25.14 Transportation

25.14.1 Purpose

a. This chapter contains city-wide objectives, policies, and rules relevant to the transport network ~~and~~, subdivision, use and development.

b. The transport network is a significant and essential physical resource of the ~~City~~city that contributes to the economic, social, and cultural wellbeing of residents, visitors and businesses within and outside Hamilton.

c. The transport network includes all transport corridors and infrastructure for all transport modes, ~~pedestrian and cycle~~including walking, ~~passenger~~cycling, micro-mobility, public transport, freight, other vehicles, rail, and river ~~ferry routes~~ferries. Also, while Hamilton Airport is not within the ~~City~~city it is ~~our~~the city's closest facility for moving goods and people by air. The facility is Regionally Significant Infrastructure and with its air routes is a key component of the wider transport network.

d. The transport mode hierarchy defines the prioritisation of levels of access and amenity for the transport modes to support mode shift and sustainable transport choices.

25.14.2 Objectives and Policies: Transportation

Objective	Policies
Integrated Transport Network **25.14.2.1** An integrated, multi-modal, climate-resilient transport network with low embodied and operational greenhouse gas emissions that meets national, regional, and local transport needs, gives effect to Te Ture Whaimana, provides travel choices, supports high quality growth and development of the economy and an enjoyable, liveable city, and is: i. Efficient, to the extent consistent with Policy 25.14.2.1g. ii. Affordable. iii. Safe and where no one is killed or seriously injured. iv. Accessible to all. v. Sustainable.	**Land Use Integration** **25.14.2.1a** Integrate land use and the transport network by: i. Implementing Policies 2.2.14a to 2.2.14j. ii. Managing vehicle access in accordance with Policy 25.14.2.1o. iii. Recognising and providing for planned upgrades of transport corridors. **Climate Change** **25.14.2.1b** Promote the establishment and maintenance of a continuous tree canopy along transport corridors to improve amenity for corridor users and adjoining land use, minimise the urban heat island effects of urban intensification, enhance biodiversity and ecological function, provide summer shade to make the corridors more comfortable for walking, cycling, and micro-mobility during hotter weather, and store carbon. **25.14.2.1c** Reduce embodied greenhouse gas emissions and operational greenhouse gas emissions.

vi. Integrated with land use to minimise the need to travel and the total distance travelled, and avoid wherever practicable conflicts between transport modes.

vii. Easy to use and provides opportunities for play.

25.14.2.1d
Plan the transport network to be resilient to predicted future extreme weather events.

Accommodating growth
25.14.2.1e

i. Take account of the whole of life benefits and costs of the transport network.

ii. Minimise the building of new, or widening of existing, transport corridors to accommodate growth by:

A. Making the best use of existing transport corridors by reconfiguring them for more space-efficient modes of transport like walking, cycling, micro-mobility, and public transport rather than adding more lanes for private vehicles; and

B. Locating land uses and densities in such a way as to support walking, cycling, micro-mobility and public transport.

iii. Enable transport corridors to be widened to accommodate stormwater treatment, street trees, or dedicated facilities for public transport, walking, cycling, or micro-mobility.

Urban design
25.14.2.1f

i. Provide high quality, safe, efficient, convenient, multi-modal connections for everyone moving from place to place.

ii. Enable transport corridors to perform their movement and place functions within the city's transport corridor hierarchy.

iii. Establish and protect streetscape amenity and recognise and provide for place functions.

iv. Where appropriate, realise opportunities to enable everyone to be active, play, explore the city, and have fun within transport corridors and the transport network.

Priorities
25.14.2.1g

i. Prioritise the needs of transport modes that are higher in the transport mode hierarchy.

ii. Enable and prioritise walking, cycling, micro-mobility, and public transport over private

		vehicles through: A. Improving the quality, quantity, extent, amenity, playfulness, convenience, and performance of facilities for public transport, cycling, walking, and micro-mobility to attract more users. B. Integrating land use and the transportation network in accordance with Policy 25.14.2.1a. C. Improved design and management of parking, loading, and end-of-journey facilities. iii. Prioritise climate change adaptation and reduction of greenhouse gas emissions. iv. Prioritise freight movement and high frequency public transport over private vehicles on the strategic transport network.
		~~**Land Use Integration**~~ **Parking** **25.14.2**~~**.1a**~~ ~~The transportation network~~.1h Manage the design, location, quantity, and ~~related~~pricing of any parking infrastructure ~~is planned, designed, constructed and managed~~provided in a ~~manner~~way that: i. ~~Is consistent with and supports the land-use spatial framework~~Provides for the ~~City (Figure 2.1a in Chapter 2).~~ ii. ~~Promotes vibrant business centres.~~ iii. ~~Contributes to safe~~special design, personal security, accessibility, and ~~efficient multi-modal transport corridors serving the Central City, business centres and other key destinations.~~ iv. ~~Contributes to a transportation network that:~~ A. ~~Is accessible to~~convenience requirements of all users~~, including transport disadvantaged~~. B. Minimises adverse effects arising from supply of and ~~mobility impaired~~demand for parking. C. Minimises adverse safety and efficiency effects on walking, cycling, micro-mobility, public transport, freight, and emergency services.

D. Maximises opportunities for ~~walking, cycling~~the efficient use of existing parking infrastructure.

E. Provides charging facilities for electric powered vehicles and ~~passenger~~micro-mobility devices.

F. Encourages active modes, micro-mobility, and public transport.

G. ~~Creates good connections between residential areas, passenger transport services, schools, employment nodes, recreation areas, shops~~Ensures loading and ~~other destinations~~drop-off spaces are available for each development and site.

H. Provides ~~a choice of routes~~for car-share, taxis, and ~~transport modes for travelling~~ride-share.

v. ~~Recognises the need for effective long-term solutions that are affordable and practicable.~~

End-of-journey facilities

25.14.2.1i

Require provision of accessible, practical, secure, covered, end-of-journey facilities for all users as close as practicable to their journey destination.

Public Transport ~~Network~~

25.14.2~~.1b~~

~~The transportation network~~.1j

Encourage growth in public transport patronage to reduce carbon emissions and ~~related infrastructure is planned, designed, constructed~~minimise traffic congestion on transport corridors and ~~managed in a manner that~~demand for parking spaces by:

i. ~~Recognises~~Upgrading public transport facilities and services, particularly on congested transport corridors.

ii. Supporting the ~~affordability of providing new~~transition to a rapid and frequent public ~~infrastructure~~transport network, including through policies 2.2.14a to 2.2.14h and ~~other actions~~policies 25.14.2.1j iii to ~~increase~~vi.

iii. Improving the ~~capacity~~operational efficiency of the public transport network to ~~accommodate growth~~make public transport faster, more

reliable, and easier to use.

iv. ~~Enables flexible management~~Providing free, secure, and covered parking for bicycles and micro mobility devices at Key Public Transport Interchanges.

v. Ensuring good walking, cycling, and micro-mobility connectivity with public transport facilities.

vi. Providing public transport infrastructure as part of ~~transport corridors to allow them to perform their function within the City's~~developing a new, or upgrading an existing, transport corridor ~~hierarchy~~.

vii. ~~Promotes energy conservation and efficiency.~~

viii. ~~Promotes a safe and efficient transport network.~~

ix. ~~Allows for network utility infrastructure, and streetscape amenity.~~

x. ~~Provides access to and has regard for the safety and needs of the mobility impaired, transport disadvantaged, cyclists, pedestrians, passenger transport users, and others using the transport corridor to move from place to place.~~

xi. ~~Contributes to the social, economic, cultural and environmental needs of current and future users of the transport network.~~

xii. ~~Takes account of the whole of life operational and maintenance costs of the transport network.~~

Adverse Effects of the Transport Network
25.14.2~~.1c~~ .1k

~~Adverse~~Avoid or minimise adverse effects ~~of new transport infrastructure and changes to the existing transport network are minimised while recognising:~~

i. ~~Amenity values of adjacent activities,~~

ii. ~~Cultural and heritage values, biodiversity, and~~

iii. ~~Safety, access and mobility of all users~~

iv. ~~The function and the location that that part~~ of the transport network ~~has within~~on the environment, improve biodiversity, water quality, and air quality, and reduce greenhouse gas emissions while recognising:

i. The safety, access and mobility needs of all users.

ii. The movement and place functions of the new or altered transport corridor ~~hierarchy.~~

iii. ~~The character~~ and ~~purpose of~~ the ~~zone in which~~land use adjoining it ~~is located~~.

Adverse Effects on the Transport Network

25.14.2~~.1d~~.1l

~~The design~~Avoid or minimise adverse effects of subdivision, ~~location~~use and ~~quantity of any parking infrastructure provided is managed~~development on the transport network by:

i. Safely connecting to, and integrating with, the transport network in a ~~way that:~~manner consistent with the Transport Corridor Hierarchy, Policy 25.14.2.1g, and the Transport Mode Hierarchy.

i. ~~Provides~~Protecting strategic and arterial transport networks and associated intersections.

ii. Managing reverse-sensitivity effects of land uses sensitive to adverse transport effects (e.g., noise).

iii. Promoting streetscape amenity through transport corridor design, providing for ~~special design requirements of~~the Transport Mode Hierarchy, and encouraging a continuous tree canopy along transport ~~network users~~corridors.

iv. ~~Minimises adverse effects arising from an over-supply of parking.~~

v. ~~Minimises adverse~~Ensuring performance, condition, safety, efficiency and ~~efficiency effects on~~long-term sustainability and affordability of the transport network.

vi. ~~Maximises~~
Ensuring that multi-use developments provide dedicated spaces for storage and collection of rubbish, food scraps, and recycling.

vii. Maximising opportunities ~~for the efficient use~~to support and take advantage of existing ~~parking infrastructure.~~

viii. ~~Trips by active modes and passenger~~public transport ~~are encouraged through integration with travel demand management and passenger transport options~~services.

