

Section 16 - Transportation

16.1 Introduction

- 16.1.1 This section contributes to the Plan focus on an integrated approach to land use and transport. This approach, supported by the Regional Policy Statement seeks to ensure that, at the earliest stages, land use planning and development provides for, and integrates a wide range of transport options that complement and support the existing and planned transport system. It also supports the objectives of the Waipa Integrated Transport Strategy, developed under the Regional Land Transport Strategy.
- 16.1.2 As a significant number of the community continue to rely on the private vehicle as their principal means of transport, the importance of development processes creating the foundation for the integration of land uses and transport networks should be recognised. Close proximity of housing and community facilities will easily allow people to undertake some of their daily journeys by walking or cycling, which will result in the improved health of residents, less vehicle congestion and less vehicle emissions. Conveniently located workplaces will allow shorter trips and encourage people to choose to walk, cycle or bus to work.
- 16.1.3 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 Council's Long Term Plan and the National Land Transport Programme. As the District's transport network is part of and contributes to regional and national networks, consideration may have to include the requirements of other agencies such as the Waikato Regional Council and the New Zealand Transport Agency.
- 16.1.4 At a more localised scale, the integration of land use and transport needs to ensure that the pattern of land uses and the land transport system will provide a safe and efficient network for all road users as they undertake their daily trips.
- 16.1.5 Development processes need to ensure that the intensity of land use and the capacity of the transport networks are compatible and able to support each other. For example, locating compact housing in areas supported by roads and other transport connections which can accommodate higher demand while continuing to provide a safe and efficient transport network. Development processes need to work to ensure that situations of incompatible land use and road networks do not occur; for example, cluster or ribbon development within the rural environment.
- 16.1.6 Development can have adverse effects on the adjoining transport network if attention to matters such as the provision of suitable access, parking, manoeuvring areas and loading spaces have not been considered. Conversely, transport networks are significant pieces of infrastructure that can have adverse effects on people and the surrounding environment. Attention at the early stages of the planning and development processes can ensure that these effects are mitigated.
- 16.1.7 This Plan focuses on a heightened consideration of both amenity and heritage issues. In regard to amenity, the development of a series of Town Concept Plans 2010 for Cambridge, Te Awamutu and Kihikihi, Ōhaupo and Pirongia, and the increased design focus of this Plan will direct the future appearance of growth of these communities. It is expected that the transport network will not detract, and will potentially contribute to these amenity considerations. With regard to heritage items listed in this Plan, in some instances it is anticipated that relaxation of the parking, loading and access requirements will occur in the event that the heritage item is

adapted for re-use. This recognises the contribution the building makes to the amenity and character of the District, and that compliance with standard requirements for access and car parking often means that buildings are not being re-used and potentially upgraded.

- 16.1.8 Collectively the outcomes sought will contribute to an affordable, integrated, safe, responsive and sustainable transport system within the District and its regional and national connections. This will establish effective local and regional connectivity for private vehicles and public transport, and increased pedestrian and cycling options. Appropriate requirements for pedestrian, cycle and vehicular access, manoeuvring areas, and parking and loading, will enhance safety, amenity and efficiency.

16.2 Resource Management Issues

Integrating land use and transport systems: ensuring land uses can connect with a range of transport choices

- 16.2.1 Some new developments and subdivisions are not readily accessible to alternative modes of transport such as buses.
- 16.2.2 The community continues to rely heavily on private vehicles as the principal means of transportation.
- 16.2.3 Development and subdivision that is not well integrated with the transport infrastructure of existing developed areas can lead to higher demands for additional transport infrastructure.
- 16.2.4 Development and subdivision that is not co-ordinated with the timing and availability of planned funding for transport infrastructure, or the location and layout of planned transport systems can result in demands to bring forward planned infrastructure, or new networks and connections, which cannot always be accommodated.
- 16.2.5 New development and subdivision has the potential to compromise transport options for future growth areas, if connections to future growth areas are not incorporated into development design.

Integrating land use and transport systems: providing safe and functional environments for users

- 16.2.6 Roads have the potential to enhance or compromise the function and amenity of towns and town centres.
- 16.2.7 Development and subdivision can compromise the function and efficiency of the road network and transport system.
- 16.2.8 Previously some developments and subdivisions have provided limited options for accessing local facilities.
- 16.2.9 Development and subdivision can have adverse effects on road and rail safety.
- 16.2.10 The design and layout of footpaths and networks needs to provide for all user groups, particularly in proximity to schools, rest homes, community facilities, activity centres and commercial areas.

- 16.2.11 The form and function of transport corridors and facilities can have an adverse impact on local character and amenity.

Impacts of development on transport system efficiency

- 16.2.12 Development and subdivision can have adverse effects on the form, function, and efficiency of transport corridors, e.g. development generating significant levels of traffic over a short timeframe.

Vehicle entrances, parking, loading and manoeuvring areas can have a significant impact on both the functioning and safety of sites and adjoining roads

- 16.2.13 Inappropriate design, layout and lack of provision for on-site manoeuvring areas, loading and parking spaces, can have negative impacts within sites, on adjoining properties, and surrounding roads.
- 16.2.14 In some instances, car parks cannot be provided on site, and this can in some circumstances, be mitigated by cash in lieu payment for the car parks.
- 16.2.15 The sites on which listed heritage buildings are located may not be able to provide for modern day vehicle entrances, loading and parking and manoeuvring area requirements at the time of adaptive re-use.

