PC7 Decisions Version

25.13 Three Waters

25.13.1 Purpose

a) This section contains objectives and policies that focus on the impact of subdivision, use and development on water resources, and on the need for an integrated provision of sustainable Three Waters infrastructure in conjunction with development. Land-use planning is critical in minimising conflicts and sustaining water quality and quantity for future generations.

b) Pressure on water resources in the region is increasing due to a growing population and the associated concentration of activities. This affects demand for water resources and Three Waters infrastructure (drinking water, wastewater and stormwater) which is managed by Council.

c) Water quality of the Waikato River has declined over time. Although point-source pollutants have reduced since the 1970s, non-point sources now comprise the majority of nutrient and sediment inputs into the Waikato River and its tributaries. Water quality in Lake Rotoroa has improved over time; however it still suffers from algal blooms attributed to high nutrient levels and from time to time is closed to contact recreation.

d) As a municipal water provider, Council has three significant resource consents for the taking of water for municipal purposes and discharging of wastewater and stormwater. In complying with these consent conditions, and as a responsible water manager, Council must impose standards and conditions on development within the City.

e) As part of the Waikato River Settlement between the Crown and Waikato-Tainui, Te Ture Whaimana o Te Awa o Waikato – The Vision and Strategy for the Waikato River has been developed and must be given effect to. It is the primary direction-setting document for the Waikato River and its catchments, which include the lower reaches of the Waipa River, and outlines the vision for the Waikato River as:

"Tooku awa koiora me oona pikonga he kura tangihia o te maataamuri

The river of life, each curve more beautiful than the last

Our vision is for a future where a healthy Waikato River sustains abundant life and prosperous communities who, in turn, are all responsible for restoring and protecting the health and wellbeing of the Waikato River, and all it embraces, for generations to come."

25.13.2 Objectives and Policies: Three Waters

Objective	Policies
25.13.2.1 Water resources are protected	**25.13.2.1a** Subdivision and development is located and designed to minimise adverse effects on ground and surface water resources, particularly the life-

from the adverse effects of subdivision and development.	supporting capacity of water bodies and their riparian margins.
	25.13.2.1b Subdivision and development on the margins of natural watercourses and wetlands should be located and designed to maintain, and where possible enhance: i. Riparian margins. ii. Water quality. iii. Water resources. iv. Aquatic habitats.
Explanation	
This objective and policies focus on the effects subdivision and development can have on water resources, and seeks that these effects be minimised. Land-use activities can impact on water resources, for example, by increasing stormwater flows over or into land, by increasing sediment loads, and increasing the demand for water-related infrastructure.	
Objective	**Policies**
25.13.2.2 Measures to facilitate the efficient use of water resources are incorporated into new subdivision and development.	**25.13.2.2a** Water-sensitive techniques are incorporated into new subdivision and development to reduce demand on water supplies, wastewater disposal and to manage stormwater.
Explanation	
This objective and policy focuses on water conservation and efficiency, and in particular the incorporation of water-sensitive techniques into new subdivision and development to improve the level of water efficiency.	
Objective	**Policies**
25.13.2.3 Three Waters infrastructure is provided as part of subdivision and development, and in a way that is: • Integrated • Effective • Efficient • Functional • Safe • Sustainable	**25.13.2.3a** All subdivision and development provides integrated Three Waters infrastructure and services to a level that is appropriate to their location and intended use.
	25.13.2.3b Subdivision and development shall not occur unless the required infrastructure is available to service it.
	25.13.2.3c Three Waters infrastructure is to be designed and constructed in accordance with any existing

	Structure Plan and relevant Integrated Catchment Management Plan.
	25.13.2.3d Large scale subdivision and development proposals are to prepare an Integrated Catchment Management Plan (where one does not already exist) or a Water Impact Assessment.

Explanation

There are servicing constraints within the City. Early discussions with Council on the serviceability of development are necessary.

Integrated Catchment Management Plans will be used as a tool to help manage the form and function of Three Waters infrastructure in an integrated, effective, efficient, functional, safe and sustainable manner.

Over time Integrated Catchment Management Plans will be developed for existing urban areas. Structure Plans and large scale activities will require an Integrated Catchment Management Plan (as outlined in Volume 2, Appendix 1.2.2.6). Until this occurs, stormwater, water and wastewater infrastructure must continue to be provided and managed. Water Impact Assessments are another complementary tool that will be used to assess and ensure Three Waters integration at a more detailed level.

Council maintains a register of all full ICMPs and can advise of any relevant to a particular development proposal and site.

Where there is conflict between a Structure Plan and an ICMP, the latter will prevail.