~~Adverse Effects on the~~Integrated Transport ~~Network~~ Assessments

25.14.2~~.1c~~ .1m

~~Adverse effects of~~Require Integrated Transport Assessments for new subdivision, use ~~and~~or development ~~activities on~~of a nature, scale or location that has the ~~transport network are avoided or minimised with particular regard to:~~

i. ~~Connections to, and integration with, the transport network.~~

ii. ~~Reverse sensitivity effects of land uses sensitive~~potential to generate significant adverse ~~transport~~transportation effects ~~(e.g. noise).~~

iii. ~~Promoting streetscape amenity.~~

iv. ~~Ensuring performance, condition, safety, efficiency and long-term sustainability and affordability of the transport network.~~

v. ~~Ensuring trips by active modes and passenger transport are encouraged through integration with travel demand management and passenger transport options.~~

vi. ~~Protection of strategic and arterial transport networks, including associated intersections.~~

Travel Plans

25.14.2~~.1f~~

~~Integrated Transport Assessments shall~~.1n Require Travel Plans to be ~~required~~prepared and implemented for ~~new subdivision, use~~development or ~~development~~activities of a nature, scale or location that has the potential to generate significant ~~adverse transportation effects~~movement of people.

Access

25.14.2.1o

i. Require vehicle access between properties and the following transport corridors to be from a rear lane or side road lower in the transport corridor hierarchy:

A. Major Arterials.

B. The Strategic Network.

C. A Pedestrian Focus Area.

D. Transport corridors that will carry a Cross-City Connection.

ii. Design, manage, and maintain rear lanes to:

A. Be safe and accessible for pedestrians, cyclists, micro-mobility device users, and vehicle drivers.

B. Provide unrestricted access for emergency vehicles and rubbish, food scraps, and recycling collection vehicles.

C. Be connected to a transport corridor in at least two locations to always provide unrestricted alternative access and egress.

D. Ensure the on-going and long-term maintenance of the pavement and services within the rear lane.

iii. Design parking and loading areas so that reverse manoeuvring of vehicles does not occur onto or off an arterial transport corridor, a transport corridor in the Central City Zone, Business 1 to 7 Zones, or Cross-City connections.

iv. Require all rubbish, recycling, and food scraps collection vehicles to enter and leave sites in a forward direction.

v. Other than for developments generating few vehicle movements each day, require pedestrian access from transport corridors that is separate from vehicular access.

vi. Minimise the number of vehicle crossings to improve safety for walking, cycling, and micro-mobility.

vii. Discourage new vehicle accesses within the Central City Zone and Business 1 to 7 Zones to:

A. Give priority to pedestrian movement, safety, and amenity; and

B. Provide for continuity of building frontage and associated activities at street level.

viii. Maintain and enhance public access to and along the Waikato River in accordance with Policy 2.2.2b.

	Hamilton Airport airspace **25.14.2.1p** Protect Hamilton Airport's airspace from intrusion by potential hazards to aircraft flight paths.
	Biodiversity in Transport Corridors **25.14.2~~.1g~~** ~~Buildings~~.1q Encourage the planting, ~~structures~~retention, and maintenance of indigenous trees ~~shall not create a potential hazard~~and vegetation within transport corridors, where appropriate, to recognise and reflect ecological, amenity, cultural, and landscape values and to support the ~~flight paths~~establishment and enhancement of ~~aircraft or any other operations associated with Hamilton Airport by intruding within the airport's airspace~~ecological corridors.

Explanation

Transport networks are complex systems that influence, and are ~~in turn~~ influenced by, subdivision, use and development. The overarching objective of creating an integrated, multi-modal transport network with ~~to meet~~low carbon emissions that meets the needs of the ~~City~~city, gives effect to Te Ture Whaimana, and provides travel choices recognises several qualities that need to be considered ~~and balanced~~ when planning for, constructing, and managing the transport network, and ~~in the integration of~~integrating transport and land use. ~~The policies recognise that different land use environments and parts of the transport network have different tolerances to change. For example, changes to the transport network can have a more significant effect on the amenity values of a residential environment, yet the same change in an industrial environment may not create the same impact.~~

The policies are grouped to recognise and respond to key transport issues: ~~integration with land use; planning, construction and maintenance~~

- *Integration of the transport network~~;~~ and land use.*
- *Supporting reductions in greenhouse gas emissions.*
- *Accommodating growth and urban intensification.*
- *Achieving well-functioning urban environments and good accessibility for all users through good urban design.*
- *Priorities.*
- *Parking and end-of journey facilities.*
- *Encouraging growth in public transport patronage.*
- *Managing the adverse effects of ~~and on~~ the transport network on land use and vice versa.*

Integrated Transport Assessments are a key method ~~by which~~for consistently identifying, assessing, and addressing the transportation effects of proposals ~~are identified and assessed~~including cumulative effects. Thresholds for requiring an Integrated Transport Assessment and resource consent are ~~set~~based on the location, nature, and scale of activities.

Travel Plans are a key method to manage the transportation effects of proposals on an on-going basis. Thresholds for requiring a Travel Plan are based on the location, nature, and scale of activities. ~~This provides a consistent, city-wide framework within which proposals are considered, and means by which to address adverse transportation effects, including cumulative effects, are established.~~

Buildings, structures, and trees in certain parts of the city could protrude into the flight path of planes departing and approaching Hamilton Airport. This increases the risks to

public safety both on the ground and in the air.
The policies recognise that the hierarchy of the adjacent transport corridor can influence the nature and level of impacts. For example, parking over-spill onto a major arterial ~~transport corridor~~ is likely to have a more significant adverse effect on the primary movement function of the corridor when compared ~~to~~with the effects of over-spill onto a local transport corridor, whose primary function is property access.

25.14.3 Rules – Activity Status Table

Activity	Class
a. Any activity required to prepare a simple or broad Integrated Transport Assessment by Rule 25.14.4.3	RD*
b. New transport corridors	RD

Note

1. *For the following transport-related activities refer to the relevant zone chapter.*
   - *Parking lots and parking buildings*
   - *Railway line, marshalling yard, or railway station*
   - *Passenger transport facility*
   - *Heliport*
   - *Pontoon/jetty*
2. *Arterial Transport Corridor Protection Areas are shown on the Structure Plans within Volume 2, Appendix 2.*
3. *Refer to Chapter 1.1.9 for activities marked with an asterisk (*).*
4. *For any activity not identified above, see Section 1.1.8.1.*

25.14.4 Rules – General Standards

25.14.4.1 Vehicle Crossings and Internal Vehicle Access

<table>
<tr><th colspan="2">Separation Distances</th></tr>
<tr><td>a. Distance between vehicle crossings on the same transport corridor frontage</td><td>i. Where the posted speed of the adjoining road is 60km/h or less the distance between vehicle crossings on the same side of the road shall be either:
Less than 2m (provided no more than 2 vehicle crossings adjoin each other); or
More than 7.5m
ii. Where the posted speed of the adjoining road is more than 60km/h the distance between vehicle crossings on either side of the road shall meet the relevant separation requirements in the below table; or
<table>
<tr><th>Posted speed limit of adjoining transport corridor</th><th>Minimum distance between vehicle crossings</th></tr>
<tr><td>60 km/h and under</td><td>7.5m</td></tr>
<tr><td>70 km/h</td><td>40m</td></tr>
<tr><td>80 km/h</td><td>100m</td></tr>
<tr><td>90 km/h</td><td>200m</td></tr>
<tr><td>100 km/h</td><td>200m</td></tr>
</table>
</td></tr>
</table>