Adverse effects of transport on people and the environment

- 16.2.16 Stormwater runoff and contaminants from transport corridors into water bodies and the adjacent environment can have adverse effects.
- 16.2.17 The impacts of noise and vibration on the health and well-being of communities and the environment adjacent to transport networks.

Community connections with the Waikato and Waipā Rivers

- 16.2.18 The creation of roading and transportation corridors has the potential to separate communities from river environments, through distance, physical barriers and perceptions of safety.

16.3 Objectives and Policies

Please also refer to the objectives and policies of Parts C, Part D and Part F, as relevant.

Consideration can also be given to the directions and outcomes in the Waipa Integrated Transport Strategy (adopted 23 December 2010).

Objective - Ensuring sustainable, integrated, safe, efficient and affordable multi-modal land transport systems

- 16.3.1 All new development, subdivision and transport infrastructure shall be designed and developed to contribute to a sustainable, safe, integrated, efficient (including energy efficient network design) and affordable multi-modal land transport system.

Policy - Design elements

- 16.3.1.1 Development, subdivision and transport infrastructure shall be designed and located to:
- (a) Minimise energy consumption in construction, maintenance and operation of the network; and
 - (b) Accommodate and encourage alternative modes of transport; and
 - (c) Give effect to the road hierarchy; and
 - (d) Contribute to:
 - (i) Integrated transport and land use planning and a safe road system approach; and
 - (ii) Reducing deaths and serious injuries on roads; and
 - (iii) An effective and efficient road network; and
 - (iv) Efficient movement of freight.

Policy - Ensuring future connections

- 16.3.1.2 Development, subdivision and transport infrastructure shall be designed and located to:
- (a) Link to existing transport networks, including roads, walking, cycling and passenger transport; and
 - (b) Accommodate future transport network connections and walking, cycling and passenger transport options to Deferred Zones and future growth areas.

Policy - The timing and availability of planned funding for transport infrastructure

- 16.3.1.3 The provision of transport infrastructure for any development or subdivision shall be managed in such a way that it takes into account the timing and availability of planned funding for transport infrastructure.

Objective - Integrating land use and transport: ensuring a pattern of land uses and a land transport system which is safe, effective and compatible

- 16.3.2 Land use and transport systems successfully interface with each other through attention to design, safety and amenity.

Policy - Integrating land use and transport

- 16.3.2.1 Development, subdivision and transport infrastructure shall be located, designed and managed to:
- (a) Minimise conflict on and across arterial routes and provide appropriate access; and
 - (b) Include access that is safe and appropriate for all road users, including those with restricted mobility; and
 - (c) Minimise the need for travel and transport where practicable; and
 - (d) Facilitate travel demand management opportunities where practicable.

Policy - Enhancing pedestrian safety

- 16.3.2.2 To improve pedestrian safety in proximity to schools and other community facilities, and commercial areas including pedestrian frontage areas; the standard of pedestrian networks shall be enhanced to accommodate and encourage greater use.

Policy - Safe roads

- 16.3.2.3 Development and subdivision design and construction shall contribute to a safe road environment, by:
- (a) Providing safe and appropriate locations for vehicle entrances, driveways, pedestrian and cycle routes; and
 - (b) Designing and locating transport networks, lighting, street furniture and landscaping to minimise conflict, maintain visibility, and provide for maintenance activities.

Policy - Managing effects on character and amenity

- 16.3.2.4 Development, subdivision and transport infrastructure shall be located, designed and managed to:
- (a) Avoid, remedy, or mitigate adverse effects of transport on character and amenity; and
 - (b) Facilitate opportunities to enhance character and amenity; and
 - (c) Ensure that the outcomes sought in the Waipa Growth Strategy, Town Concept Plan 2010 Plans, and the Character Precinct statements in Section 6 – Commercial Zone of this Plan are achieved.

Advice Note: The Character Descriptions in Appendix DG2 to DG6 contain a description of the existing character of each precinct area and a series of design statements. Section 21.2.6.1 contains the information requirements for a Site Analysis Statement: Precinct Areas.

Objective - Maintaining transport network efficiency

- 16.3.3 To maintain the ability of the transport network to distribute people and goods safely, efficiently and effectively.

Policy - Effects of development or subdivision on the transport network

- 16.3.3.1 Avoid, remedy or mitigate the adverse effects of development or subdivision on the operation and maintenance of the transport network, including from:
- (a) Traffic generation, load type, or vehicle characteristics; and
 - (b) The collection and disposal of stormwater; and
 - (c) Reverse sensitivity effects where development or subdivision adjoins existing and planned roads.

Policy - Location of network utilities

- 16.3.3.2 When significant alterations to existing utilities occur in the road reserve, or new network utilities locate in the road reserve, the network utilities must avoid, remedy, or mitigate impacts on:
- (a) The operation, renewal and development of the transport network; and
 - (b) Existing and planned landscaping, tree planting, footpaths, lighting, bus bays, indented car parks, and any other amenity enhancements.