Water-sensitive techniques to sustainably manage stormwater, water and wastewater are included as well as minimum permeable surfaces standards, which are provided in most Zone Chapters of the District Plan.

In areas where a full Integrated Catchment Management Plan does not exist the following policies also apply:

Design
25.13.2.3e
Three Waters infrastructure is designed and constructed to:

i. Minimise the effects of urban development on downstream receiving waters and groundwater.

ii. Ensure that the capacity, efficiency and sustainability of upstream and downstream infrastructure will not be compromised.

iii. Facilitate access, maintenance and operational requirements.

iv. Cater for the potential effects of climate change.

v. Ensure appropriate standards of public health, safety and amenity.

vi. Ensure that surface water runoff is appropriately managed in accordance with the following drainage hierarchy.

1. Retention for reuse.
2. Soakage techniques.
3. Detention and gradual release to a watercourse.
4. Detention and gradual release to stormwater reticulation.

Stormwater
25.13.2.3f
Stormwater management techniques are designed and constructed to:

i. Maintain or improve the quality of stormwater entering the receiving environment.

ii. Avoid or mitigate off-site effects from surface water runoff.

iii. Sustainably manage the volume and rate of discharge of stormwater to the receiving environment.

Water Supply
25.13.2.3g
Water supply infrastructure is designed and constructed to meet consumption, hygiene, water-sensitive design and firefighting requirements.

Wastewater
25.13.2.3h
Wastewater is treated and disposed of in a way that minimises effects on public health, the environment, and cultural values.

Explanation

Three Waters infrastructure is a key component of subdivision, use and development. It needs to be developed sustainably and agreed upon at the planning stage of the development. All new greenfield areas must have a Structure Plan and an Integrated Catchment Management Plan in place before development begins. Integrated catchment management planning is a process whereby the effects of development on all Three Waters infrastructure capacity and the appropriateness and integrity of

proposed treatments and reticulation systems and networks are designed to manage the change or intensification and assessed and used to help guide decisions. This objective and policies provide support to the direction in Chapter 2: Strategic Framework and Chapter 3: Structure Plans to avoid a situation where Three Waters planning occurs independent to land-use planning.

The objective and policies also provide direction for minimum requirements for the design of Three Waters infrastructure and services in the absence of an Integrated Catchment Management Plan.

Climate change may impact on the frequency and intensity of storm events and other weather extremes such as droughts. The impact of these changes needs to be considered as part of the long term management of the Three Waters.

25.13.3 Rules – Activity Status Table

Activity	Status
a) Any activity required to prepare a Water Impact Assessment by rule 25.13.4.6	RD*
b) Any activity required to prepare an Integrated Catchment Management Plan by rule 25.13.4.1(b)	RD*

Note

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

25.13.4 Rules – General Standards

25.13.4.1 Integrated Catchment Management Plan

a) Where a full ICMP already applies to an area, development of Three Waters infrastructure shall be undertaken in accordance with it. This will be considered a means to achieve compliance with the standards in Rules 25.13.4.1(b) and 25.13.4.2 to 25.13.4.4.

b) In areas where an ICMP does not exist an ICMP as described in Volume 2, Appendix 1.2.2.6 shall be prepared for development or subdivision:

i. Creating more than 40 additional residential units on any site.

ii. Creating more than 40 additional allotments.

iii. Of any land involving more than 3ha.

