Policy – Road hierarchy and function</p> <p>(a) Provide a hierarchy of roads for different functions and modes of land transport while recognising the nature of the surrounding land use within the district. Establish a road</p>	<p>Rule 14.12.1 P8 Off-road pedestrian <u>walkways</u> and <u>cycleways facilities, being sections of the public walkway and cycleway network that are not located within the road network</u></p> <p>Rule 14.12.2 RD5 Operation, maintenance and minor upgrading of existing public roads, State Highways and associated <u>road network activities</u> that do not comply with one or more of the conditions of Rule 14.12.1.5</p> <p>Rule 14.12.2 RD6 New public roads, including where the road has been identified on the planning maps as an Indicative road, and</p>	<p>pedestrian) in general accordance with the location identified in Appendix 9 – The Te Kowhai Airpark Zone Framework Plan.</p> <p>(4) Any earthworks must comply with Rule 14.3.1.3.</p> <p>14.12.1.8</p> <p>(a) Off-road pedestrian <u>walkways</u> and/or <u>cycleways cycling facilities</u>, that comply with all of the following conditions:</p> <p>i. Have a minimum 2.0m width <u>or 2.5m where alongside an arterial road or forming a shared path;</u></p> <p>ii. Are formed;</p> <p>iii. Comply with the relevant setback standards for the applicable zone; and</p> <p>—iv. Any earthworks must comply with Rule 14.3.1.3; and</p> <p>iv. Are not located within an Identified Area</p> <p>Discretion is restricted to:</p> <p>(a) Adverse effects on amenity values, including construction effects such as vibration and noise;</p> <p>(b) Adverse operational effects, particularly on residential or other sensitive land uses, including effects of vibration, noise, glare and vehicle emissions;</p> <p>(c) Severance and changes to drainage patterns;</p> <p>(d) The benefits provided by the activity, including safety and efficiency of the road network;</p> <p>(e) Management of sediment and dust, including the staging of works;</p> <p>(f) The volume, extent and depth of the earthworks activities;</p>
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		<p><u>hierarchy and categorise roads in the district in accordance with their function.</u></p> <p>(b) <u>Adopt the one network approach to ensure 'whole of journey' people and goods movements within the region.</u></p> <p>(c) <u>Protect the function of roads as identified in the road hierarchy from the adverse effects of subdivision, use and development.</u></p> <p>6.5.4 Policy – Road standards</p> <p>(a) Ensure that the construction and operation of roads is consistent with their function in the road hierarchy.</p> <p>6.5.5 Policy - Road-Land transport safety</p> <p>(a) Ensure that structures, <u>vehicle access</u>, lighting, signage and vegetation are located and designed so as to not compromise the safe and efficient operation of the land transport network, or obscure RAPID numbers.</p>	<p>associated road network activities that:</p> <p>(i) Are not located within an Identified Area; and</p> <p>(ii) Do not comply with one or more of the conditions of Rule 14.12.1.6</p> <p>Rule 14.12.2 R7 Access and New Roads – Te Kowhai Airpark Zone that do not comply with one or more of the conditions of Rule 14.12.1.7</p>	<p>The location of the earthworks activities, taking into account any effects on the values, qualities and characteristics of the site.</p> <p>Discretion is restricted to:</p> <p>(a) The extent to which the Te Kowhai Airpark Zone Framework Plan is not complied with;</p> <p>(b) The extent to which connectivity can safely and practically be achieved between Te Kowhai aerodrome and Te Kowhai village;</p> <p>(c) Adverse effects on amenity values, including construction effects such as vibration and noise;</p> <p>(d) Adverse operational effects, particularly on residential or other sensitive land uses, including effects of vibration, noise, glare and vehicle emissions;</p> <p>(e) Severance and changes to drainage patterns;</p> <p>(f) The benefits provided by the activity, including safety and efficiency of the road network;</p> <p>(g) Management of sediment and dust, including the staging of works;</p>
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		<p>site and integrates with adjacent <u>land developments</u> and identified as future growth areas including <u>walking and cycling networks and facilities and public transport such as bus stops</u>;</p> <p>(iii) There is adequate provision of on-site parking and manoeuvring for land use activities; <u>and</u></p> <p>(iv) Contaminants <u>generated during construction</u> are appropriately mitigated; <u>and</u></p> <p><u>(v) Design, alignment and dimension of new roads to accommodate installation of network infrastructure in accordance with technical and safety specification.</u></p>	<p>Business, Business Town Centre, <u>and Industrial, Te Kowhai Airpark, Rangitahi Peninsula and Motorsport and Recreation Zones)</u></p> <p>Table 14.12.5.15 – Access and road conditions (Rural and Country Living Zones)</p> <p>Figure 14.12.5.16 – Attachment to Tables 14.12.5.14 and 14.12.5.15</p> <p>Figure 14.12.5.17 – Tamahere Country Living Zone - Road cross sections</p> <p>Figure 14.12.5.18 – Lorenzen Bay Structure Plan - Road cross sections</p> <p>Figure 14.12.5.19 – Te Kauwhata Structure Plan – Road cross sections – Collector Roads</p> <p>Figure 14.12.5.20 – Te Kauwhata Structure Plan – Road cross sections – Local Roads</p> <p>Figure 14.12.5.21 – Te Kauwhata Structure Plan – Road cross sections – Greenway Corridor and</p>	
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			Whangamarino Margin Roads	
Reverse sensitivity effects can arise associated with existing infrastructure	<p>6.1.6 Objective – Reverse sensitivity Adverse Effects on Infrastructure</p> <p>(a) Infrastructure is protected from reverse sensitivity effects, and <u>infrastructure (including the National Grid) its construction, operation, maintenance repair, replacement and upgrading</u> is not compromised.</p> <p>6.4.1 Objective – Integration of infrastructure with subdivision, land use and development</p> <p>(a) Infrastructure is provided for, and integrated with,</p>	<p>6.1.2 Policy - Development, operation and maintenance</p> <p>(a) Provide for the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure throughout the district by recognising:</p> <p>(i) Functional and operational needs;</p> <p>(ii) Location, route and design needs and constraints;</p> <p>(iii) Locational constraints related to the need to access suitable resources or sites;</p> <p>(iv) The benefits of infrastructure to people and communities;</p>	<p>Setback requirements from roads in each zone chapter for sensitive landuses. These require different sized setbacks from:</p> <ul style="list-style-type: none"> • Local roads; • The designated boundary of the railway corridor; • National route or regional arterial boundary; and • The designated boundary of the Waikato Expressway; <p>Discretionary activity status for those buildings / activities not complying with these setbacks.</p>	

subdivision, use and development.