Objective - Provision of vehicle entrances, parking, loading and manoeuvring areas

- 16.3.4 The provision of adequate and well located vehicle entrances and parking, loading and manoeuvring areas that contribute to both the efficient functioning of the site and the adjacent transport network.

Policy - Location of vehicle entrances

- 16.3.4.1 To maintain the safe and efficient functioning of adjoining roads and railways, vehicle entrances to all activities shall be located and formed to achieve safe sight lines and entry and egress from the site. In some locations, adjoining rail lines, State Highways, and the District's Commercial Zones; vehicle entrances will be limited and will require assessment due to the complexity of the roading environment, or the importance of provision for pedestrians.

Policies - Ensuring adequate parking, loading and manoeuvring areas on site

- 16.3.4.2 To maintain the efficient functioning of adjoining roads, all activities shall provide sufficient area on site to accommodate the parking, loading and manoeuvring area requirements of the activity, except in the Residential Zone where the provision of on-site manoeuvring for dwellings is enabled within the setbacks.
- 16.3.4.3 Activities that operate at different times and have adjoining sites may be able to share the use of the same parking spaces.
- 16.3.4.4 Certain activities may be able to demonstrate through the provision of a travel plan, that staff or occupants of the activity can access the activity through alternative means of travel, thus reducing the requirements for car parks.

Advice Note: Appendices T1 and T2 of this Plan outlines the parking and loading and manoeuvring area requirements for activities.

Policy - On-site vehicle manoeuvring areas in the Residential Zone

- 16.3.4.5 The requirement for dwellings to provide an on-site manoeuvring area may be dispensed with in specific and limited circumstances, where any adverse effects on safety can be avoided, remedied or mitigated.

Policy - Cash in lieu of parking in the Commercial Zones

- 16.3.4.6 When a development is unable to meet the car parking requirements of the Plan, due to insufficient site area, or being located where it is undesirable to interrupt a road frontage with vehicle entrances; mitigation of the non provision of car parking could be achieved through a cash contribution in lieu.

Policy - Encouraging the adaptive re-use of heritage items

- 16.3.4.7 To achieve the adaptive re-use of heritage items, as listed in Appendix N1, a reduction in the requirement for vehicle entrances, and on-site parking, loading and manoeuvring areas can be considered where these cannot practicably be incorporated on-site due to the location of the heritage item on the site and the size of the site.

Objective - Minimising adverse effects of the transport network

- 16.3.5 The transport network can have effects on the adjacent environment that must be mitigated through design.

Policy - Natural environment

- 16.3.5.1 Transport infrastructure, including its layout within a development and subdivision, shall be designed and located to avoid, remedy or mitigate adverse effects on the adjacent environment, having regard to stormwater collection, treatment and disposal, earthworks, noise and the landscape areas identified within this Plan and on the Planning Maps.

Policy - Noise and vibration

- 16.3.5.2 Noise sensitive activities, adjacent to strategic roads, including State Highways, collector roads in the Rural Zone and Large Lot Residential Zones, and railway lines; will require acoustic attenuation to ensure the continuation of the ability to achieve acoustic privacy.

16.4 Rules

The rules that apply to activities are contained in:

- (a) *The activity status tables and the performance standards of this section; and*
 (b) *The activity status tables and the performance standards in Part D Zone Provisions, Part E District Wide Provisions and Part F District Wide Natural and Cultural Heritage of the Plan.*

16.4.1 Activity Status Table

16.4.1.1	Activity	Residential Zone	Commercial Zone	Industrial Zone/ Airport Business Zone	Reserves Zone	Large Lot Residential Zone	Rural Zone	All other Zones*
(a)	Permitted, Controlled or Restricted Discretionary activities (b) to (j) shall comply with the performance standards of 16.4.2. Failure to comply with the performance standards of 16.4.2 will result in the activity being a discretionary activity or as specified in 16.4.2.							
(b)	Activities that comply with the car parking and loading requirements of Appendix T1.	P	P	P	P	P	P	P
(c)	Activities for development or redevelopment that utilise payment of a cash-in-lieu contribution to achieve the car parking requirements of Appendix T1.	NA	D	NA	NA	NA	NA	NA
(d)	Activities generating less than 100 vehicles per day that require a new vehicle entrance onto any State Highway or	RD	RD	RD	RD	RD	RD	RD

16.4.1.1	Activity	Residential Zone	Commercial Zone	Industrial Zone/ Airport Business Zone	Reserves Zone	Large Lot Residential Zone	Rural Zone	All other Zones*
	major arterial road.							
<p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ Location and scale of activity; and ▪ Vehicle access and manoeuvring; and ▪ Number of car parks provided on site; and ▪ Impacts on the safe and efficient functioning of the road network; and ▪ Vehicle queuing on site; and ▪ Consultation with the New Zealand Transport Agency. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>								
(e)	Activities generating 100 vehicles or more per day onto any State Highway or major arterial road.	See Rule 16.4.2.25.						
(f)	Activities generating less than 100 vehicles per day that do not require a new vehicle entrance onto any State Highway or major arterial road.	P	P	P	P	P	P	P
(g)	Any activity on sites other than heritage sites that cannot provide vehicle entrances, parking, loading or manoeuvring on site.	D	D	D	D	D	D	D
(h)	Any vehicle access to land providing for an activity, where vehicle access to a road is obtained by crossing a railway line.	RD	RD	RD	RD	RD	RD	RD
<p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> ▪ Location and scale of activity; and ▪ Vehicle access and manoeuvring; and ▪ Number of car/bike parks provided on site; and ▪ Visibility to rail line. <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>								