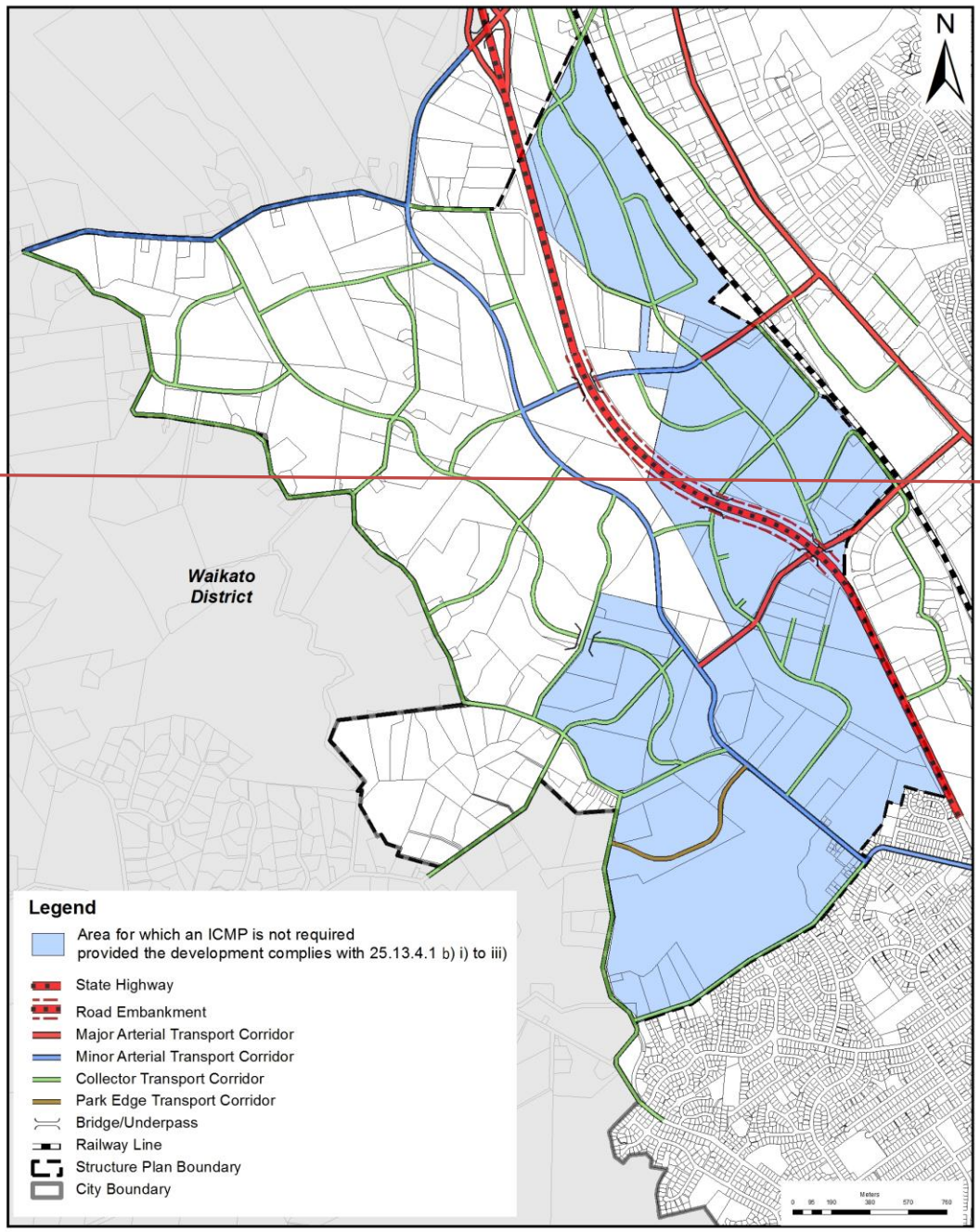
iv. For development of Stage 1 of the Rotokauri Structure Plan beyond the area identified in Figure 25.13.4a). Preparation of this ICMP shall, where relevant to the particular catchment, take into account the entire area of Stage 1 of the Rotokauri Structure Plan, including the area identified in Figure 25.13.4a).