- (v) The need to quickly restore disrupted services; and
- (vi) Its role in servicing existing consented and planned development.

(vii) The need to access infrastructure.

6.1.7 Policy – Reverse sensitivity Adverse Effects on and infrastructure

- (a) Avoid reverse sensitivity effects on infrastructure from subdivision, use and development as far as reasonably practicable, and ensure so that the its construction, operation, maintenance, repair, replacement and upgrading the ongoing and efficient operation of infrastructure is not compromised.

6.1.13 Policy – Future growth areas

- (a) Require infrastructure services to be planned, developed and co-ordinated with development to ensure it a standard that enables the service can to be extended to

Rule 14.3.1 P12

Service connections for subdivision

14.3.1.8

- (1) All new lots created as part of a subdivision other than a utility allotment, access allotment or reserve allotment, must be designed and located so that provision is made for access and service connections up to the boundary of the lot for:
 - (a) Wastewater;
 - (b) Water supply;
 - (c) Stormwater (a management system that complies with Rule 14.11.1.1);
 - (d) Electricity supply;
 - (e) Telecommunications that is hard-wired or wireless; and
 - (f) Vehicle access that complies with Rule 14.12.1.1.
- (2) Rule 14.3.1.8(1)(a) does not apply to any allotment that is served by a site-contained wastewater system in accordance with Rule 14.11.1.3.
- (3) Within all zones, except the Rural, and Country Living and Village Zones where there is no reticulated water supply, the water supply required under Rule 14.3.1.8(1)(b) must be adequate for fire-fighting purposes in accordance with New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008. Compliance with this Code of Practice can typically be achieved through connection to a Council reticulated water supply.
- (4) Within the Rural, Country Living and non-reticulated Village Zones, where a subdivision is for the purposes of an additional house or workplace building, provision shall be made for an adequate supply of water and access to water

		<p>future growth areas where <u>and when</u> appropriate.</p> <p>6.4.2 Policy – Provide adequate infrastructure</p> <p>(a) Ensure adequate provision of infrastructure, including land transport networks, where land is subdivided <u>creating one or more additional lots, excluding reserve or conservation lots, access and utility allotments</u>, or its use <u>significantly changed or intensified, needing additional or upgraded infrastructure</u>.</p> <p>6.4.3 Policy – Infrastructure Location and Services</p> <p>(a) Ensure subdivision, use and development are provided with infrastructure and services to a level that is appropriate to its location and intended use including:</p> <ul style="list-style-type: none"> (i) Three waters (water, wastewater and stormwater <u>supply management</u>); (ii) Telecommunication services; (iii) Electricity services; and 		<p><u>supplies for fire-fighting purposes in accordance with New Zealand Fire Service Firefighting Water Services Code of Practice SNZ PAS 4509:2008.</u></p> <p>(g) (5) <u>Rule 14.3.1.8(1)(b) and (c) do not apply to any Rural or Country Living Zone site.</u></p> <p>Rule 14.12.1. P1 Vehicle access for all activities</p> <p>14.12.1.1 (1) All activities must comply with the following vehicle access conditions:</p> <ul style="list-style-type: none"> (a) The <u>site</u> has <u>a-vehicle legal physical</u> access to a formed road that is maintained by a road controlling authority; (b) The <u>site</u> has a vehicle access that is constructed to comply with the relevant requirements of Table 14.12.5.1, Figure 14.12.5.2, Table 14.12.5.3 and Figure 14.12.5, <u>Table 14.12.5.14 and Table 14.12.5.15</u> except: <ul style="list-style-type: none"> i. <u>Rule 14.12.1.1(1)(b)</u> does not apply where the separation distance requirements of <u>Table 14.12.5.1 and Figure 14.12.5.2</u> cannot be achieved on a site's road frontage due to existing vehicle accesses on adjacent sites; (c) No new vehicle access shall be created from Newell Road (south of Birchwood Lane); (d) No access, access leg or right-of-way shall run parallel to any road within 30m of the road, except: <ul style="list-style-type: none"> i. <u>Rule 14.12.1.1(1)(d)</u> does not apply to farm races, or unsealed internal rural accesses in sites within the Rangitahi
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- (iv) Adequate water supply within urban areas for firefighting purposes.

6.4.4 Policy – Road and rail Land transport network

- (a) ~~Discourage~~ Avoid subdivision, use and development that would compromise:
 - (i) The road function, as specified in the road hierarchy, ~~or the safety and efficiency of the roading network;~~
 - (ii) ~~The access by emergency services and their vehicles; and~~
 - (iii) The safety and efficiency, ~~including the maintenance, upgrading, development and operation~~ of the railway land transport network
- (b) ~~Avoid reverse sensitivity effects on the land transport network through setbacks and design controls for new residential and other noise sensitive activities established in proximity to existing or planned transport corridors.~~

Peninsula Structure Plan Area and Opororu Road;

- (e) On a site with legal access to two roads, the activity only accesses the road with the lower classification in the road hierarchy in [Tables 14.12.5.5 and 14.12.5.6](#) (where the roads have the same classification, access is only to the road with the lower average daily traffic movements);
- (f) New vehicle accesses/entrances are not to be constructed to any [site](#) from the following roads:
 - i. Main Street, Huntly;
 - ii. Jesmond Street, Ngaruawahia;
 - iii. Bow Street, Raglan (James Street to Cliff Street);
 - iv. George Street, Tuakau (Gibson Road to Liverpool Street);
 - v. Great South Road, Pokeno (Selby Street to Market Street); and
 - vi. Main Street, Te Kauwhata (Saleyard Road to Baird Avenue); and
- (g) No new vehicle access shall be created within 30 metres of a railway level crossing.
- (h) ~~All existing and new accesses and roads that cross an operational rail network via a level crossing must be maintained in accordance with the sight line triangles provided in Table 14.12.5.22.~~
- (i) ~~New vehicle access shall not be located within an Identified Area~~