16.4.1.1	Activity	Residential Zone	Commercial Zone	Industrial Zone/ Airport Business Zone	Reserves Zone	Large Lot Residential Zone	Rural Zone	All other Zones*
(i)	Any access to land providing for more than one activity, where access to a road is obtained by crossing a railway line.	NC	NC	NC	NC	NC	NC	NC
(j)	Provision of 25 or more car parks on a site.	P	RD	P	P	P	P	P
Assessment will be restricted to the following matters: <ul style="list-style-type: none"> ▪ Landscaping; and ▪ Consideration of CPTED; and ▪ Vehicle queuing on site; and ▪ Lighting of parking areas. These matters will be considered in accordance with the assessment criteria in Section 21. Activities that do not meet the controlled activity criteria will be discretionary activity.								
<i>In this table: P = permitted activity; C = controlled activity; RD = restricted discretionary activity; D = discretionary activity; NC = non-complying activity; NA = not applicable</i>								

Advice Note: For any development involving access onto and/or off a State Highway, consultation with the New Zealand Transport Agency is recommended before an application is submitted to Council. In the case of direct access onto and/or off a Limited Access Road that is a State Highway, the Government Roading Powers Act 1989 is applicable, in addition to the relevant provisions within the Waipa District Plan.

***All other zones means St Peters School Zone, Lake Karāpiro Events Zone, Mystery Creek Zone, Karāpiro and Arapuni Hydro Power Zone, Marae Development Zone, Significant Mineral Extraction Zone.**

Any discretionary activity application may be required to provide an Integrated Transport Assessment, as part of the Assessment of Environmental Effects.

16.4.2 Performance Standards

The following rules apply to activities listed as permitted, controlled or restricted discretionary.

Where rules are not complied with resource consent will be required in accordance with the rules in the activity status table or as identified in the performance standards, and will be assessed against the relevant objectives and policies. In the case of controlled and restricted discretionary activities, the assessment will be restricted to the matters over which control or discretion has been reserved, in accordance with the relevant assessment criteria contained in Section 21. For discretionary activities Council shall have regard to the assessment criteria in Section 21. The criteria in Section 21 are only a guide to the matters that Council will consider and shall not restrict Council's discretionary powers.

Activities that do not meet the performance standard rules will be a discretionary activity.

Rules - Road hierarchy

16.4.2.1 All structure plans, plan changes, developments, and subdivisions must be consistent with the road hierarchy, as contained in Appendix T5.

16.4.2.2 To maintain the effectiveness of the road hierarchy, a road network must be designed so that a road connects to a road at the same level in the hierarchy, or directly above or below its place in the hierarchy.

16.4.2.3 To maintain the effectiveness of the road hierarchy, when a site has two road frontages, vehicle access and egress must be from the lesser road type, as shown in the matrix below:

	Major Arterial (State Highways)	Major Arterial (Excluding State Highways)	Minor Arterial	Collector Road	Local Road
Major Arterial (State Highways)	Road with lower speed or traffic volumes	Major Arterial	Minor Arterial	Collector Road	Local Road
Major Arterial (Excluding State Highways)	Major Arterial	Road with lower speed or traffic volumes	Minor Arterial	Collector Road	Local Road
Minor Arterial	Minor Arterial	Minor Arterial	Road with lower speed or traffic volumes	Collector Road	Local Road
Collector Road	Collector Road	Collector Road	Collector Road	Road with lower speed or traffic volumes	Local Road
Local Road	Local Road	Local Road	Local Road	Local Road	Either - Road with lower speed or traffic volumes (preferred)

Activities that fail to comply with Rules 16.4.2.1 to 16.4.2.3 will require a resource consent for a discretionary activity.

Rule - Vehicular access to sites in all zones

16.4.2.4 Every site shall be provided with vehicle access to a formed road that is constructed to a permanent standard. The vehicle access shall be designed to accommodate the demands of all traffic from the activity on that site, taking into account the form and function of the road.