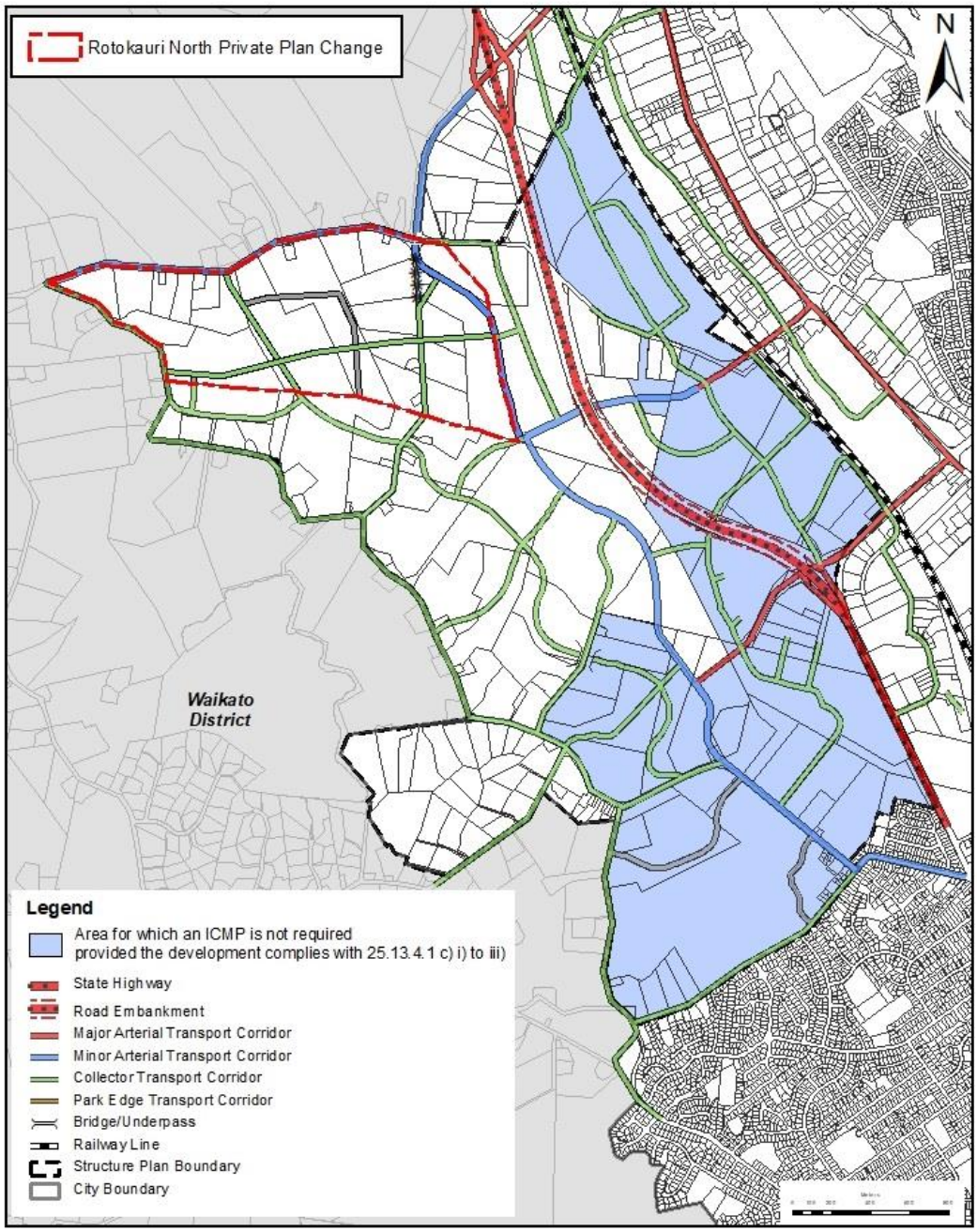
Except that a separate ICMP is not required when all the information that it would otherwise include is incorporated into an approved Concept Development Consent for a Major Facility prepared under Rule 17.4 and the Concept Development Consent is accepted as satisfying the requirements of this rule.

Note

1. The 3ha trigger in Rule 25.13.4.1b)iii relates to the footprint of the proposed development or subdivision.
2. A full ICMP should be prepared at the Structure Plan stage in accordance with Chapter 3.3.

Figure 25.13.4a: Area of development within Rotokauri which is excluded pursuant to Rule 25.13.4.1 b) iv





25.13.4.2 Stormwater

a) A stormwater reticulation and disposal system shall be provided that is adequate to safeguard people from injury or illness and protect property from damage caused by surface water.

b) Stormwater management measures shall be in place and operational upon the completion of subdivision and/or development to ensure that the rate of stormwater discharge offsite is at or below pre-development rates. Stormwater

management measures shall be implemented, as appropriate, in accordance with the following drainage hierarchy:

i. Retention for reuse

ii. Soakage techniques

iii. Detention and gradual release to a watercourse

iv. Detention and gradual release to stormwater reticulation.

Note

1. Acceptable means of compliance for the provision, design and construction of stormwater infrastructure, and the drainage hierarchy, is contained within the Hamilton City Infrastructure Technical Specifications.
2. Bylaws may also impose additional controls or restrictions with regard to stormwater.
3. See Rule 25.2.4 regarding earthworks.

25.13.4.3 Wastewater

a) An adequate, reliable, safe and efficient wastewater service shall be provided.

b) Where any subdivision or development results in additional allotments or buildings to be used for urban purposes, provision shall be made for a wastewater system as follows.

i. The installation or upgrading of the wastewater network and/or wastewater pump stations to serve all proposed allotments and/or buildings, and

ii. Connection to the wastewater network from each proposed allotment or building.

c) In the Future Urban Zone and Large Lot Residential Zone (Ruakura Structure Plan area only) where network utility services for wastewater treatment and disposal are not provided by Council, each site shall adequately provide for its own on-site treatment and disposal of wastewater and provide evidence of a satisfactory wastewater system to Council: no on-site wastewater treatment and disposal system shall be allowed that services more than one site and crosses any site boundary.

d) Rule 25.13.4.3c) shall not apply to any wastewater system servicing the 7ha development within Te Rapa North Industrial Zone Stage 1A, provided for under Rule 12.6.1 c)i), and connected to the wastewater infrastructure on Te Rapa Dairy Manufacturing Site.