Note: Any new vehicle access (or additional land use utilising an existing vehicle entrance) on

	<p>6.5.3 Policy – Road hierarchy and function</p> <p>(d) Provide a hierarchy of roads for different functions and modes of land transport while recognising the nature of the surrounding land use within the district. Establish a road hierarchy and categorise roads in the district in accordance with their function.</p> <p>(e) Adopt the one network approach to ensure ‘whole of journey’ people and goods movements within the region.</p> <p>(f) Protect the function of roads as identified in the road hierarchy from the adverse effects of subdivision, use and development.</p> <p>6.5.4 Policy – Road standards</p> <p>(a) Ensure that the construction and operation of roads is consistent with their function in the road hierarchy.</p> <p>6.5.7 Policy – Vehicle access</p> <p>(a) Control the location of new vehicle accesses to sites adjacent relative to other accesses, <u>intersections</u> and rail level crossings to <u>maintain and</u> improve the safety and</p>		<p>a limited access road or state highway will require the approval of the NZTA, as the road controlling authority, <u>and on a limited access road will require the approval of the road controlling authority.</u></p> <p>Rule 14.12.1. P2 On-site parking and loading</p> <p>14.12.1.2 (1) All activities must comply with the following on-site parking and loading conditions:</p> <p>(a) The parking requirements in <u>Table 14.12.5.7 and 14.12.5.11</u>, noting:</p> <ol style="list-style-type: none"> i. When calculating the requirements for parking and loading on the basis of the prescribed floor area, the area for parking, loading and manoeuvring shall be excluded; ii. If the calculation results in a fraction, then that figure shall be rounded to the nearest whole number; iii. 90 percentile car dimensions in <u>Figure 14.12.5.8</u> apply; iv. The requirements of <u>Table 14.12.5.7</u> do not apply to residential and rural activities; v. Parking spaces must comply with the New Zealand Building Code D1/AS1 New Zealand Standard for <u>Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001)</u>; vi. The number of accessible car park spaces required in <u>Table 14.12.5.9</u> can be included in the number of car parking spaces required in <u>Table 14.12.5.7</u>.
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efficiency of the land transport network.

6.4.5 6.5.8 Policy – Roading Land transport network infrastructure

(a) Ensure that roading land transport network infrastructure is developed so that:

- (i) The design, location, alignment and dimensions of new roads land transport networks provide safe vehicle, pedestrian and cycling access and manoeuvring to every site;
- (ii) The roading-pattern land transport network provides good connectivity to the site and integrates with adjacent land developments and identified as future growth areas including walking and cycling networks and facilities and public transport such as bus-stops;

4.1.4 Policy – Staging of development

4.7.5 Policy – Servicing Requirements

4.7.6 Policy – Co-ordination between servicing and development and subdivision

- (b) On-site bicycle space requirements in Table 14.12.5.10, except:
 - i. The requirements of Table 14.12.5.10 do not apply to residential and rural activities;
- (c) Any on-site car parking spaces for non-residential activities within the Residential Zones must be set back at least 3m from the road boundary of the site and screened by planting or fencing from being viewed from the road;
- (d) On-site car parking spaces and loading bays are to be provided in accordance with the requirements of Table 14.12.5.7, Figure 14.12.5.8 and Table 14.12.5.11 and be located on the same site as the activity for which they are required;
- (e) On-site car parking spaces and loading bays are formed to be sealed if five or more parking spaces are required;
- (f) On-site car parking spaces and loading bays are to be permanently marked if five or more parking spaces are required;
- (g) On-site car parking spaces and loading bays are not to be located on any shared access or residential living court;
- (h) Vehicles occupying any on-site car parking or loading spaces must have ready access to the road (or relevant access or right of way) at all times, without needing to move any other vehicle occupying other on-site car parking or loading spaces;
- (i) On-site car parking spaces and loading bays are not required on sites with sole frontages to the following:

	<ul style="list-style-type: none"> i. Main Street, Huntly; ii. Jesmond Street, Ngaruawahia; iii. Bow Street, Raglan (James Street to Cliff Street); iv. George Street, Tuakau (Gibson Road to Liverpool Street); v. Great South Road, Pokeno (Selby Street to Market Street); vi. Main Street, Te Kauwhata (Saleyard Road to Baird Avenue). <p>(j) <u>New on-site parking and loading bays shall not be located within an Identified Area</u></p>
<p>Rule 14.12.1. P3 On-site manoeuvring and queuing</p>	<p>14.12.1.3</p> <p>(1) All activities must comply with the following on-site manoeuvring and queuing conditions:</p> <ul style="list-style-type: none"> (a) On-site manoeuvring space shall be provided to ensure that no vehicle is required to reverse ente from or to a road except; <ul style="list-style-type: none"> i. Rule 14.12.1.3(1)(a) does not apply to Local Roads within the Residential and Village Zones with a posted speed limit of less than 60 kph km/h. (b) A 90th percentile car, as defined in Figure 14.12.5.8, can enter and exit all parking spaces without making more than one reverse movement, excluding spaces required for a dwelling; (c) On-site manoeuvring space for any heavy vehicle shall comply with the tracking curve (relevant for the type of activities to be carried out on the site and <u>the largest combination standard configuration heavy vehicle permitted on the road(s) to which the site has frontage trucks</u> to be used), as set out