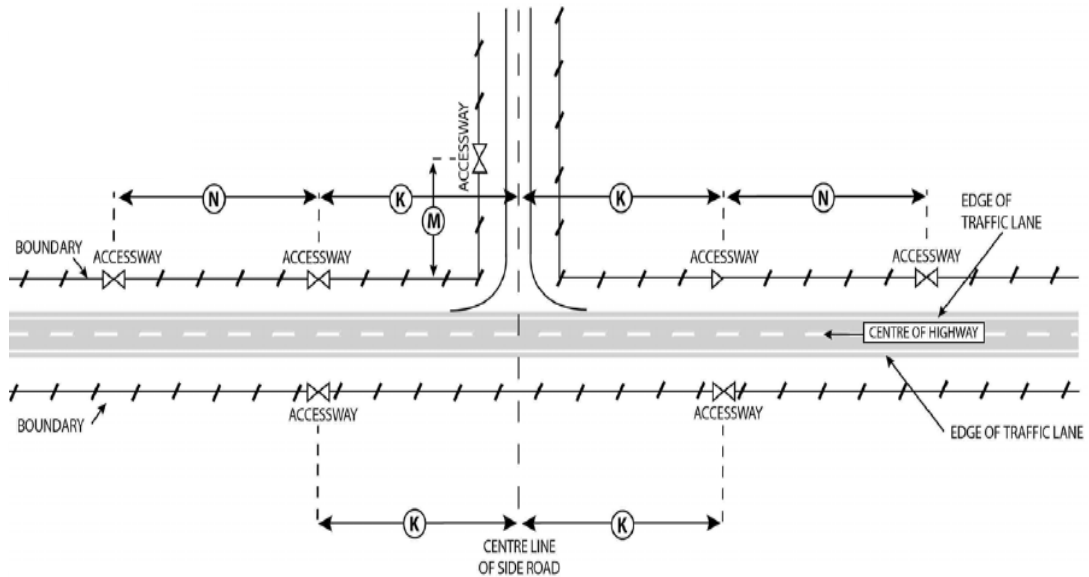
Advice Notes:

1. Where a site in the Residential Zone, Rural Zone and Large Lot Residential Zone requires access for a fire appliance to a fire fighting water supply, SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice shall be used as a guide.
2. Guidance on how this rule can be achieved is contained within the Regional Infrastructure Technical Specifications as updated from time to time.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity.

Rule - Vehicle entrance separation from intersections and other vehicle entrances

16.4.2.5 The minimum distance of a vehicle entrance (accessway) from an intersection or other entrance shall be as follows, where the values for K, M and N are included in the following table:



Posted Speed limit	Minimum Distance K=	Minimum Distance M=	Minimum Distance N=
40	30	20	For 60km/h- less than 4m or more than 11m
50	30	20	
60	30	20	
70	100	45	40
80	100	45	100
90	200	60	200
100	200	60	200

Advice Note: Varying separation distances for lower speed areas is to provide for the possibility of on street parking (e.g. as close as practicable or at least 5m space and 1.25m clearance between edges of crossings).

Activities that fail to comply with this rule will require a resource consent for a discretionary activity.

Rule - Vehicle entrance separation from railway level crossings

16.4.2.6 New vehicle access ways shall be located a minimum of 30m from a railway level crossing.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity.

Rule - Minimum sight distance requirements for a railway level crossing

16.4.2.7 Any buildings, structure or land use shall be located to comply with the minimum rail level crossing sightline requirements within Appendix T2.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity.

Rule - Vehicle access to compact housing development

16.4.2.8 Compact housing development must only have one access point to a strategic road.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity.

Rules - Vehicle access to sites in the Commercial Zone

- 16.4.2.9 No new vehicle access is permitted across any 'pedestrian frontage' as identified on the Planning Maps.

Activities that fail to comply with this rule will require a resource consent for a restricted discretionary activity. Where the vehicle access is being relocated, the extent of assessment of effects of the matters below is restricted to those effects that are greater than or in addition to effects already associated with the existing vehicle crossing, with the discretion being restricted over:

- The effects of the location of the vehicle access; and
- The potential to locate vehicle crossings outside a 'pedestrian frontage'; and
- The extent to which the safe and efficient functioning of the pedestrian environment has been provided for; and
- The extent to which the design incorporates measures to ensure the vehicle access functions safely; and
- The extent to which the safety of all users of the access has been provided for; and
- The effect on the safe and efficient functioning of existing vehicle crossings.

These matters will be considered in accordance with the assessment criteria in Section 21.

- 16.4.2.10 No direct vehicle access onto the State Highway is permitted from properties fronting State Highway 3.

- 16.4.2.11 Where a site has frontage to a road and a service lane, all vehicle access shall be from the service lane.

Activities that fail to comply with Rules 16.4.2.9 to 16.4.2.11 will require a resource consent for a discretionary activity.

Rule - Vehicle access to sites in the Industrial Zone

- 16.4.2.12 Where a site has a frontage greater than 50m to a road which is not a State Highway or a major arterial road, two vehicle crossings will be allowed from that road, subject to the requirements of Rule 16.4.2.5.

Advice Note: For any development involving access onto and/or off a State Highway, consultation with the New Zealand Transport Agency is recommended before an application is submitted to Council. In the case of direct access onto and/or off a Limited Access Road that is a State Highway, the Government Roadway Powers Act 1989 is applicable, in addition to the relevant provisions within the Waipa District Plan.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity.

Rules - Parking, loading and manoeuvring area

- 16.4.2.13 All activities that involve the erection, construction or substantial reconstruction, alteration or addition to a building on any site, or changes the use of any land or building, shall provide parking and loading/unloading for vehicles on the site as set out in Appendix T1.

Provided that in the Residential Zone:

- (a) One of the car parks allocated to a single dwelling may be stacked (i.e. located in such a way that it cannot be accessed directly from the associated access or manoeuvring area) provided that the stacked car park does not:
 - (i) Encroach on or interfere with any shared access on the site; or
 - (ii) Encroach on any required building setback, side boundaries, or outdoor living area; or
 - (iii) Compromise the ability for any vehicle to manoeuvre within the site, as contained within Appendix T2.