Note

1. Discharge of trade waste to the Council network will require approval from Council in accordance with the Trade Waste Bylaw.
2. Wastewater treatment systems may require approvals from the Regional Council.
3. Acceptable means of compliance for the provision, design and construction of wastewater infrastructure is contained within the Hamilton City Infrastructure Technical Specifications.

25.13.4.4 Water

a) An adequate, reliable, safe and efficient supply of potable water shall be provided.

b) Where any subdivision or development results in additional allotments or buildings to be used for urban purposes, provision shall be made for:

i. Water metering infrastructure, and either

ii. A connection from the public water supply reticulation to each proposed residential allotment or existing building, or

iii. A public water supply reticulation system extending from the main trunk water supply system (or from an existing water supply reticulation if appropriate) to allow a service to be connected from the transport corridor frontage of each non-residential allotment.

c) In the Future Urban Zone and Large Lot Residential Zone (Ruakura Structure Plan area only) where a water supply reticulation system is not provided, evidence of satisfactory water supply shall be provided as part of the consent application.

d) A reticulation system shall be provided which is adequate for fire-fighting purposes and for estimated domestic and commercial consumption.

e) Where a development results in high-use allocation from the water supply reticulation system, evidence of satisfactory water supply shall be provided.

Note

1. There are limitations on the City's municipal supply of potable water for industrial use other than human drinking and sanitation. Any industrial activity requiring more than $15m^3$ of water per day for purposes other than human drinking and sanitation is considered a high-use allocation and should consult Council's Infrastructure Department early in the planning process.
2. Acceptable means of compliance for the provision, design and construction of water infrastructure is contained within the Hamilton City Infrastructure Technical Specifications.
3. Bylaws may also impose additional controls or restrictions with regard to water supply.

25.13.4.5 Water Efficiency Measures

a) In addition to Low Flow Fixtures, at least one water sensitive technique for stormwater shall be incorporated, connected to, achieved or maintained as part of any new development as identified below.

Where required	Water sensitive techniques
i. New residential units ii. Other new buildings containing a kitchen, laundry or bathroom	• Detention of stormwater to 80% of pre-development runoff by an appropriate means • Permeable surfaces protected to achieve at least 20% above the minimum standard of the zone. For the purposes of this rule the permeable surfaces may include: - Permeable paving for parking, access and manoeuvring areas associated with residential units (excluding where used for shared vehicle access) - Uncovered decks which allow water to drain through to a surface which can absorb water. • Rainwater tank for non-potable reuse system • Other equivalent feature

Note

1. An ICMP (relevant to the site) and the Hamilton City Infrastructure Technical Specifications can provide guidance on the above water sensitive techniques and other equivalent features.
2. Council maintains a register of all full ICMPs and can advise of any relevant to a particular development proposal and site.
3. Where the site is covered by an ICMP, the water sensitive techniques required by 25.13.4.5(a) above shall be consistent with the recommendations of that Plan.
4. An ICMP may make recommendations identifying water sensitive techniques that are suitable (or unsuitable) for a particular catchment or specific Three Waters measures or targets that need to be achieved. In order for new development to comply with 25.13.4.5(a), the selection and implementation of water sensitive techniques must be consistent with any relevant recommendations.
5. To be effective rainwater tanks for new buildings should have a capacity of at least 5,000 litres or should be appropriately designed considering the specific site constraints.
6. Additional techniques are listed within the definition of "water-sensitive techniques" included in Section 1.1.2 of Volume 2 - Definitions Used in the District Plan.

b) Rainwater tanks with a capacity of <10,500 litres are exempt from the following bulk and location provisions of the relevant zone.

   i. Site coverage.

   ii. Permeable surfacing.

   iii. Rear or side boundary setbacks.

c) Low flow fixtures shall be incorporated in alterations or additions to any existing building that add an extra toilet, kitchen, laundry or bathroom.

25.13.4.6 Water Impact Assessments

a) A Water Impact Assessment, as described in Volume 2, Appendix1.2.2.5, is required for any development or subdivision:

   i. Creating four or more additional residential units on any site.

   ii. Creating four or more additional allotments (excluding lots for the purposes of reserves, network utilities or transport corridors).

   iii. Involving more than 1ha of land.

   iv. Creating a new building for industrial activities with a gross floor area greater than 1000m^2.

   v. Involving any new activity which will have a water requirement greater than 15m^3 per day.

   vi. Creating a new building for non-residential activities (other than industrial activities or as provided for in vii. below) with a gross floor area greater than 300m^2.

   vii. Within the Major Facilities Zone:

      1. Creating a new building for non-residential activities (other than industrial activities) with a gross floor area greater than 3,000 m^2; or

      2. Providing residential accommodation for more than 13 additional people, not being accommodation for hospital patients.

b) This Rule does not apply in areas where an ICMP exists and satisfies the information requirements for Water Impact Assessments in accordance with

Table 1.2.2.5b of Volume 2, Appendix 1.2.2.5, or where all the information that a Water Impact Assessment would otherwise include, or the matters it would otherwise address, are incorporated in a Water Supply Agreement with Council or other documents, assessed and approved under any other provision of this District Plan or the Waikato Regional Plan.