				<p>in the guideline RTS-18 – New Zealand on-road tracking curves for heavy motor vehicles (2007);</p> <p>(d) On-site manoeuvring space shall be formed;</p> <p>(e) On-site queuing space shall be provided in accordance with Table 14.12.5.12 for vehicles entering and exiting any on-site car parking, loading or manoeuvring space, where:</p> <ol style="list-style-type: none"> i. Length is measured from the road boundary where vehicles first enter the site; and ii. On-site queuing above must not encroach into the required on-site manoeuvring area; <p>(f) On-site manoeuvring and queuing spaces are not required on sites with vehicle accesses/entrances to the following:</p> <ol style="list-style-type: none"> i. Main Street, Huntly; ii. Jesmond Street, Ngaruawahia; iii. Bow Street, Raglan (James Street to Cliff Street); iv. George Street, Tuakau (Gibson Road to Liverpool Street); v. Great South Road, Pokeno (Selby Street to Market Street); vi. Main Street, Te Kauwhata (Saleyard Road to Baird Avenue). <p>(g) New on-site manoeuvring shall not be located within an Identified Area</p>
		<p>Rule 14.12.1. P4 Traffic generation</p>	<p>14.12.1.4</p>	<p>(1) Any activity Each site must comply with the following traffic generation conditions:</p> <p>(a) Within the Residential, Village or Country Living Zones there is a</p>

			<p>maximum of 100 vehicle movements <u>per site</u> per day, and no more than 15% of these vehicle movements are heavy vehicle movements; or</p> <p>(b) Within the Rangitahi Peninsula Zone there is a maximum of 200 vehicle movements <u>per site</u> per day, and no more than 5% of these vehicle movements are heavy vehicle movements; or</p> <p>(c) Within the Business Zone Tamahere, Business Zone or Business Town Centre Zone there is a maximum of 300 vehicle movements <u>per site</u> per day, and no more than 15% of these vehicle movements are heavy vehicle movements; or</p> <p>(d) Within the Rural Zone:</p> <ol style="list-style-type: none"> i. There is maximum 200 vehicle movements <u>per site</u> per day and no more than 15% of these vehicle movements are heavy vehicle movements; or ii. <u>For activities directly associated with horticulture harvesting, a maximum of 300 vehicle movements per site per day for up to a month, once in a 12 month period and no more than 33% of these vehicle movements are heavy vehicle movements; or</u> iii. Within the Agricultural Research Centres identified on the planning maps as a Specific Area there is maximum 3000 vehicle movements <u>per site</u> per day; or
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			<p>(e) Within the Industrial and Heavy Industrial Zone (excluding the Huntly Power Station and Huntly Quarry site):</p> <ul style="list-style-type: none"> i. Maximum 250 vehicle movements <u>per site</u> per day and no more than 15% of these vehicle movements are heavy vehicle movements; or <p>(f) From the Huntly Power Station site as shown as the Industrial Zone Heavy on the planning maps:</p> <ul style="list-style-type: none"> i. All <u>traffic vehicle</u> movements generated from all activities on the site combined (including those movements which were lawfully established prior to 5 December 2012), there is a maximum 750 vehicle movements <u>per site</u> per day; and ii. Maximum 300 of these vehicle movements are <u>heavy vehicle</u> movements; or <p>(g) From the Huntly Quarry site:</p> <ul style="list-style-type: none"> i. All <u>traffic vehicle</u> movements generated from all activities on the site combined (excluding those movements which were lawfully established prior to 5 December 2012), there is maximum 350 vehicle movements <u>per site</u> per day; and ii. No more than 150 of these vehicle movements are heavy vehicle movements, increasing to 200 once the Huntly Bypass section of the Waikato
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	<p>Expressway is open for public use.</p> <p>(h) Within Precincts A and B of the Te Kowhai Airpark Zone there is a maximum 250 vehicle movements <u>per site</u> per day and no more than 15% of these vehicle movements are <u>heavy vehicle</u> movements.</p> <p>(i) Within Precincts C and D of the Te Kowhai Airpark Zone there is a maximum of 30 vehicle movements <u>per site</u> per day and no more than 4 of these vehicle movements are <u>heavy vehicle</u> movements except:</p> <p style="padding-left: 40px;">i. Movement restrictions do not apply if the activity is an event or promotion (including temporary events) in Precinct C or a community facility in Precinct C.</p> <p>(j) <u>From the Horotiu Industrial Park does not exceed 15.4 trips/ha gross land area/peak hour.</u></p> <p>Note: <u>Where the likely traffic-generation vehicle movement rates or the actual generation rates of the actual activity are unknown, Table 14.12.5.13</u> provides indicative traffic generation rates for various activities.</p>
<p>Rule 14.12.1. P7 Access and New Roads – Te Kowhai Airpark Zone</p>	<p>14.12.1.7</p> <p>(1) Airpark roads which are to be vested in Council must comply with the following conditions:</p> <p>(b) The design requirements of <u>Table 14.12.5.14 or 14.12.5.15</u>, based on their function within the Road Hierarchy as set out in <u>Table 14.12.5.5</u>, except:</p>

	<p>ii. The requirements of Table 14.12.5.14 or 14.12.5.15 shall not apply to taxiways within Te Kowhai airpark.</p> <p>(2) Road alignment and the taxiway network within the Te Kowhai Airpark Zone shall be in general accordance with Appendix 9 – The Te Kowhai Airpark Zone Framework Plan.</p> <p>(3) The western boundary of the Te Kowhai Airpark Zone shall provide for future connectivity options (vehicular and / or pedestrian) in general accordance with the location identified in Appendix 9 – The Te Kowhai Airpark Zone Framework Plan.</p> <p>(4) Any earthworks must comply with Rule 14.3.1.3.</p>
<p>Rule 14.12.1. P9 Stock underpasses located within:</p> <p>(a) Road and unformed road</p> <p>(b) Rural Zone</p>	<p>14.12.1.9</p> <p>(1) Stock underpasses in the Rural Zone located in the road and unformed road that comply with all of the following conditions:</p> <p>(a) Any earthworks must comply with Rule 14.3.1.3; and</p> <p>(b) Are not located within an Identified Area.</p>
<p>Rule 14.12.2 RDI Vehicle access that does not comply with one or more of the conditions of Rule 14.12.1.1</p>	<p>Discretion is restricted to:</p> <p>(a) Traffic generation by the activities to be served by the access;</p> <p>(b) Location, design, construction and materials of the vehicle access;</p> <p>(c) Safety for vehicles and pedestrians all users of the access and/or intersecting road including but not limited to vehicle occupants or riders and pedestrians;</p> <p>(d) Road network safety and efficiency; and</p>