16.4.2.14 Where assessment of the number of parking spaces required results in a fractional space being calculated, any fraction less than one-half shall be disregarded, and any fraction greater than or equal to one-half shall be counted as one space.

16.4.2.15 Vehicle parking, loading/unloading, and manoeuvring areas shall:

- (a) Not encroach on any setback, outdoor living area, or bicycle parking spaces; and loading/unloading areas and manoeuvring areas shall not encroach over vehicle parking spaces; and
- (b) Be designed, formed, and constructed in accordance with Appendix T2 and ensure that the surface of the required area provides a dust free environment; and
- (c) Provide for the safe and efficient disposal of surface stormwater clear of any adjoining access or road surface in a way that does not result in ponding or scouring; and
- (d) Be constructed to accommodate the anticipated use of the area by all traffic likely to access the site in the zone in which it is located, including construction traffic taking into account pavement, surfacing, demarcation of spaces, aisles and circulation roads; and
- (e) Be provided on the site on which the building, activity or proposal is located, except where the provisions of Rules 16.4.2.16 and 16.4.2.17 apply.

For the avoidance of doubt, rear sites that are served by an access leg/driveway that is in sole ownership are considered to be part of the site.

Provided that:

- (i) In all zones the vehicle entrance may cross the road boundary setback; and
- (ii) For front and corner sites in the Residential Zone where Rules 16.4.2.16 and 16.4.2.17 do not apply, vehicle parking and manoeuvring areas associated with dwellings may encroach into the setbacks, provided that a 1m wide setback is retained at the road boundary, excluding the vehicle entrance; and
- (iii) For rear sites in the Residential Zone served by an access leg/driveway, vehicle parking and manoeuvring associated with dwellings may encroach into any setback (refer to diagram following Rule 16.4.2.17); and
- (iv) In the St Peters School Zone this rule shall not apply and the provisions of Rule 11.2.4.31 shall apply to all vehicle parking, loading/unloading and manoeuvring areas; and
- (iv) In the Residential and Commercial Zones, vehicle parking, loading/unloading and manoeuvring areas must be sealed and drained; and

- (vi) In the Large Lot Residential, Industrial and Airport Business Zones, vehicle parking, loading/unloading and manoeuvring areas must be sealed and drained where granular material or storm water runoff from the area will enter the road corridor; and
- (vii) In the Rural and Large Lot Residential Zones private right of ways must have an all-weather (metal) surface. Where existing dwellings are located within 15m of a private right of way, the surface must be sealed and drained.

Advice Note: Additional formation standards are contained in the Regional Infrastructure Technical Specifications.

Activities that fail to comply with Rules 16.4.2.13 to 16.4.2.15 will require a resource consent for a discretionary activity.

Rules - Exemption for on-site vehicle manoeuvring areas in the Residential Zone

16.4.2.16 On front or corner sites in the Residential Zone, on-site vehicle manoeuvring areas may be exempt from Rule 16.4.2.15(e) and shall not be required where:

- (a) The site contains a single, primary dwelling; and
- (b) The garage doors, or vehicle entrance to the carport faces the road where the vehicle will access (refer to diagram following Rule 16.4.2.17); and
- (c) The distance between the garage door, or vehicle entrance to the carport and the road boundary on the site is no more than 12m (refer to diagram following Rule 16.4.2.17); and
- (d) The driveway does not encroach on any minimum outdoor living area as required under Rule 2.4.2.16 or road boundary setback other than at the vehicle entrance.

Provided that:

- (i) The site is not accessed from a road with a posted speed limit exceeding 50km/hr; and
- (ii) In rules (b) and (c) where there is no garage or carport the shortest dimension of the car parking space must face the road and must be no more than 12m from the road boundary.

Activities that fail to comply with this rule will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- The ability of the activity to address safety in respect of driveway length and visibility; and
- The speed environment and road hierarchy; and
- Whether the dwelling(s) is located in proximity to an entrance to a school or any preschool facility; and
- The ability of the activity to address safety in respect of the number of dwellings on site or sharing the access; and
- The apportionment of legal access where there is shared access; and
- The extent to which the Guidelines for Property Design to Improve Driveway Safety have been considered; and
- The formation of the driveway or access and vehicle entrance.

These matters will be considered in accordance with the assessment criteria in Section 21.

- 16.4.2.17 On sites in the Residential Zone with access to a right of way, manoeuvring may occur in the right of way and sites may be exempt from Rule 16.4.2.15(e) where:
- The site contains a single, primary dwelling; and
 - The garage doors, or vehicle entrance to the carport face the right of way where the vehicle will access; and
 - The distance between the garage door, or vehicle entrance to the carport and the site boundary with the right of way is no more than 12m; and
 - The driveway does not encroach on any minimum outdoor living area as required under Rule 2.4.2.16; and
 - Rights over the right of way shall be apportioned so as to provide legal access to all sites for the purposes of vehicle manoeuvring; and
 - The right of way shall be of sufficient dimension to provide for a vehicle manoeuvring area of a standard adequate to accommodate a 99.8 percentile car as described in Appendix T2, 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.