Note

1. The 1ha trigger in Rule 25.13.4.6(a)iii) relates to the footprint of the proposed development or subdivision.

25.13.4.7 Rotokauri North

a) Any stormwater devices installed on private lots to achieve the requirements of the ICMP (or sub catchment ICMP) must be maintained by the site owner(s) in perpetuity. A consent notice will be registered on the certificate of title to that effect at time of subdivision.

b) Where re-use is proposed/required the tank must be dual plumbed to non-potable uses such as toilet and washing machine in the residential unit.

25.13.5 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 Water Impact Assessment as by Rule 25.13.4.6*	• J – Three Waters Capacity and Techniques
ii. Any activity required to prepare an Integrated Catchment Management Plan as by Rule 25.13.4.1(b)*	• J – Three Waters Capacity and Techniques

25.13.6 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

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 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, pedestrian and cycle, passenger transport, rail and river ferry routes. Also, while Hamilton Airport is not within the City it is our 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.

25.14.2 Objectives and Policies: Transportation

Objective	Policies
Integrated Transport Network **25.14.2.1** An integrated multi-modal transport network that meets national, regional and local transport needs and is: • Responsive • Efficient • Affordable • Safe • Accessible • Sustainable • Integrated with land use	**Land Use Integration** **25.14.2.1a** The transportation network and related infrastructure is planned, designed, constructed and managed in a manner that: i. Is consistent with and supports the land-use spatial framework for the City (Figure 2.1a in Chapter 2). ii. Promotes vibrant business centres. iii. Contributes to safe 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 all users, including transport disadvantaged and mobility impaired. B. Maximises opportunities for walking, cycling and passenger transport. C. Creates good connections between residential areas, passenger transport services, schools, employment nodes, recreation areas, shops and other destinations. D. Provides a choice of routes and transport modes for travelling. v. Recognises the need for effective long-term solutions that are affordable and practicable.

	Transport Network **25.14.2.1b** The transportation network and related infrastructure is planned, designed, constructed and managed in a manner that: i. Recognises the affordability of providing new public infrastructure and other actions to increase the capacity of the transport network to accommodate growth. ii. Enables flexible management of transport corridors to allow them to perform their function within the City's transport corridor hierarchy. iii. Promotes energy conservation and efficiency. iv. Promotes a safe and efficient transport network. v. Allows for network utility infrastructure, and streetscape amenity. vi. 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. vii. Contributes to the social, economic, cultural and environmental needs of current and future users of the transport network. viii. 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** 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 the transport corridor hierarchy. v. The character and purpose of the zone in which it is located.

	25.14.2.1d The design, location and quantity of parking infrastructure is managed in a way that: i. Provides for special design requirements of transport network users. ii. Minimises adverse effects arising from an over- or under-supply of parking. iii. Minimises adverse safety and efficiency effects on the transport network. iv. Maximises opportunities for the efficient use of existing parking infrastructure. v. Trips by active modes and passenger transport are encouraged through integration with travel demand management and passenger transport options.
	Adverse Effects on the Transport Network **25.14.2.1e** Adverse effects of subdivision, use and development activities on 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 to adverse transport 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.
	25.14.2.1f Integrated Transport Assessments shall be required for new subdivision, use or development of a nature, scale or location that has the potential to generate significant adverse transportation effects.

	25.14.2.1g Buildings, structures and trees shall not create a potential hazard to the flight paths of aircraft or any other operations associated with Hamilton Airport by intruding within the airport's airspace.

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 to meet the needs of the City recognises several qualities that need to be considered and balanced when planning for, constructing and managing the transport network and in the integration of 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 of the transport network; and adverse effects of and on the transport network.

Integrated Transport Assessments are a key method by which the transportation effects of proposals are identified and assessed. Thresholds for requiring an Integrated Transport Assessment and resource consent are set 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 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>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>
</table>

c) Minimum distance between any vehicle crossing and a transport corridor intersection

Vehicle crossings shall meet the following relevant separation requirements in the tables below. The distances should be measured in accordance with the figures below:

For vehicle access onto 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.