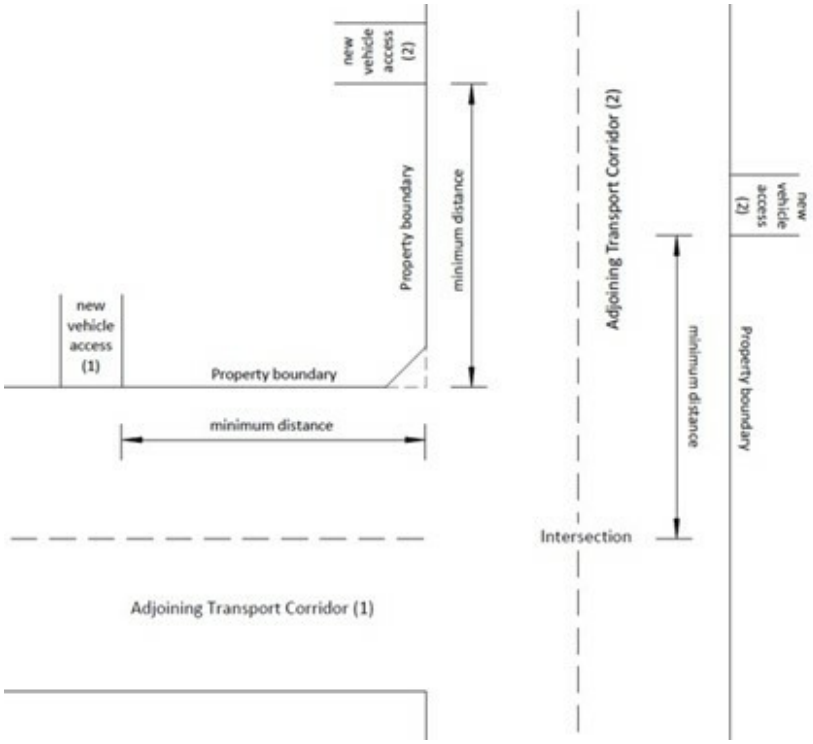
<table>
<tr><td></td><td>iii. On local roads with a posted speed of 50km/h or less where compliance with i. or ii. above cannot be achieved as part of any land use activity the proposed vehicle crossing shall be separated as far as possible from any other existing or proposed crossing.</td></tr>
<tr><td>b. Minimum distance between any vehicle crossing and a railway level crossing</td><td>Vehicle crossings shall be:
i. At least 30m from any railway level crossing, measured from the legal boundary of the property with railway land.
For local roads with a posted speed limit of 50km/h or less where this cannot be achieved the vehicle crossing shall be located as close as reasonably practicable to the furthest site boundary from the railway level crossing
Note
1. Examples of exceptions can include where the property boundary frontage is less than 30m and there is no other available access point, or the topography would make it impractical to construct an access</td></tr>
<tr><td>c. Minimum distance between any vehicle crossing and a transport corridor intersection</td><td>Vehicle crossings shall meet the following relevant separation requirements in the tables below. The distance should be measured in accordance with the figure below:
For vehicle access onto local roads with a posted speed limit of 50km/h or less and serving a listed permitted activity where the separation requirements cannot be achieved the vehicle crossing shall be located as close as reasonably practicable to the furthest site boundary from the intersection (as relevant to the property boundary indicated in the figure below).
i. Minimum distance between any vehicle crossing and transport corridor intersection – posted speed limit 60km/h or less.
<table>
<tr><th rowspan="2">Adjoining transport corridor hierarchy (posted speed limit 60 km/h or less)</th><th colspan="4">Intersecting transport corridor hierarchy</th></tr>
<tr><th>Major arterial</th><th>Minor arterial</th><th>Collector</th><th>Local</th></tr>
<tr><td>Major Arterial</td><td>30m</td><td>30m</td><td>30m</td><td>30m</td></tr>
<tr><td>Minor Arterial</td><td>30m</td><td>30m</td><td>30m</td><td>30m</td></tr>
<tr><td>Collector</td><td>20m</td><td>20m</td><td>15m</td><td>15m</td></tr>
<tr><td>Local</td><td>20m</td><td>20m</td><td>15m</td><td>15m</td></tr>
</table>
ii. Minimum distance between any vehicle crossing and transport corridor intersections – posted speed limit greater than 60km/h
<table>
<tr><th>Adjoining transport</th><th colspan="4">Intersecting transport corridor hierarchy</th></tr>
</table></td></tr>
</table>

corridor hierarchy (posted speed limit greater than 60 km/h)	Major arterial	Minor arterial	Collector	Local
Major Arterial	100m	100m	100m	100m
Minor Arterial	100m	100m	100m	100m
Collector	45m	45m	30m	30m
Local	45m	45m	30m	30m

Note
The examples of exceptions can include where the property boundary frontage is less than 30m and there is no other available access point, or the topography would make it impractical to construct an access in a complying location.

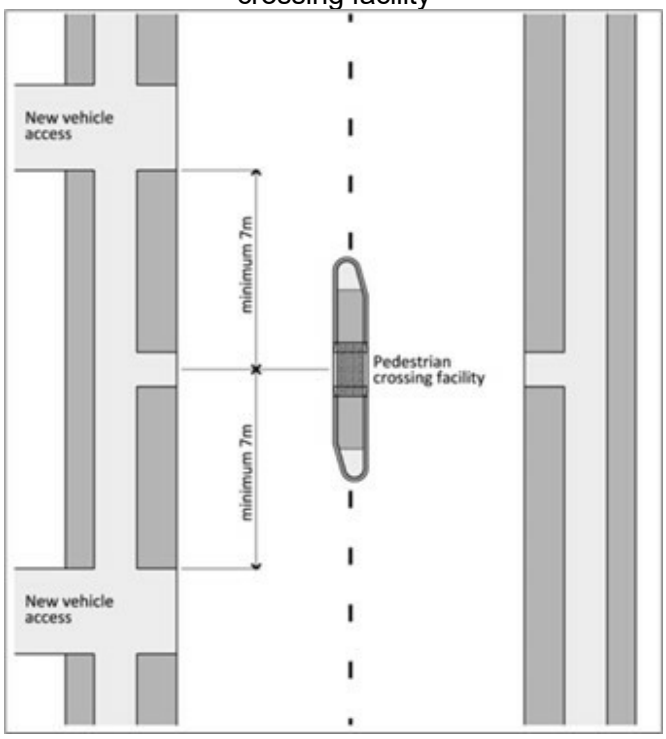
(see diagram below)

Figure 25.14.4.1a - Minimum distance between any vehicle crossing and transport corridor intersections



d. Minimum distance from a dedicated pedestrian crossing facility (e.g. pedestrian crossing, mid-block pedestrian signals, refuge islands, kea crossings)	The closest edge of the vehicle crossing shall be at least 7m from the centre of the pedestrian crossing facility measured in accordance with the diagram below.

Figure 25.14.4.1b – Minimum distance from a new vehicle access to a pedestrian crossing facility



Sightlines	
e. Minimum sight distance from any vehicle crossing	Vehicle crossings shall meet and be measured in accordance with the relevant sight distance requirements below

Minimum sight distance from vehicle crossings

	Frontage transport corridor hierarchy classification		
Posted speed limit	**Local**	**Collector**	**Major and minor arterials**
40km/hr	45m	50m	90m
50km/hr	60m	70m	120m
60km/hr	85m	90m	150m
70km/hr	105m	120m	185m
80km/hr	135m	145m	220m
90km/hr	160m	175m	265m
100km/hr	195m	210m	305m

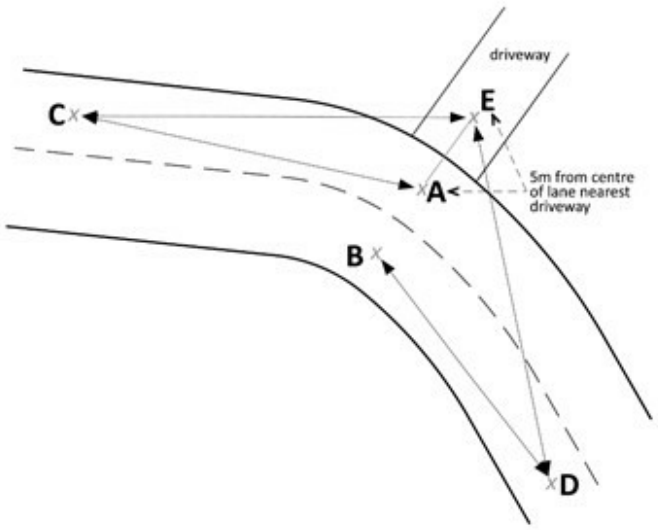
Notes

1. The sight distances are based on Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections (Equation 1 and 2).
2. Where there is an accepted speed survey, the operating speed and relevant equation may be used to calculate the minimum sight distance.
3. Local transport corridor sight distances are calculated based upon Approach Sight Distance (ASD) with Reaction time (R_T) of 1.5 seconds.
4. Collector transport corridor sight distances are calculated based upon ASD with R_T of

2 seconds.
5. Arterial transport corridor sight distances are calculated based upon Safe Intersection Sight Distance (SISD) with R_T of 2 seconds.
6. Grade is based on 0%. Austroads provides adjustment factors for grades.
7. Sight distances have been rounded up to the nearest 5m.

Figure 25.14.4.1d - Sight distance measurement

There should be lines of clear sight from driver's eye height to driver's eye height (1.15m above ground level) along the lines detailed below.	
Lines AC and BD	All vehicle crossings on all transport corridors
Lines EC and ED (no permanent obstructions, exclude parked vehicles which may obstruct these sight lines occasionally)	All vehicle crossings on minor arterial, collector and local transport corridors
Lines EC and ED (no obstructions, parked vehicles not excluded)	All vehicle crossings on major arterial transport corridors
Points C and D are established by measuring the sight distance from Table in 25.14.4.1.e along the centre of the appropriate lane from points A and B. For practical purposes A and B can be taken as opposite the centre of the driveway.	