	<ul style="list-style-type: none"> (e) Mitigation to address safety <u>and/or efficiency, including access clearance requirements for fire-fighting purposes.</u> (f) <u>The foreseeable needs for access by emergency services and their vehicles</u> (g) <u>The extent to which the safety and efficiency of rail and road operations will be adversely affected, including:</u> <ul style="list-style-type: none"> i. <u>The outcome of any consultation with KiwiRail; NZTA; Waikato District Council, as the rail or road controlling authority.</u> ii. <u>Any characteristics of the proposed use that will make compliance unnecessary.</u> <u>(h) Management of effects on the values of the Identified Area</u>
<p>Rule 14.12.2 RD2 On-site parking and loading that does not comply with one or more of the conditions of Rule 14.12.1.2</p>	<p>Discretion is restricted to:</p> <ul style="list-style-type: none"> (a) The number, area, type, location and marking of parking spaces; (b) The area, design, gradient, stormwater management, construction and materials of parking and loading spaces, (c) Accessibility of parking areas from on-site activities; (d) Safety for vehicles and pedestrians <u>all users of the access and/or intersecting road including but not limited to vehicle occupants, vehicle riders and pedestrians;</u> (e) Mitigation to address amenity and connectivity. (f) <u>Need for parking spaces.</u> (g) <u>The foreseeable needs for access by emergency services and their vehicles.</u> <u>(h) Management of effects on the values of the Identified Area</u>

<p>Rule 14.12.2 RD3 On-site manoeuvring and queuing that does not comply with one or more of the conditions of Rule 14.12.1.3</p>	<p>Discretion is restricted to:</p> <ul style="list-style-type: none"> (a) Location, area, design, construction and materials of the manoeuvring and queuing space; (b) Type and frequency of use; (c) Safety design for vehicles and pedestrians <u>The design of features intended to ensure safety for all users of the access site, and/or intersecting road including but not limited to vehicle occupants, vehicle riders and pedestrians;</u> (d) Road network safety and efficiency. (e) <u>Management of effects on the values of the Identified Area</u>
<p>Rule 14.12.2 RD4 Traffic generation that does not comply with one or more of the conditions of Rule 14.12.1.4</p>	<p>Discretion is restricted to:</p> <ul style="list-style-type: none"> (a) The trip characteristics of associated with <u>the proposed activity on-the-site;</u> (b) Safety design for vehicles and pedestrians <u>The design of features intended to ensure safety for all users of the access site, and/or intersecting road including but not limited to vehicle occupants, vehicle riders and pedestrians;</u> (c) Road Land transport <u>network safety and efficiency, particularly at peak traffic times (of both the activity and road network);</u> (d) Mitigation to address adverse effects, such as: <ul style="list-style-type: none"> • Travel planning; • Providing alternatives to private vehicle trips, including accessibility to public transport; • Staging development; and

	<ul style="list-style-type: none"> • Contributing to improvements to the road network.
<p>Rule 14.12.2 RD7 Access and New Roads – Te Kowhai Airpark Zone that do not comply with one or more of the conditions of Rule 14.12.1.7</p>	<p>Discretion is restricted to:</p> <ul style="list-style-type: none"> (a) The extent to which the Te Kowhai Airpark Zone Framework Plan is not complied with; (b) The extent to which connectivity can safely and practically be achieved between Te Kowhai aerodrome and Te Kowhai village; (c) Adverse effects on amenity values, including construction effects such as vibration and noise; (d) Adverse operational effects, particularly on residential or other sensitive land uses, including effects of vibration, noise, glare and vehicle emissions; (e) Severance and changes to drainage patterns; (f) The benefits provided by the activity, including safety and efficiency of the road network; (g) Management of sediment and dust, including the staging of works; (h) The volume, extent and depth of the earthworks activities; (i) The location of the earthworks activities, taking into account any effects on the values, qualities and characteristics of the site or area; (a) adverse effects on the safety and efficiency of the land transport network.

			<p>Rule 14.12.2 RD8 Off-road pedestrian and cycle facilities that do not comply with one or more of the conditions of Rule 14.12.1.8</p>	<p>Discretion is restricted to:</p> <ul style="list-style-type: none"> (a) Design, construction and materials; (b) Safety for cyclists and pedestrians; (c) Connectivity with other off-road pedestrian and cycle facilities and the road network; and (d) Visual and amenity effects. <p><u>(e) The location of the earthworks activities, taking into account any effects on the values, qualities and characteristics of the site or area.</u></p>
			<p>Rule 14.12.3 DI Stock underpasses not provided for under Rule 14.12.1.9</p>	<p>Nil</p>
			<p>Table 14.12.5.5 - Functions of roads within the Road Hierarchy</p> <p>Table 14.12.5.6 - Road Hierarchy list</p> <p>Table 14.12.5.13 – Traffic generation <u>Vehicle movement</u> rates</p> <p>Table 14.12.5.14 – Access and road conditions (Residential, Village, Business, Business Town Centre, <u>and Industrial, Te Kowhai Airpark, Rangitahi Peninsula and Motorsport and Recreation</u> Zones)</p> <p>Table 14.12.5.15 – Access and road conditions</p>	

			(Rural and Country Living Zones) Figure 14.12.5.16 – Attachment to Tables 14.12.5.14 and 14.12.5.15	
New infrastructure can have adverse effects	<p>6.1.8 Objective – Infrastructure in the community and identified areas</p> <p>(a) Infrastructure takes into account the qualities and characteristics of surrounding environments and community well-being.</p>	<p>6.1.9 Policy - Environmental effects, community health, safety and amenity</p> <p>(a) Require the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure and its associated structures to avoid, remedy or mitigate adverse effects on the environment, community health, safety and amenity.</p> <p>6.1.11 Policy – Infrastructure in identified areas</p> <p>(a) Ensure consideration of the values, qualities and characteristics of Significant Natural Areas, Landscape and Natural Character Areas and Heritage Items, <u>Heritage Precincts, and Maaori Sites and Areas of Significance, including Waahi Tapu and Waahi Tapu Areas</u> when proposing new infrastructure or undertaking significant upgrades to existing infrastructure.</p>	<p>Rule 14.12.1 P6</p> <p>New public roads, including where the road has been identified on the planning maps as an Indicative road, and associated road network activities</p>	<p>14.12.1.6</p> <p>(1) New public roads, including where the road has been identified on the planning maps as an Indicative road, and associated road network activities must comply with the following conditions:</p> <p>(a) The public road is located within road or unformed road as shown on the planning maps;</p> <p>(b) The public road is not located within an Identified Area;</p> <p>(c) The design requirements of Table 14.12.5.14 or 14.12.5.15, based on their function within the Road Hierarchy as set out in Table 14.12.5.5, except:</p> <ol style="list-style-type: none"> i. Any National routes or Regional arterial roads would shall be subject to Rule 14.12.2 (RD6); ii. The specified minimum Road/right of way reserve widths in Table 14.12.5.14 or 14.12.5.15 do not include any additional width required for a turning head; iii. Any private access, right of way or access allotment over 70m in length must be constructed to be in accordance with the highest dimensions required for