Adjoining transport corridor hierarchy (posted speed limit 60 km/h or less)	Intersecting transport corridor hierarchy			
	Major arterial	Minor arterial	Collector	Local
Major Arterial	30m	30m	30m	30m
Minor Arterial	30m	30m	30m	30m
Collector	20m	20m	15m	15m
Local	20m	20m	15m	15m

ii. Minimum distance between any vehicle crossing and transport corridor intersections – posted speed limit greater than 60km/h

Adjoining transport corridor hierarchy (posted speed limit greater than 60 km/h)	Intersecting transport corridor hierarchy			
	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)

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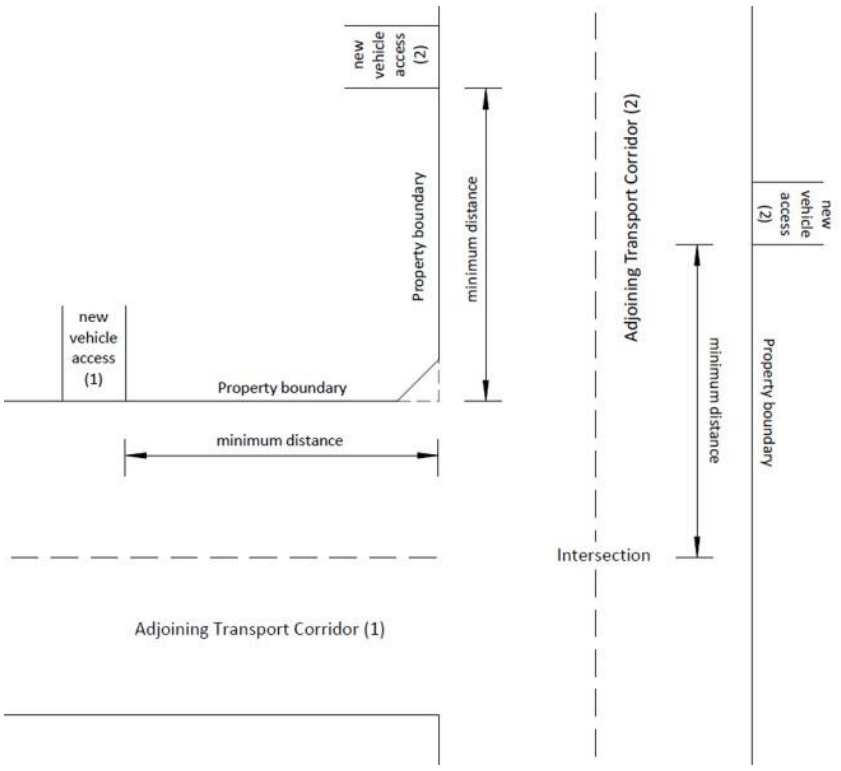
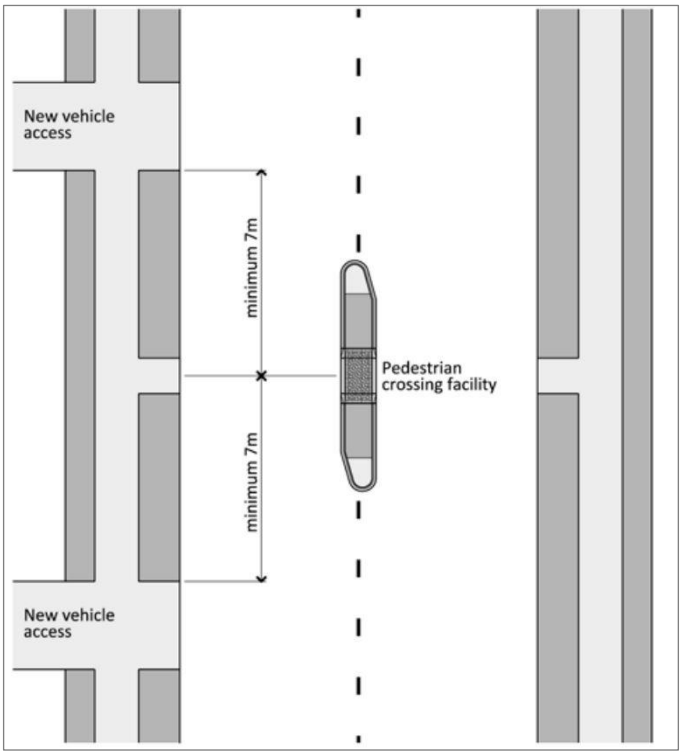
Figure 25.14.4.1a - Minimum distance between any vehicle crossing and transport corridor intersections