Note
1. Derived from the Waka Kotahi New Zealand Transport Agency, "Road and Transport Standards: Guidelines for Visibility at Driveways"

Quantity	
f. Maximum number of vehicle crossings for any site within a Residential or Special Character Zone	One
g. Maximum number of	i. One per frontage that is equal to or less than 20m wide

vehicle crossings for any site, not within a Residential or Special Character Zone	ii. Two per frontage that is more than 20m wide (excluding frontages to the strategic network or arterial transport corridor iii. One per frontage to a strategic network or arterial transport corridor

Design and Access Widths

h. Vehicle crossing and internal vehicle access ~~dimensions~~ shall:

i. Comply with the relevant dimensions identified in the Tables below

Vehicle crossing widths

Vehicle Crossings		Width (m)[1]	
		Minimum	Maximum
Residential ~~and Special Character~~ Zones, except as provided below	Single residential unit (including an ancillary residential unit)		
	2 or more residential units (including a duplex)	5.5	6.0
Rotokauri North Medium-Density Residential Zone – 'combined' vehicle crossing intended to serve two units (including a duplex dwelling)		5.5	6
All other Zones		5.0	7.5

Note
1. Measured along the front boundary where it adjoins the Transport Corridor

Internal vehicle access widths, except for rear lanes in Rotokauri North

Internal Vehicle Access	Use of Access	Minimum Formation Width (m)	Minimum Legal Width
Residential units (excluding rear lanes)	~~1~~2-6 residential units	3~~.0~~.5m	~~3.6~~4m
	7-20 residential units (where access is to form common property under a unit title arrangement) or 7-9 residential units	5.5	6.0

	(where access is part of a fee simple subdivision)		
	10-20 residential units (where access to vest as road as part of a fee simple subdivision)	6.0	16.0
	More than 20 residential units (Local Road)	6.0	20.0
	More than 20 residential units (Collector Road)	9.0	23.0
Residential units (rear lanes)	Rear lane	5.5	7.0
Residential centres, visitor accommodation	1-12 occupants	3~~.0~~.5m	~~3.6~~4m
	More than 12 occupants	5.5	-
Car parking facilities	Up to 15 spaces	3~~.0~~.5m	-
	More than 15 spaces	6.0	-
All other sites used for industrial or business activities	Up to 5 occupancies	6.0	-
	More than 5 occupancies	8.0	-

ii. Be formed and drained with a permanent sealed or paved all weather, dust-free surface and in a manner suitable for the type and quantity of vehicles using the site.

iii. Except for rear lanes in Rotokauri North, be designed and configured to meet the relevant requirements of Table 15~~-6a~~-5a in Appendix 15.

iv. Except for rear lanes in Rotokauri North, on fee simple subdivision any internal vehicle access serving 10 or more residential units will be required to be formed and vested in Hamilton City Council as a public road.

v. Access requirements for rear lanes in Rotokauri North:

A. Two-way rear lane	
1. Minimum legal width	7m
2. Minimum formation width	5.5m
B. Each rear lane shall:	
1. Be connected to a transport corridor at least two locations	

2. Have a legal mechanism for ownership and ongoing maintenance of the lane.

Note

1. *Acceptable means of compliance for the design and construction of vehicle crossings is contained within the ~~Hamilton City~~Regional Infrastructure Technical Specifications.*
2. *Council will apply the Local Government Act 1974 to require action to prevent damage to the berm from crossings being of inadequate width or construction.*

i. Any internal vehicle access shall

i. Have a minimum unobstructed width at vehicle entrances and between buildings of no less than 3.5m

ii. Not be used for carparking or storage of materials, landscaping, fencing or other obstructions that would restrict access by emergency vehicles

iii. Have a minimum height clear of buildings and other obstructions of 4.0m

iv. Have splays of 2m x 2m which are clear of structures higher than 1m at any vehicle entranceway or where vision of pedestrians or oncoming vehicles is restricted.

j. Any rear lane must:

i. Have a minimum legal width of 7m for a two-way rear lane.

ii. Have a minimum unobstructed width at vehicle entrances and between buildings or structures of no less than 3.5m.

iii. Not be used for carparking or storage of materials, landscaping, fencing or other obstructions that would restrict access by emergency vehicles.

iv. Have a minimum height clear of buildings and other obstructions of 4.0m.

v. Be connected by unrestricted access to a transport corridor in at least two locations.

vi. Have a legal mechanism for ownership and ongoing maintenance of the rear lane.

vii. Have a maximum length of 150m.

k. A passing bay shall be provided along an internal vehicle access which serves more than one allotment or more than five car parking spaces, in cases where:

i. The access is less than 5.5m wide and has a length greater than 70m, or

ii. Unrestricted visibility is not available over its full length.

l. Vehicle Crossing Location Restrictions in Rotokauri North

i. No vehicle crossing(s) may be located over a cycle lane or a path specifically designed as a shared-use walking and cycling path. When either of these facilities is on an allotment's transport corridor frontage, a legal mechanism (such as a consent notice or land covenant) shall restrict vehicle crossings and access to

that allotment to rear lanes, access lots or other roads.

ii. No vehicle crossing(s) may have direct access to or from State Highway 39.

iii. Vehicle crossing locations shall not be positioned so as to necessitate the removal of parking spaces within parking bays.

m. To ensure that drivers exiting the site have clear visibility to pedestrians, cyclists, and micro-mobility users, splays of 5m by 2m which are clear of structures higher than 1.2m must be provided at all vehicle crossings. See Figure 25.14.4.1e.

n. Where a vehicle access joins a transport corridor it must have an on-site platform at least 6m long and with gradient no steeper than 1 in 20 (5 per cent) so that vehicles can stop safely and check for pedestrians, cyclists, micro-mobility users, and other vehicles before entering the transport corridor. See Figure 25.14.4.1f.

Figure 25.14.4.1e - Driveway Visibility

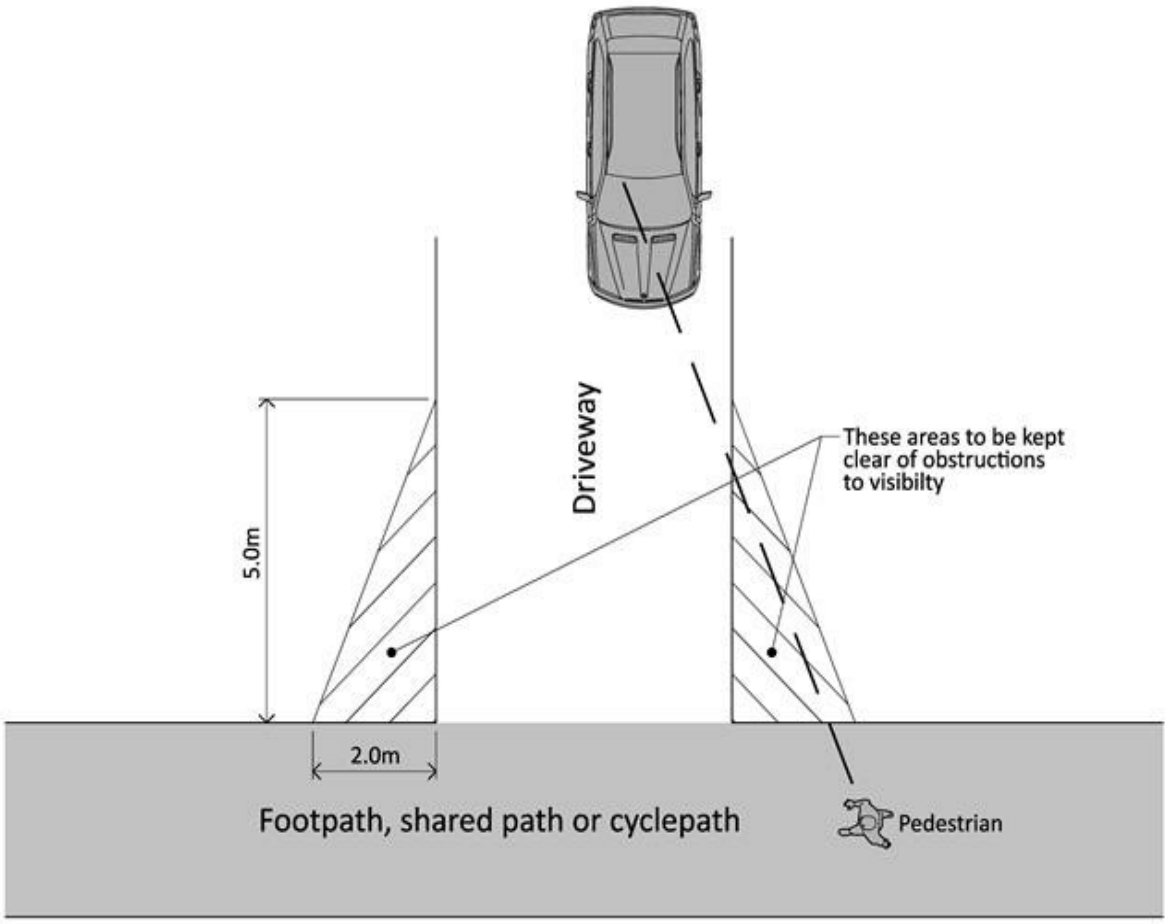
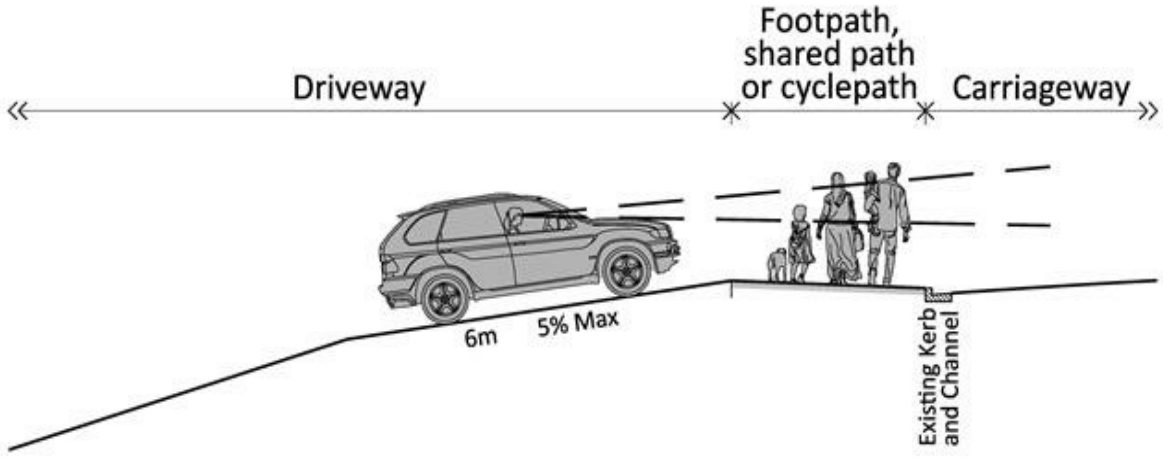