				<p>an access allotment in Table 14.12.5.14 or 14.12.5.15; and</p> <p>iv. The requirements of Table 14.12.5.14 or 14.12.5.15 shall not apply to taxiways within the Te Kowhai Airpark Zone.</p> <p>(d) Within road or unformed road located within the Tamahere Country Living Zone, all roads must:</p> <ol style="list-style-type: none"> i. Comply with the minimum widths specified in Figure 14.12.5.17; and ii. Have swale drains on both sides of the carriageway capable of collecting all road runoff and overland flow towards the road or right of way from a 20% Annual Exceedance Period Probability event; and iii. In areas of poorly-drained soils, either the stormwater is to be directed to areas with higher infiltration, or infiltration systems are to be constructed. <p>(e) Within road or unformed road located within the Rangitahi Peninsula Zone, the relevant access and road requirements of the Rangitahi Structure Plan take priority over the conditions in Table 14.12.5.14 or 14.12.5.15 in the event of any conflict;</p> <p>(f) Within road or unformed road located within the Te Kauwhata Structure Plan area, being Residential Ecological Te Kauwhata, Residential West Te Kauwhata, and Residential Te Kauwhata South:</p>
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				<ul style="list-style-type: none"> i. All roads and vehicle accesses shall be constructed in accordance with Table 14.12.5.14 and Figures 14.12.5.18, 14.12.5.19 and 14.12.5.20; and ii. Stormwater collection must be through grassed swales prior to reaching reticulated systems. <p>(g) Any earthworks must comply with Rule 14.3.1.3.</p> <p>Note: Where the conditions of Table 14.12.5.14 or 14.12.5.15 do not specify a specific dimension and instead state this aspect is subject to a specific design; this aspect of the road is considered to be exempt when determining a permitted activity under Rule 14.12.1.6(1). The design of that specific aspect of the road is therefore subject to a separate certification process by the relevant road controlling authority.</p>
			<p>Rule 14.12.1 P7 Access and New Roads – Te Kowhai Airpark Zone</p>	<p>14.12.1.7</p> <p>(1) Airpark roads which are to be vested in Council must comply with the following conditions:</p> <ul style="list-style-type: none"> (a) The design requirements of Table 14.12.5.14 or 14.12.5.15, based on their function within the Road Hierarchy as set out in Table 14.12.5.5, except: <ul style="list-style-type: none"> i. The requirements of Table 14.12.5.14 or 14.12.5.15 shall not apply to taxiways within Te Kowhai airpark. <p>(2) Road alignment and the taxiway network within the Te Kowhai Airpark Zone shall be in general accordance with Appendix 9 –</p>

				<p>The Te Kowhai Airpark Zone Framework Plan.</p> <p>(3) The western boundary of the Te Kowhai Airpark Zone shall provide for future connectivity options (vehicular and / or pedestrian) in general accordance with the location identified in Appendix 9 – The Te Kowhai Airpark Zone Framework Plan.</p> <p>(4) Any earthworks must comply with Rule 14.3.1.3.</p>
			<p>Rule 14.12.2 RD6 New public roads, including where the road has been identified on the planning maps as an Indicative road, and associated road network activities that:</p> <ul style="list-style-type: none"> (i) Are not located within an Identified Area; and (ii) Do not comply with one or more of the conditions of Rule 14.12.1.6 	<p>Discretion is restricted to:</p> <ul style="list-style-type: none"> (a) Adverse effects on amenity values, including construction effects such as vibration and noise; (b) Adverse operational effects, particularly on residential or other sensitive land uses, including effects of vibration, noise, glare and vehicle emissions; (c) Severance and changes to drainage patterns; (d) The benefits provided by the activity, including safety and efficiency of the road network; (e) Management of sediment and dust, including the staging of works; (f) The volume, extent and depth of the earthworks activities; (g) The location of the earthworks activities, taking into account any effects on the values, qualities and characteristics of the site.
			<p>Rule 14.12.2 RD7 Access and New Roads – Te Kowhai Airpark Zone that do not comply with one or more of the conditions of Rule 14.12.1.7</p>	<p>Discretion is restricted to:</p> <ul style="list-style-type: none"> (a) The extent to which the Te Kowhai Airpark Zone Framework Plan is not complied with; (b) The extent to which connectivity can safely and practically be achieved

				<p>between Te Kowhai aerodrome and Te Kowhai village;</p> <ul style="list-style-type: none"> (c) Adverse effects on amenity values, including construction effects such as vibration and noise; (d) Adverse operational effects, particularly on residential or other sensitive land uses, including effects of vibration, noise, glare and vehicle emissions; (e) Severance and changes to drainage patterns; (f) The benefits provided by the activity, including safety and efficiency of the road network; (g) Management of sediment and dust, including the staging of works; (h) The volume, extent and depth of the earthworks activities; (i) The location of the earthworks activities, taking into account any effects on the values, qualities and characteristics of the site or area (j) adverse effects on the safety and efficiency of the land transport network.
			<p>Rule 14.12.3 D2 New public roads, including where the road has been identified on the planning maps as an Indicative road, and associated road network activities that are located within an Identified Area</p>	Nil
			<p>Table 14.12.5.14 – Access and road conditions (Residential, Village, Business, Business Town Centre, and Industrial, Te</p>	