Provided that in rules (b) and (c) where there is no garage or carport the shortest dimension of the car parking space must face the right of way and must be no more than 12m from the right of way.

Activities that fail to comply with this rule will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- The ability of the activity to address safety in respect of driveway length and visibility; and
- The speed environment and road hierarchy; and
- Whether the dwelling(s) is located in proximity to an entrance to a school or any preschool facility; and
- The ability of the activity to address safety in respect of the number of dwellings on site or sharing the right of way; and
- The apportionment of legal access on the right of way; and
- The extent to which the Guidelines for Property Design to Improve Driveway Safety have been considered; and
- The formation of the driveway or access and vehicle entrance.

These matters will be considered in accordance with the assessment criteria in Section 21.

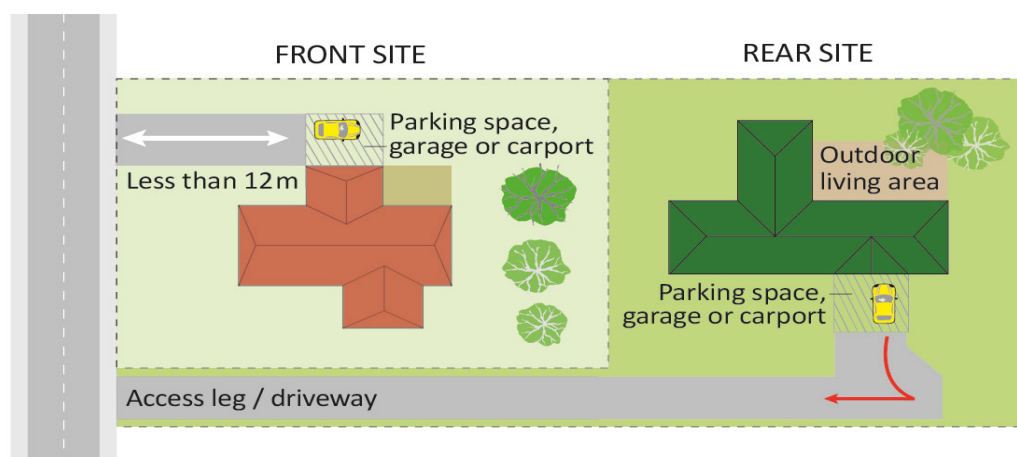


Diagram illustrating 16.4.2.16 and Rule 16.4.2.17

16.4.2.18 The design and layout of sites shall ensure that access to each required vehicle parking, loading and unloading space is directly from the required access or manoeuvring area.

16.4.2.19 Vehicle manoeuvring areas and parking spaces, including those spaces located in a garage, and loading and unloading spaces, shall be provided on a site, of a standard adequate to accommodate a 99.8 percentile car, or a 99 percentile truck, as described in Appendix T2, 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, except where Rule 16.4.2.17 applies.

For the avoidance of doubt rear sites that are served by an access leg/drive way that are in sole ownership are considered to be part of the site.

16.4.2.20 All required car parks shall be marked or delineated on site, except in the Residential Zone and in the St Peters School Zone.

Activities that fail to comply with Rules 16.4.2.18 to 16.4.2.20 will require a resource consent for a discretionary activity.

Rule - Provision of access and car parking for listed heritage items

16.4.2.21 Where the proposed development, or activity incorporates a heritage item identified in Appendix N1 of the Plan, then any additional car parks required in accordance with Appendix T1 Minimum Vehicle Parking and Loading/Unloading Standards, contained need not be provided, and a financial contribution for the provision of public car parking need not be paid, provided that the total number of car parks provided on the site prior to the proposed development, or activity is not reduced.

Activities that fail to comply with this rule will require a resource consent for a discretionary activity.

Rule - Provision of financial contribution (cash in lieu) for parking

Advice Note: The following rule applies to activities within the Commercial Zones only of the District.

16.4.2.22 The Financial Contribution is \$7,087.00 (GST exclusive) for each parking space, as at 1 July 2019, adjusted annually according to any movement in the Consumer Price Index (CPI).

Advice Note: Purposes for which cash in lieu will be used:

1. Any Financial Contributions taken by Council in lieu of on-site parking may be used to provide, upgrade and/or extend off and/or on street parking; or
2. Council may, at its discretion, use such Financial Contributions to:
 - Provide public parking on Council owned land or in Council owned buildings; or
 - Secure parking for public use within private developments or on private land; or
 - Lease long term privately owned parking spaces to provide for public parking; or
 - Repay loans for public parking already provided; or
 - Enter into joint ventures for the provision of public parking.
3. The CPI index (all groups) base figure is 1188 (December 2013). The base was changed by Statistics NZ in late 2017, and is now 969 (December 2013).

Activities that fail to comply with this rule will require a resource consent for a discretionary activity.

Rule - Car park landscaping and lighting

16.4.2.23 Other than in the St Peters School Zone, all car parks must:

- (a) Provide at least one tree planted for every 5 car parking spaces at a grade of no less than PB95. For the avoidance of doubt, PB95 is equivalent to a tree that is at least 1.5m tall at the time of planting; and
- (b) Ensure lighting is designed to avoid shading areas or isolating areas of public use.

Provided that in the Commercial Zone, car parks with more than 25 car parking spaces shall be a restricted discretionary activity.