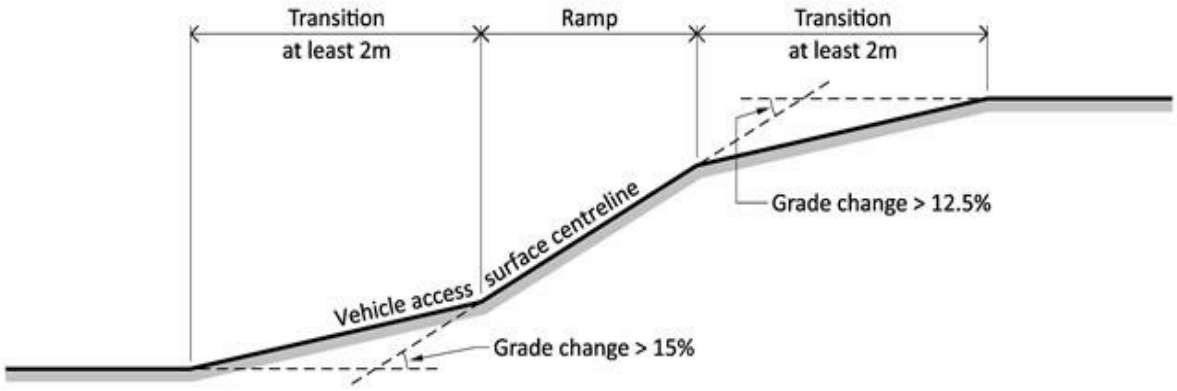
Figure 25.14.4.1f - Vehicle access platform



o. To avoid the underside of a vehicle striking the ground, a transition section at least 2m long must be provided where the gradient of a vehicle access changes by more than 12.5 per cent at the top of a gradient or 15 per cent at the bottom. See Figure 25.14.4.1g.

Note
The change in gradient is determined by subtracting one gradient from the adjacent gradient, when both are expressed as percentages.

Figure 25.14.4.1g - Maximum grade change and minimum transition lengths on vehicle access



p. Vehicle access and manoeuvring for on-site collection of rubbish, recycling, and food scraps must:

i. Have a gradient no steeper than:

A. 1:20 for the first 6m from the Transport Corridor, and

B. 1:8 for the remainder.

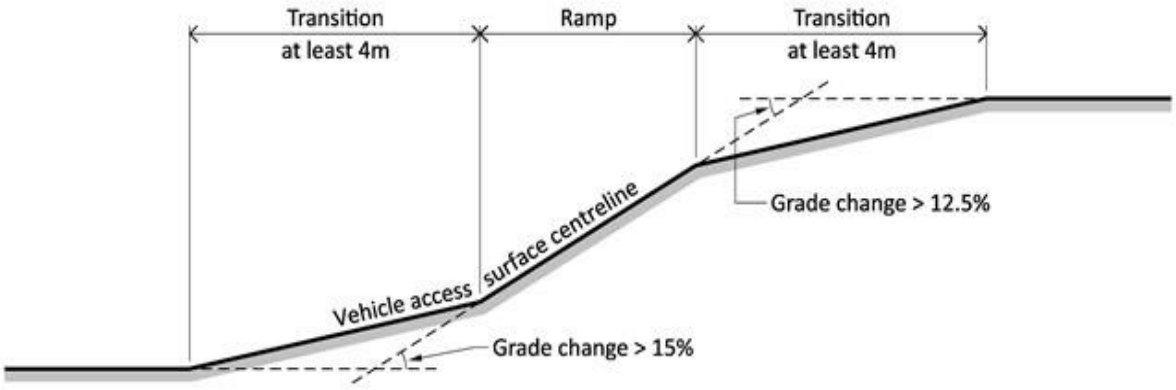
Except that, to avoid the underside of a vehicle striking the ground, a transition section at least 4m long must be provided where the gradient of a vehicle access changes by more than 12.5 per cent at the top of a gradient or 15 per cent at the bottom. See Figure 25.14.4.1h.

Note
The change in gradient is determined by subtracting one gradient from the adjacent gradient, when both are expressed as percentages

ii. Have a vertical clearance of at least 4m above the access, including clearances to all ducts, pipes, and other services.

iii. Provide for all collection vehicles to enter and leave the site in a forward direction.

Figure 25.14.4.1h - Maximum grade change and minimum transition lengths on vehicle access used for on-site collection of rubbish, recycling, and food scraps



25.14.4.2 Parking, Loading Spaces and Manoeuvring Areas

~~**Quantity**~~

a. Where:

- a new building is constructed on previously vacant land, or
- a new use establishes on previously vacant land or within a vacant building, or
- an existing building is altered in a way that increases the gross floor area, or
- an existing use increases in scale (e.g. increased gross floor area), or
- the use of land or buildings changes to a use with a higher traffic generation level,

then parking facilities shall be provided on that site for the increased parking demand

in accordance with the levels set out in Tables 15-1a to 15-1f of Volume 2, Appendix 15-1, as applicable to the zone and activity, with the following exceptions:

i. If the activity is required to operate under an approved Concept Plan or Concept Development Consent that includes parking requirements, the levels set out in the Concept Plan or Concept Development Consent shall be applicable and the levels set out in Tables 15-1a to 15-1f of Volume 2, Appendix 15-1 shall not apply.

Note
Concept Plans or Concept Development Consents are generally a requirement for use and development within the Major Facilities Zone and the University of Waikato (Knowledge Zone). Activities that are required to operate under an approved Concept Plan or Concept Development Consent use the rates in Tables 15-1a to 15-1f of Volume 2, Appendix 15-1, for guidance only. It is expected that site specific parking rates based on actual parking demand and site surveys may be more appropriate

ii. Staff cycle and micro-mobility spaces required by Table 15-1a of Volume 2, Appendix 15-1 must not be required to exceed one per five Full Time Equivalent staff.

iii. Visitor cycle parking spaces shall not be required where:

A. The building setback is 0m for the entire frontage of the subject site, or

B. A publicly available cluster of cycle spaces is located within 25m of the public entrance of the activity and in sufficient quantities to meet the levels otherwise required by Table 15-1a of Volume 2, Appendix 15-1.

~~***Note***~~
1. ~~*Concept Plans or Concept Development Consents are generally a requirement for use and development within the Major Facilities Zone and the University of Waikato (Knowledge Zone). Activities that are required to operate under an approved Concept Plan or Concept Development Consent use the rates in Tables 15-1a to 15-1f of Volume 2, Appendix 15-1, for guidance only. It is expected that site specific parking rates based on actual parking demand and site surveys may be more appropriate.*~~

ii. ~~*Staff cycle spaces required by Table 15-1a of Volume 2, Appendix 15-1 shall not be required to exceed one per ten Full Time Equivalent staff.*~~

iii. ~~*Cycle parking spaces shall not be required where:*~~

- ~~*The building setback is 0m for the entire frontage of the subject site.*~~
- ~~*A publicly available cluster of cycle spaces is located within 50m of the public entrance of the activity and in sufficient quantities to meet the levels otherwise required by Table 15-1a of Volume 2, Appendix 15-1.*~~

b. ~~In the Central City Zone and Business 1 to 7 Zones, where 10 or more staff cycle spaces are required by Rule 25.14.4.2.a., end-of-journey cycle facilities for staff shall be provided in accordance with Table 15-1g of Volume 2, Appendix 15-1.~~

c. For non-residential uses:

i. Accessible car park spaces for people with a disability shall be allocated and provided for in accordance with Table 15-1a or Table 15-1d of Volume 2, Appendix

15-1, whichever requires the greater number, except in the Central City Zone, Business 1 Zone, Business 5 Zone, Business 6 Zone, and Business 7 Zone no accessible car park spaces are required for retail activities within existing buildings where there is no ability to provide customer or staff parking on the site.

ii. Where 50 or more car park spaces are provided, accessible car park spaces for less mobile users shall be allocated and provided for in accordance with Table 15-1e of Volume 2, Appendix 15-1.

d. In Business 1 to 7 Zones, where 10 or more on-site car parking spaces are provided, the total number of spaces shall not exceed the maximum car parking levels identified in Table 15-1a of Volume 2, Appendix 15-1.

e. Where the assessment of the number of parking spaces (of any type) results in a fractional space, any fraction under one-half shall be disregarded and fractions of one-half or greater shall be considered as one space.