			<p><u>Kowhai Airpark, Rangitahi Peninsula and Motorsport and Recreation Zones</u>)</p> <p>Table 14.12.5.15 – Access and road conditions (Rural and Country Living Zones)</p> <p>Figure 14.12.5.17 – Tamahere Country Living Zone - Road cross sections</p> <p>Figure 14.12.5.18 – Lorenzen Bay Structure Plan - Road cross sections</p> <p>Figure 14.12.5.19 – Te Kauwhata Structure Plan – Road cross sections – Collector Roads</p> <p>Figure 14.12.5.20 – Te Kauwhata Structure Plan – Road cross sections – Local Roads</p> <p>Figure 14.12.5.21 – Te Kauwhata Structure Plan – Road cross sections – Greenway Corridor and Whangamarino Margin Roads</p>	
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Enabling transportation	<p>6.5.1 Objective – Land transport network</p> <p>(a) An integrated land transport network where:</p> <p>(i) All transport modes are accessible, safe and efficient; and</p> <p>(ii) Adverse effects from the construction, maintenance, <u>upgrading</u> and operation of the transport network are <u>managed-avoided, remedied or mitigated.</u></p> <p>(iii) <u>Strategic road and rail corridors play an important role in the district for facilitating the movement of inter and intra-regional freight;</u></p> <p>(iv) <u>There is an effective and efficient land transport system that enhances economic well-being, and supports growth and productivity within the Waikato region and upper North Island.</u></p>	<p>6.1.2 Policy - Development, operation and maintenance</p> <p>(a) Provide for the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure throughout the district by recognising:</p> <p>(i) Functional and operational needs;</p> <p>(ii) Location, route and design needs and constraints;</p> <p>(iii) Locational constraints related to the need to access suitable resources or sites;</p> <p>(iv) The benefits of infrastructure to people and communities;</p> <p>(v) The need to quickly restore disrupted services; and</p> <p>(vi) Its role in servicing existing consented and planned development.</p> <p><u>(vii) The need to access infrastructure.</u></p>	<p>Rule 14.12 Transportation</p>	<p>All the standards and assessment criteria associated with these rules. Refer to Appendix 2 for the recommended standards and matters of discretion.</p>
		<p>(a) Provide for the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure throughout the district by recognising:</p> <p>(i) Functional and operational needs;</p> <p>(ii) Location, route and design needs and constraints;</p> <p>(iii) Locational constraints related to the need to access suitable resources or sites;</p> <p>(iv) The benefits of infrastructure to people and communities;</p> <p>(v) The need to quickly restore disrupted services; and</p> <p>(vi) Its role in servicing existing consented and planned development.</p> <p><u>(vii) The need to access infrastructure.</u></p>	<p>Setback requirements from roads in each zone chapter for sensitive landuses. These require different sized setbacks from:</p> <ul style="list-style-type: none"> • Local roads; • The designated boundary of the railway corridor; • National route or regional arterial boundary; and • The designated boundary of the Waikato Expressway; <p>Discretionary activity status for those buildings / activities not complying with these setbacks.</p>	
		<p>6.1.4 Policy – Infrastructure benefits</p> <p>(a) Have regard to the benefits that infrastructure provides, including:</p>	<p>Table 14.12.5.1 - Separation distances</p> <p>Figure 14.12.5.2 - Separation distances</p>	