Activities that fail to comply with this rule will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Landscaping and lighting design elements; and
- Consideration of CPTED; and
- Vehicle queuing on site.

These matters will be considered in accordance with the assessment criteria in Section 21.

Rule - Provision of bicycle parking facilities

16.4.2.24 In areas other than the Rural Zone and Pedestrian Frontages, activities employing more than ten people must provide bicycle parking facilities at a rate of one bicycle park for every ten people employed.

Activities that fail to comply with this rule will require a resource consent for a controlled activity. Matters over which Council reserves its control are:

- The ability to provide bike parks on site.

These matters will be considered in accordance with the assessment criteria in Section 21.

Rule - Provision of an integrated transportation assessment

16.4.2.25 A Simple or Broad Integrated Transport Assessment (ITA) shall be prepared for activities as required by this rule, in accordance with the following trigger thresholds:

Activity	Measured in Trip Generation of Activity (vpd = vehicles per day) Annual Average Daily Traffic						
	Collector and Local Roads			Major and Minor Arterial Roads (including State Highways)			All Roads
	LOW <100 vpd	MEDIUM 100 - 249 vpd	HIGH >250 vpd	LOW <100 vpd	MEDIUM 100 - 249 vpd	HIGH >250 vpd	SIGNIFICANT >1500 vpd
Any Permitted or Controlled Activity	Not Required	Not Required	RD Simple ITA required	Not Required See Rule 16.4.1.1(d) for State Highways & Major Arterials	RD Simple ITA required	RD Broad ITA required	RD Broad ITA required

Activity	Measured in Trip Generation of Activity (vpd = vehicles per day) Annual Average Daily Traffic						
	<ul style="list-style-type: none"> vpd thresholds are set in car equivalents. For the purpose of these thresholds, heavy vehicles (gross vehicle mass exceeding 3.5 tonnes) are to be taken as 10 car equivalents). Appendix T6 contains a guide for converting vehicles per day into other units of measure. This can be used for screening proposals to identify whether an ITA is required or not. 						
	Collector and Local Roads			Major and Minor Arterial Roads (including State Highways)			All Roads
	LOW <100 vpd	MEDIUM 100 - 249 vpd	HIGH >250 vpd	LOW <100 vpd	MEDIUM 100 - 249 vpd	HIGH >250 vpd	SIGNIFICANT >1500 vpd
Any Restricted Discretionary Activity	Not Required	Not Required	RD Simple ITA required	Not Required See Rule 16.4.1.1(d) for State Highways & Major Arterials	RD Simple ITA required	RD Broad ITA required	RD Broad ITA required
<p>Assessment will be restricted to the following matters:</p> <ul style="list-style-type: none"> Location and scale of activity; and Effects of vehicle generation on functioning of road, road hierarchy and other users; and Vehicle access and manoeuvring; and Number of car parks provided on site; and Consideration of CPTED; and Provision for multi-modal transport options (Broad ITA only); and Effects on connectivity (Broad ITA only); and Vehicle queuing on site; and Effects on infrastructure provision; and Infrastructure deficiencies, risks or positive effects identified from consultation with the New Zealand Transport Agency where State Highways may be affected (Broad ITA only). <p>These matters will be considered in accordance with the assessment criteria in Section 21.</p>							

(a) Exceptions

The provisions of this rule shall not apply to:

- (i) Events and temporary activities where a Traffic Management Plan is required, and has been approved by the road controlling authority; or
- (ii) Home occupations; or
- (iii) Showhomes; or
- (iv) Farming activities; or
- (v) Activities that are the subject of approved resource consents, Structure Plans or plan changes at the time of notification of the Plan, 31 May 2012. For the avoidance of doubt, this includes all activities in the Airport Business Zone except for:
 - the Northern Precinct land shown on the Airport Business Zone Structure Plan in Appendix S10; and
 - any direct vehicle access to Raynes Rd that does not comply with the Airport Business Zone Structure Plan in Appendix S10; and
 - any non-complying activities in the Airport Business Zone.

- (vi) Temporary Events in the St Peters School Zone in accordance with Rule 11.4.2.11;
or
- (vii) Activities within and in accordance with an approved comprehensive development plan; or
- (viii) Activities in accordance with Appendices T7 - Te Awamutu Dairy Manufacturing Site and T8 - Hautapu Dairy Manufacturing Site.

Advice Notes:

1. For any temporary event that could affect normal road conditions, in addition to the provisions of the Waipa District Plan, a Traffic Management Plan may be required by the relevant road controlling authority.
2. The information requirements for an Integrated Transport Assessment are detailed in 21.2.16.

16.5 Assessment Criteria

16.5.1 Controlled activities and Restricted Discretionary activities

For controlled and restricted discretionary activities the assessment will be restricted to the matters over which control or discretion has been reserved, in accordance with the relevant assessment criteria contained in Section 21. Resource consent conditions can only be imposed over the matters which control or discretion has been reserved. The assessment criteria is contained within Section 21.

16.5.2 Discretionary activities

For discretionary activities Council shall have regard to the assessment criteria in Section 21. The criteria in Section 21 are only a guide to the matters that Council will consider and shall not restrict Council's discretionary powers.