Design

e. ~~Parking~~Vehicle parking spaces, loading spaces, and manoeuvring areas shall:

i. Comply with the relevant dimensions, layouts and diagrams (including tracking curves) in Table 15-1h to 15-1ha and Figure 15-1i to Figure 15-1l of Volume 2, Appendix 15-1 and are suitably designed for the vehicles and their occupants.

Alternative means of compliance for the design of parking spaces (including accessible ~~parking~~car park spaces), loading spaces and manoeuvring areas is contained within AS/NZS 2890.2: 2002 Off Street Commercial Vehicle Parking and AS/NZS 2890.6: 2009 Off Street Parking for Disabilities and AS/NZS 2890.1:2004 Parking Facilities – Part 1: Off-Street Car-Parking.

i. Be formed and drained with a permanent sealed or paved all weather, dust-free surface in a manner suitable for the type and quantity of vehicles using the site.

Note

1. *Acceptable means of compliance for the formation and drainage of parking spaces, loading spaces and manoeuvring areas is contained within the Hamilton City Infrastructure Technical Specifications.*

f. No part of any ~~parking space~~vehicle, cycle, or micro-mobility parking space, loading space or manoeuvring area shall be located on any outdoor living area or service area.

g. Design and layout shall meet any requirements for landscaping and screening in the applicable zones and Chapter 25.5: City-wide – Landscaping and Screening.

h. All ~~parking space~~vehicle, cycle, ~~space~~or micro-mobility parking spaces, loading spaces, or manoeuvring areas, (excluding those for residential activities), which are used during the hours of darkness ~~shall~~must be illuminated in accordance with NZS1158.3.1 Lighting of Pedestrian Areas (P11), during the hours of operation of the activity that the areas serve and incorporate CPTED principles.

i. ~~Sufficient on~~

On-site manoeuvring ~~areas shall~~area must be provided to avoid ~~the~~vehicles reversing ~~of vehicles off a site:~~

i. ~~Where any car park has vehicle access to any arterial transport corridor.~~

ii. ~~Where~~from any car parking, ~~areas with vehicle access to~~loading space, or service area:

i. To any

A. Arterial transport corridor; ~~contains:~~or

A. ~~More~~ Cross-City Connection; or

B. Transport corridor in the Central City Zone or Business 1 to 7 Zones; or

B. Containing more than five parking or loading spaces~~.~~; or

C. ~~Is located more~~More than 30m from the boundary with the transport corridor.

iii. Vehicles occupying any parking or loading space shall always have ready access to a transport corridor ~~at all times~~, without needing to move any other vehicle occupying other parking or loading spaces.

This rule does not apply to:

i. Residential units, where instead only one car parking space per unit needs to always have access ~~at all times,~~.

ii. Loading spaces for offices less than 100m^2 gross floor area,

iii. Staff parking areas, or

iv. Where an automated parking stacking system is used.

iv. Where an automated parking stacking system is used, ready access from the system's entrance or exit to a transport corridor and sufficient queuing and manoeuvring area must be maintained ~~at all times~~always, without needing to move any other vehicle occupying other parking or loading spaces.

Note

1. *For ~~the purpose of~~ the standards above "automated parking stacking system" means parking facilities that are controlled by a machine that moves and organises the vehicles into an arrangement for storage by means of mechanical stacking or similar method, and where drivers are only required to manoeuvre vehicles on to a pad or into a specific position.*

l. ~~Sufficient~~ Vehicles occupying an on-site ~~manoeuvring areas shall be provided for~~ loading ~~spaces to avoid:~~

i. ~~Vehicles needing to reverse off site~~space must not project on to ~~an arterial~~

~~transport corridor.~~

ii. ~~Vehicles projecting on to the~~any transport corridor whilst loading or unloading.

m. Where on-site vehicle parking is provided, sufficient space ~~shall~~must be provided for vehicle queuing as follows.

i. For up to and including 30 parking spaces, a minimum on-site queuing length of 6m.

ii. For more than 30 parking spaces, the vehicle capacity of the queuing length shall be calculated as (0.03) x (number of parking spaces). The required vehicle capacity calculated shall be rounded up to the next whole number (i.e. the next whole vehicle) and a queuing length of 6m provided per vehicle.

iii. The required queuing length shall be measured from the transport corridor boundary at the vehicle entrance of the site, to the nearest vehicle control point on the site.

iv. For the purpose of assessment, where more than one vehicle crossing is provided to a site, the required queuing length may be assessed for each access point individually, with each parking space allocated to the nearest usable entry vehicle crossing.~~)~~

Provided that Rule 24.14.4.2.n shall not apply to Residential Activities and Structures in the Residential ~~or Special Character~~ Zones.

n. ~~Visitor cycle parking~~Accessible car park spaces ~~shall~~must be ~~located within 30m of public entrances for~~provided as close as practicable to the accessible building entrance to the associated activity~~.~~

o. ~~Staff cycle parking~~, and the most direct route from the accessible car park spaces ~~shall be located so it may be easily accessed by regular users of~~to the activity ~~and may~~must be ~~provided off-site~~accessible. The accessible spaces must be clearly signed and located to avoid conflict between vehicles and people using or moving to or from the space.

p. ~~The design~~In car parking buildings or basements there must be a vertical clearance of ~~cycle~~not less than 2.5m at accessible parking spaces, ~~shall meet~~and along the ~~following requirements~~full length of any route providing vehicular access to or from those parking spaces.

i. ~~All cycle~~Any parking ~~is adequately spaced~~space provided for a residential unit must be no more than a 30m walk from a door to ~~allow a cyclist to manoeuvre and attach a cycle to each stand.~~

ii. ~~Visitor cycle parking shall consist of stands that:~~

A. ~~Are securely attached to an immoveable object such as a wall or ground.~~

B. ~~Support~~ the ~~bicycle frame~~residential unit it serves.

C. ~~Are clearly visible or signposted to cyclists entering the site.~~

D. ~~Are able to be detected by the visually impaired when in publicly accessible areas so as to not create a safety hazard.~~

~~iii. Staff cycle parking shall consist of a stand or enclosed space that:~~

A. ~~Allows the bicycle to be secured.~~

B. ~~Is undercover or otherwise protected from inclement weather.~~

Cycle and Micro-Mobility Parking

q. Visitor cycle and micro-mobility parking spaces must be within 25m of the principal entrances to any building accommodating the activity visited.

r. Staff and student cycle and micro-mobility parking spaces must be:

i. Easy for users to access from the transport corridor.

ii. Located within 50m of an entrance to the activity they serve and any end-of-journey facilities provided.

s. At least 10% of any staff cycle parking spaces must incorporate facilities for charging electric powered cycles, and those cycle parking spaces with charging facilities must not require the cycle to be lifted when parking.

t. At least 10% of any staff micro-mobility parking spaces must incorporate facilities for charging electric powered micro-mobility devices.

u. Cycle and micro-mobility parking spaces for residents

i. Any cycle and micro-mobility parking spaces for residents must:

A. Incorporate facilities for charging electrically-powered cycles and micro-mobility.

B. Not be within any habitable room, entrance, or passageway

ii. Access between the transport corridor and any cycle or micro-mobility parking space within a residential unit must not pass through any habitable room.

iii. Access between the transport corridor and any cycle and micro-mobility parking space for residents that is separate from the residential unit it serves must not pass through any residential unit.

v. The design of all cycle and micro-mobility parking spaces must:

i. Comply with the following class requirements.

Users	Required cycle and micro-mobility parking classes
Visitor	A, B, or C
Primary or secondary students	B or C
Tertiary students	Minimum of 50% Class A or B, and remainder to be Class

	C
Staff or resident	A or B

Note:
1. The cycle and micro-mobility parking classes are defined in Volume 2, Appendix 1.1.2

ii. Comply with Figure 15.1aa in Volume 2, Appendix 15.

iii. Be clearly signposted or visible to cyclists and micro-mobility users entering the site.

iv. Be covered at schools, tertiary education, libraries, supermarkets, and retail.

v. Have an accessible, obvious, and step-free route between the transport corridor and any cycle and micro-mobility parking area.

vi. Be artificially lit where the parking is located inside or operates outside of daylight hours.

Cycle Parking Spaces

w. Cycle parking spaces must comply with the relevant dimensions and layouts in Figure 15-1aa of Volume 2, Appendix 15-1.