		<ul style="list-style-type: none"> (i) Enabling enhancement of the quality of life and residential standard for people and communities; (ii) Providing for public health and safety; (iii) Enabling the functioning of business and growth and development; (iv) Managing adverse effects on the environment; (v) Enabling the transportation of freight, goods and people; (vi) Enabling interaction and communication; and (vii) Providing for lifeline utility services. <p>6.1.5 Policy – Natural hazards and climate change</p> <ul style="list-style-type: none"> (a) Encourage the design and location of infrastructure to take account of natural hazards and the effects of climate change. <p>6.1.9 Policy - Environmental effects, community health, safety and amenity</p> <ul style="list-style-type: none"> (a) Require the development, operation, maintenance, repair, replacement, upgrading and removal of infrastructure and its associated structures to avoid, remedy or mitigate adverse effects on the 	<p>Table 14.12.5.3 - Minimum sight distances</p> <p>Figure 14.12.5.4 - Minimum sight distances</p> <p>Table 14.12.5.5 - Functions of roads within the Road Hierarchy</p> <p>Table 14.12.5.6 - Road Hierarchy list</p> <p>Table 14.12.5.7 – Required parking spaces and loading bays</p> <p>Figure 14.12.5.8 – 90th Percentile car tracking curve minimum radius</p> <p>Table 14.12.5.9 – Required accessible parking spaces</p> <p>Table 14.12.5.10 – Required bicycle spaces</p> <p>Table 14.12.5.11 – Car manoeuvring and parking space dimensions</p> <p>Table 14.12.5.12 – Queuing space</p>	
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		<p>environment, community health, safety and amenity.</p> <p>6.1.7 Policy – Reverse sensitivity Adverse Effects on and infrastructure</p> <p>(a) Avoid reverse sensitivity effects on infrastructure from subdivision, use and development as far as reasonably practicable, <u>and ensure so that the its construction, operation, maintenance, repair, replacement and upgrading the ongoing and efficient operation</u> of infrastructure is not compromised.</p> <p>6.1.12 Policy – Infrastructure in identified areas</p> <p>(a) Ensure consideration of the values, qualities and characteristics of Significant Natural Areas, Landscape and Natural Character Areas and Heritage Items, <u>Heritage Precincts, and Maaori Sites and Areas of Significance, including Waahi Tapu and Waahi Tapu Areas</u> when proposing new infrastructure or undertaking significant upgrades to existing infrastructure.</p> <p>6.4.2 Policy – Provide adequate infrastructure</p> <p>(a) Ensure adequate provision of infrastructure, including land</p>	<p>Table 14.12.5.13 – <u>Traffic generation Vehicle movement</u> rates</p> <p>Table 14.12.5.14 – Access and road conditions (Residential, Village, Business, Business Town Centre, <u>and Industrial, Te Kowhai Airpark, Rangitahi Peninsula and Motorsport and Recreation Zones</u>)</p> <p>Table 14.12.5.15 – Access and road conditions (Rural and Country Living Zones)</p> <p>Figure 14.12.5.16 – Attachment to Tables 14.12.5.14 and 14.12.5.15</p> <p>Figure 14.12.5.17 – Tamahere Country Living Zone - Road cross sections</p> <p>Figure 14.12.5.18 – Lorenzen Bay Structure Plan - Road cross sections</p> <p>Figure 14.12.5.19 – Te Kauwhata Structure Plan – Road cross sections – Collector Roads</p> <p>Figure 14.12.5.20 – Te Kauwhata Structure Plan</p>	
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		<p>transport networks, where land is subdivided <u>creating one or more additional lots, excluding reserve or conservation lots, access and utility allotments</u>, or its use <u>significantly changed or intensified, needing additional or upgraded infrastructure</u>.</p> <p>6.4.3 Policy – Infrastructure Location and Services</p> <p>(a) Ensure subdivision, use and development are provided with infrastructure and services to a level that is appropriate to its location and intended use including:</p> <ul style="list-style-type: none"> (i) Three waters (water, wastewater and stormwater <u>supply management</u>); (ii) Telecommunication services; (iii) Electricity services; and (iv) Adequate water supply within urban areas for firefighting purposes. <p>6.4.4 Policy – <u>Road and rail Land transport</u> network</p> <p>(a) Discourage<u>Avoid</u> subdivision, use and development that would compromise:</p>	<p>– Road cross sections – Local Roads</p> <p>Figure 14.12.5.21 – Te Kauwhata Structure Plan – Road cross sections – Greenway Corridor and Whangamarino Margin Roads</p> <p><u>14.12.5.22 Railway Level Crossing Sight Triangles and Explanations</u></p>	
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		<ul style="list-style-type: none"> (i) The road function, as specified in the road hierarchy, or the safety and efficiency of the roading network; (ii) <u>The access by emergency services and their vehicles; and</u> (iii) The safety and efficiency, <u>including the maintenance, upgrading, development and operation</u> of the railway <u>land transport</u> network <p>(c) <u>Avoid reverse sensitivity effects on the land transport network through setbacks and design controls for new residential and other noise sensitive activities established in proximity to existing or planned transport corridors.</u></p> <p>6.5.2 Policy – Construction, maintenance, upgrading and operation of the land transport network</p> <ul style="list-style-type: none"> (a) Promote the construction, <u>maintenance, upgrading</u> and operation of an efficient, effective, integrated, safe, resilient, <u>accessible</u> and sustainable transport network through: <ul style="list-style-type: none"> (i) Corridor, carriageway and intersection design which is appropriate to 		
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		<p>the road function as specified in the road hierarchy and in accordance with relevant guidelines;</p> <ul style="list-style-type: none"> (ii) The appropriate design and location of sites accesses; (iii) Traffic signage, road marking, lighting, rest areas and parking as appropriate; (iv) Safe and accessible provision for pedestrians and cyclists to maximise accessibility that addresses accessibility, including off-road facilities and connections. (v) Corridor and carriageway design which is sufficient to enable enables provision of public transport (vi) Provision for other infrastructure, including where suitable low impact design stormwater facilities; (vii) Provision for stock underpasses where suitable access is not readily available; (viii) Discouraging the installation of new at grade road and pedestrian rail level crossings: 		
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		<p>A. Controlling the location of buildings and other visual obstructions within the sightline areas of rail level crossings; and</p> <p>B. Railway crossing design in accordance with the requirements of the rail operator.</p> <p><u>(ix) A: Protect and promote the development of the regional rail network for the transportation of freight;</u></p> <p><u>(x) B: Develop efficient processes and freight routes for the movement of high productivity motor vehicles through the region.</u></p> <p>6.5.3 Policy – Road hierarchy and function</p> <p><u>(a) Provide a hierarchy of roads for different functions and modes of land transport while recognising the nature of the surrounding land use within the district. Establish a road hierarchy and categorise roads in the district in accordance with their function.</u></p> <p><u>(b) Adopt the one network approach to ensure 'whole of journey' people and goods movements within the region.</u></p>		
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		<p>(c) <u>Protect the function of roads as identified in the road hierarchy from the adverse effects of subdivision, use and development.</u></p> <p>6.5.4 Policy – Road standards</p> <p>(a) Ensure that the construction and operation of roads is consistent with their function in the road hierarchy.</p> <p>6.5.5 Policy - Road Land transport safety</p> <p>(a) Ensure that structures, <u>vehicle access</u>, lighting, signage and vegetation are located and designed so as to not compromise the safe and efficient operation of the land transport network, or obscure RAPID numbers.</p> <p>6.5.6 Policy – Network utility location</p> <p>(a) Encourage the location of network utility infrastructure within transport corridors where the function, safety and efficiency of the transport network will not be compromised.</p>		
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		<p>6.5.7 Policy – Vehicle access</p> <p>(a) Control the location of new vehicle accesses to sites <u>adjacent relative</u> to other accesses, <u>intersections</u> and rail level crossings to <u>maintain and</u> improve the safety and efficiency of the land transport network.</p> <p>6.4.5 6.5.8 Policy – Roading Land transport network infrastructure</p> <p>(a) Ensure that <u>roading land transport network</u> infrastructure is developed so that:</p> <ul style="list-style-type: none"> (i) The design, location, alignment and dimensions of new roads <u>land transport networks</u> provide safe vehicle, pedestrian and cycling access and manoeuvring to every site; (ii) The <u>roading pattern land transport network</u> provides good connectivity to the site and integrates with adjacent <u>land-developments</u> and identified as future growth areas including <u>walking and cycling networks and facilities and</u> public transport such as bus stops; (iii) There is adequate provision of on-site parking 		
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		<p>and manoeuvring for land use activities; <u>and</u></p> <p>(iv) Contaminants <u>generated during construction</u> are appropriately mitigated; <u>and</u></p> <p>(v) <u>Design, alignment and dimension of new roads to accommodate installation of network infrastructure in accordance with technical and safety specification.</u></p>		
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