Note
1. *Acceptable means of compliance for the design of cycle parking spaces ~~is~~are contained within ~~the Hamilton City Infrastructure Technical Specifications~~AS 2890.3:2015 Parking Facilities – Bicycle Parking Facilities.*

x. A cycle parking space must support the cycle frame and at least one wheel.

y. At least 20% of all cycle parking spaces provided must not require the cycle to be lifted when parking.

z. All access routes to cycle parking must be at least 1.8m wide, or at least 2.0m wide where adult tricycles, cargo bicycles, or other large bicycles are used.

aa. For the following activities, 10% of all cycle parking space must be designed to accommodate large cycles:

- Building improvement centres
- Nurseries and garden centres
- Places of assembly (libraries only)
- Retail activities - Gross floor area greater than 5,000m^2 and all supermarkets.

ab. Up to 10% of cycle parking spaces required by Table 15-1a of Volume 2, Appendix 15-1 may be substituted with dedicated parking spaces for micro-mobility devices on a 1-for-1 basis.

25.14.4.2a End-of-Journey Facilities

a. Where staff cycle parking spaces are required by Rule 25.14.4.2 a. or substituted with staff micro-mobility device parking spaces in accordance with 25.14.4.2 ab., end-of-journey facilities must be provided in accordance with Table 15-1g of Volume 2,

Appendix 15-1.

b. End-of-journey facilities for staff

i. At least one gear locker must be provided per cycle or micro-mobility parking space provided for staff.

***Note**:*
1. Consider providing additional gear lockers for other staff who run to work or exercise during work breaks.

ii. Shower cubicles must be provided in accordance with Table 15-1g in Volume 2 Appendix 15.

iii. Each shower cubicle and accessible shower cubicle must have its own dry area for changing.

iv. Changing rooms must be provided in accordance with Table 15-1ga in Volume 2 Appendix 15.

c. End-of-journey facilities for visitors

i. One gear locker per cycle or micro-mobility parking space must be provided for visitors where required by Table 15-1a in Volume 2, Appendix 15.

25.14.4.2b Electric Vehicle Charging

a. All new residential activities with on-site vehicle parking must provide an electric vehicle charging point for each vehicle parking space provided.

Note
An electric vehicle charging point excludes the charging cable that connects between a residential unit's electrical outlet and the electric vehicle. The owner or driver of the electric vehicle is expected to provide this.

25.14.4.3 Integrated Transport Assessment Requirements

Any activity that requires an ITA under this rule is also subject to Rule 25.14.3.a.

Trip Generation Triggers

a. 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	Trip Generation of Activity (vpd = vehicles per day)[1]			
	LOW <100 vpd	MEDIUM 100 – 499 vpd	HIGH 500 – 1499 vpd	SIGNIFICANT >1500 vpd
Any activity in the relevant zone (except in the Central City Zone)	-	-	Simple ITA required	Broad ITA required
Any activity in	-	-	-	Broad ITA

the Central City Zone, excluding the Downtown Precinct				required
Any activity in the Downtown Precinct of the Central City Zone				Downtown Precinct ITA required

[1] Table 15-2d of Volume 2, Appendix 15-2 contains guidance for converting vehicles per day into other units of measures. This can be used for screening proposals to identify whether an ITA is required or not.

Existing Vehicle Access Triggers

b. For existing vehicle accesses to a strategic network or major arterial transport corridor, or where it takes access across an existing railway level crossing a Simple ITA shall be prepared for any activity that increases the use of the vehicle access by more than 100 vehicles per day.

   This standard shall not apply if the relevant road controlling authority or Kiwirail (in the case of railway level crossings) provides written confirmation that an ITA is unnecessary.

Specific Activity Triggers

c. A Broad ITA shall be prepared for new:

   i. Schools.

   ii. Hospitals.

   iii. Transport depots (goods).

   iv. Drive-through services.

   v. Emergency service facilities (with traffic control signals controlling access).

   vi. Transport corridor.

d. A Simple ITA shall be prepared for new:

   i. Emergency service facilities (without traffic control signals controlling access).

Area Specific Triggers

e. i. A Broad ITA shall be prepared for any new activity within the ‘Area A’ identified in Volume 2, Appendix 15~~-7~~-6, Figure 15~~-7a~~-6a, which exceeds the following traffic generation rate based on gross site area.

   i. 14.1 trips/hectare/morning peak hour, or

ii. 15 trips/hectare/afternoon peak hour

Note

1. *Every inward or outward movement from the site shall be counted as an individual trip.*
2. *The trip rates specified are those as they related to the peak hour of the road network, between the hours of 0700-0900 and 1600-1800 Monday to Friday and 1100-1300 on Saturday.*
3. *Gross site area includes any land to be vested as public road, open space, or other public purpose; any entrance strip with a width of 6m or less, any right of way, any private way or access lot; or any other land that is unable to be developed as part of an industrial site on a permanent basis.*

e. ii. A Broad ITA shall be prepared for subdivision creating any additional lots, and/or any new development which generates greater than 100vpd, within 'Area B' identified in Volume 2, Appendix 15~~-7~~-6, Figure 15~~-7a~~-6a.

In addition to the Broad ITA content specified in 25.14.4.3.m the assessment shall include but not be limited to, specific consideration of demand, levels of service, and options for mitigation at the following intersections as identified on Figure 15~~-7b~~-6b in Volume 2, Appendix 15~~-7:~~-6

1. Te Kowhai Road/Te Rapa Road
2. Base Parade/Te Rapa Road
3. Wairere Drive/Te Rapa Road
4. Te Wetini Drive/Arthur Porter Drive/Wairere Drive/ramps to and from Mangaharakeke Drive
5. Foreman Road/Mangaharakeke Drive
6. Crawford Street/Mangaharakeke Drive/Avalon Drive roundabout
7. Avalon Drive (through road)/Avalon Drive (Connection to Rotokauri Road)

The purpose of mitigation is to ensure the safe and efficient operation of the transport network, and to maintain the desirable levels of service as follows:

i. An average delay per vehicle during peak hours on the approaches to intersections of no greater than:

   a. 55 seconds for the strategic network, major and minor arterial transport corridors;

   b. 80 seconds for all other transport corridors.

ii. On the strategic network, major and minor arterial transport corridors during peak hours:

   a. Average vehicle speeds between intersections restricted to no less than 90 percent of the posted speed limit;

   b. Average vehicle speeds, including intersections, constrained to no less than

18km/h;

iii. Unless demonstrated otherwise with site specific data, peak periods are taken to be 7am to 9am and 4pm to 6pm Monday to Friday.

e. iii. A Broad ITA shall be prepared at the time of the first subdivision creating any additional lots, and/or any new development within Temple View Zone Precinct 3 identified in Volume 2, Appendix 4, Figure 4-5.

The Broad ITA shall assess the transport effects of Precinct 3 including the proposed subdivision and/or proposed new development and the remaining developable area of Precinct 3.

In addition to the Broad ITA content specified in 25.14.4.3.m the assessment shall include, but not be limited to, specific consideration of demand, levels of service and options for mitigation at the following intersections:

- Tuhikaramea Road/State Highway 23
- Tuhikaramea Road/Kahikatea Drive/Gibson Street
- Tuhikaramea Road/Collins Road

f. A Broad ITA shall be prepared for any new managed care facilities; retirement villages; rest homes; and visitor accommodation activity on the defined site shown on Figure 15~~-7c~~-6c in Volume 2, Appendix 15~~-7~~-6, where the traffic generation from all activities on the defined site exceed:

i. 989 trips in the morning peak hour, or

ii. 1,386 trips in the afternoon peak hour.

Note

1. *Every inward or outward movement from the site shall be counted as an individual trip.*
2. *The trip rates specified are those as they related to the peak hour of the road network, between the hours of 1600-1800 Monday to Friday.*

New Vehicle Access Triggers

g. A Broad ITA shall be prepared for any activities requiring a new vehicle access to a transport corridor.

i. That is part of the strategic network,

ii. That is identified as a major arterial transport corridor,

iii. From any site within the Major Facilities Zone (excluding the Thoroughbred Business Park),

iv. From the University of Waikato (Knowledge Zone),

v. That is identified as an active frontage in the Central City Zone (refer to Volume 2, Appendix 5, Figure 5~~-7~~-6 Active Frontages Overlay Plan), or

vi. From any site within the Central City Zone, other than from dedicated service lanes or public parking buildings or lots.

The assessment required by this rule may be reduced to a Simple ITA or removed if there is no internal connection possible to other entrances and the relevant Road Controlling Authority provides written confirmation that a Broad ITA is not appropriate. The trigger thresholds in Rule 25.14.4.3.a can provide guidance on the level of assessment necessary based on location and intensity of use.

h. A Broad ITA shall be prepared for any subdivision, use or development requiring a new railway level crossing access.

Peacocke Structure Plan Triggers

i. A Simple ITA shall be prepared for fee simple subdivisions in the Peacocke Character Zone in the following circumstances.

i. or creation of lots between 2ha and 10ha in the Terrace Area; or

ii. For creation of lots between 5000m^2 and 10ha in the Gully and Hill Areas.

j. A Broad ITA shall be prepared for:

i. The subdivision of the 500 lots within Stage 1 of the Peacocke Structure Plan area; or

ii. Any Master Plan required for subdivision within the Peacocke Character Zone.

Exceptions

k. Rules 25.14.4.3.a. to e do not apply to:

i. Events and Temporary Activities (see Chapter 25.3: City-wide – Events and Temporary Activities) where a Transport Management Plan is required.

ii. New activities in a Major Facilities Zone or the University of Waikato (Knowledge Zone) when in accordance with an approved Concept Development Consent (Volume 2, Appendix 1.2.2.14).

iii. New activities in accordance with an approved Comprehensive Development Plan (Volume 2, Appendix 1.2.2.8).

iv. New activities in the Te Rapa North Industrial Zone when in accordance with an approved Concept Development Consent (Volume 2, Appendix 1.3.2D).

v. New activities at the Ruakura Research Centre (Knowledge Zone) and Waikato Innovation Park (Knowledge Zone) when in accordance with an approved Concept Plan.

l. Rule 25.14.4.3.a does not apply to activities within an approved Structure Plan Area (Refer Chapter 3 and Appendix 2), except that a Broad ITA shall be prepared for significant (>1,500vpd) traffic generating activities. This exception does not apply to

those activities covered by Rule 25.14.4.3.h or Rule 25.14.4.3e.ii above.

Content

m. All ITAs shall be completed by suitably qualified professionals and should generally follow the approach and guidelines of Waka Kotahi New Zealand Transport Agency's "Research Report 422: Integrated Transport Assessment Guidelines, November 2010". Requirements and report format for ITAs are included in Tables 15-2a Simple ITA and 15-2b Broad ITA of Volume 2, Appendix 15-2.

25.14.4.3a Travel Plan Requirements

a. A Travel Plan must be prepared and implemented where the following trigger thresholds are exceeded and:

i. A new building is constructed on previously vacant land, or

ii. A new use establishes on previously vacant land or within a vacant building, or

iii. An existing building is altered in a way that increases the gross floor area, or

iv. An existing use increases in scale (e.g., increased gross floor area), or

v. The use of land or buildings changes to a use with a higher trip generation.

Activity	Threshold
i. Central City Zone	All proposals require a travel plan
ii. Apartment buildings	All proposals require a travel plan
iii. Building improvement centre (excluding nurseries and garden centres)	All proposals require a travel plan
iv. Childcare facilities for six or more children	All proposals require a travel plan
v. Community centre	>1,000m^2 GFA
vi. Health care services	All proposals require a travel plan
vii. Hospitals	All proposals require a travel plan
viii. Industrial activities (including warehouses) (excluding trade and industry training facilities)	>2,500m^2 GFA
ix. Industrial activities (trade and industry training facilities only)	All proposals require a travel plan

x. Managed care facilities and rest homes	>50 beds or units
xi. Offices	>500m^2
xii. Places of assembly (except libraries and museums)	>1,000m^2 GFA
xiii. Places of assembly (Libraries and museums only)	>1,000m^2 GFA
xiv. Places of worship	>1,000m^2 GFA
xv. Research and Innovation activities	>1,000m^2 GFA
xvi. Retail activities (Gross floor area less than 5000m^2; in individual ownership/tenancy or integrated retail development)	>2,500m^2 GFA
xvii. Retail activities (Gross floor area greater than 5000m^2 and less than 10,000m^2 gross floor area; in individual ownership/tenancy or integrated retail development)	All proposals require a travel plan
xviii. Retail activities (gross floor area greater than 10,000m^2; in individual ownership/tenancy or integrated retail development)	All proposals require a travel plan
xix. Retail activities – bulky goods only	>2,500m^2 GFA
xx. Retail activities – outdoor only	>2,500m^2 GFA
xxi. Retail activities – food and beverage, cafes, restaurants, and licensed premises only	>1,000m^2 GFA
xxii. Retail activities – supermarkets only	All proposals require a travel plan
xxiii. Retirement villages	>50 beds or units
xxiv. Schools	All proposals require a travel plan
xxv. Tertiary education and specialised training	All proposals require a travel plan

facilities	

25.4.4.3b Waste Management

a. Where collection of rubbish, recycling, and food scraps is undertaken from the transport corridor, there must be sufficient room available on the berm to accommodate all the containers from the site that will be scheduled for collection at any time to ensure that:

   i. A continuous, clear length of footpath or shared path at least 1.2m wide is always maintained past the collection site, and

   ii. Containers are not placed on any cycle lane, cycle path, carriageway, parking space, or loading space, and

   iii. Vehicle crossings are not obstructed.

Note
1. Contact Council for advice on options for container management in the transport corridor.
2. Refer to Hamilton City Waste Management and Minimisation Bylaw 2019.

b. If there is insufficient space available on the transport corridor berm to satisfy 25.14.4.3b a for a development or site, then rubbish, recycling, or food scraps from that development or site must be collected from on-site.

25.14.4.4 Minimum Sight Distances at Railway Level Crossings

a. New buildings, structures and activities that would obstruct drivers seeing approaching trains shall not be located within the Approach Sight Triangles and Restart Sight Triangles of any Railway Level Crossing.

b. Approach Sight Triangles shall be measured using the vehicle approach speeds and distances identified in Table 15-3a measured in accordance with Figure 15-3b of Volume 2, Appendix 15-3.

c. Restart Sight Triangles shall be measured using the distances identified in Table 15-3c measured in accordance with Figure 15-3d of Volume 2, Appendix 15-3.

d. Rule 25.14.4.4 does not apply to transport infrastructure or signage required to manage traffic at the Railway Level Crossing.

Note
1. *Approach Sight Triangle controls ensure sight distances are maintained to ensure transport corridor users ~~are able to~~can see a train and stop before the crossing or to continue at the approach speed and cross the level crossing safely.*
2. *Restart Sight Triangle controls ensure transport corridor users stopped at a level crossing ~~are able to~~can see far enough along the railway line to ~~be able to~~ start ~~off~~, cross and clear the level crossing safely before the arrival of any previously unseen train.*

25.14.4.5 Height of Structures – Horizontal and Conical Obstacle Limitation Surfaces

a. No building, mast, tree or other object shall penetrate any of the horizontal and conical obstacle limitation surfaces surrounding Hamilton Airport as shown in Volume 2, Appendix 15~~-9~~-7.

Note

1. *The Horizontal Obstacle Limitation Surface is ~~located~~ in a horizontal plane above the main runway with an elevation of 102m Moturiki Datum having its outer limit at a locus of 4000m measured from the periphery of the main strip.*
2. *The Conical Obstacle Limitation Surface slopes upwards and outwards from the periphery of the Horizontal Surface at a gradient of 1 vertical to 20 horizontal to an elevation of 207m above Moturiki Datum.*
3. *Where any Resource Consent is required ~~as a result~~because of non-compliance with this rule then consultation with the operator of Hamilton Airport is advised. Evidence of any consultation with and support or comments from the operator of Hamilton Airport should be included in the resource consent application.*

25.14.5 Rules – Specific Standards

25.14.5.1 New Transport Corridors

The provisions of the following chapters apply to new transport corridors where relevant.

- Chapter 2: Strategic Framework
- Chapter 3: Structure Plans
- Chapter 19: Historic Heritage
- Chapter 20: Natural Environments
- Chapter 21: Waikato River Corridor and Gully Systems
- Chapter 22: Natural Hazards
- Chapter 23: Subdivision
- Chapter 24: Financial Contributions
- Chapter 25: City-wide

25.14.6 Restricted Discretionary Activities: Matters of Discretion and Assessment Criteria

a. In determining any application for resource consent for a restricted discretionary activity, Council shall have regard to the matters referenced below, to which Council has restricted the exercise of its discretion. Assessment Criteria within Volume 2, Appendix 1.3 provide for assessment of applications as will any relevant objectives and policies. In addition, when considering any Restricted Discretionary Activity located within the Natural Open Space Zone, Waikato Riverbank and Gully Hazard Area, or Significant Natural Area, Council will also restrict its discretion to Waikato River Corridor or Gully System Matters (see the objectives and policies of Chapter 21: Waikato River Corridor and Gully Systems).

Activity Specific	Matter of Discretion and Assessment Criteria Reference Number (Refer to Volume 2, Appendix 1.3.3)
i. Any activity required to prepare a simple or broad Integrated Transport Assessment by Rule 25.14.4.3*	• G – Transportation
ii. New transport corridors	• G – Transportation
iii. Substitution of more than 10% of cycle parking spaces required by Table 15-1a of Volume 2, Appendix	• G108

15-1 with dedicated parking spaces for micro-mobility on a 1-for-1 basis	

Note

1. *Refer to Chapter 1.1.9 for activities marked with an asterisk (*)*

25.14.7 Other Resource Consent Information

Refer to Chapter 1: Plan Overview for guidance on the following.

- How to Use this District Plan
- Explanation of Activity Status
- Activity Status Defaults
- Notification / Non-notification Rules
- Rules Having Early or Delayed Effect

Refer to Volume 2, Appendix 1: District Plan Administration for the following.

- Definitions and Terms Used in the District Plan
- Information Requirements
- Controlled Activities – Matters of Control
- Restricted Discretionary, Discretionary and Non-Complying Activities Assessment Criteria
- Design Guides
- Other Methods of Implementation