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

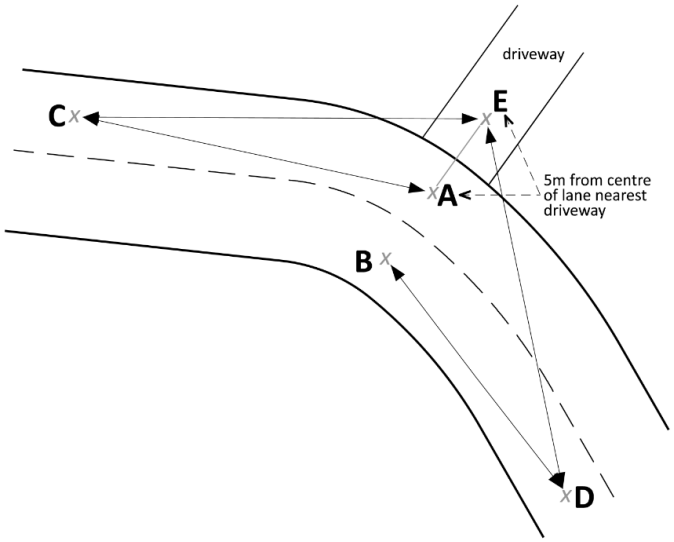
Minimum sight distance from vehicle crossings

	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 25.14.4.1e) 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 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 vehicle crossings for any site, not within a Residential or Special Character Zone	i. One per frontage that is equal to or less than 20m wide 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 for below	3.0	5.5
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

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	1-6 units	3.0	3.6
	7 – 20 units (where access is to form common property under a unit title arrangement) or, 7 – 9 units (where access is part of a fee simple subdivision)	5.5	6.0
	10 – 20 units (where access to vest as road as part of a fee simple subdivision)	6.0	16.0
	More than 20 units (Local Road)	6.0	20.0
	More than 20 units (Collector Road)	9.0	23.0

Residential centres, visitor accommodation	1-12 occupants	3.0	3.6
	More than 12 occupants	5.5	-
Car parking facilities	Up to 15 spaces	3.0	-
	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, ~~B~~be designed and configured to meet the relevant requirements of Table 15-6a in Appendix 15.

iv. Except for rear lanes in Rotokauri North, ~~O~~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 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 obstructed 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) 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.

k) 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.

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

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 car parking required by Rule 25.14.4.2(a), for non-residential uses.

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

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 required car parking levels identified in Table 15-1a of Volume 2, Appendix 15-1 by more than 25%. Car parks leased to or shared with other activities to meet required parking levels for the other activities are excluded from this assessment. Any lease or sharing arrangements must be ongoing, for the duration of the activity and formalised by a legally binding mechanism.

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

f) Parking spaces, loading spaces and manoeuvring areas shall:

i. Comply with the relevant dimensions, layouts and diagrams (including tracking curves) in Table 15-1h and

Figure 15-1i to 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 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.

ii. 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.

g) No part of any parking space, cycle space, loading space or manoeuvring area shall be located on any outdoor living area or service area.

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

i) All parking space, cycle space, loading spaces or manoeuvring areas, (excluding those for residential activities), which are used during the hours of darkness shall 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.

j) Sufficient on-site manoeuvring areas shall be provided to avoid the reversing of vehicles off a site:

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

   ii. Where any car parking areas with vehicle access to any transport corridor contains:

      A. More than five parking spaces, or

      B. Is located more than 30m from the boundary with the transport corridor.

k) Vehicles occupying any parking or loading space shall 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 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.

l) 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, 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.

m) Sufficient on-site manoeuvring areas shall be provided for loading spaces to avoid:

   i. Vehicles needing to reverse off site on to an arterial transport corridor.

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

n) Where on-site parking is provided, sufficient space shall 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.

o) Visitor cycle parking spaces shall be located within 30m of public entrances for the activity.

p) Staff cycle parking spaces shall be located so it may be easily accessed by regular users of the activity and may be provided off-site.

q) The design of cycle parking spaces shall meet the following requirements.

i. All cycle parking is adequately spaced 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.

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.

Note

1. Acceptable means of compliance for the design of cycle parking spaces is contained within the Hamilton City Infrastructure Technical Specifications.

25.14.4.3 Integrated Transport Assessment Requirements

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

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

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 Central City Zone, excluding the Downtown Precinct	-	-	-	Broad ITA 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, Figure 15-7a, 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, Figure 15-7a.

In addition to the Broad ITA content specified in 25.14.4.3m) 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 in Volume 2, Appendix 15-7:

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 in Volume 2, Appendix 15-7, 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 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 25.14.4.3a) 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. For creation of lots between 2ha and 10ha in the Terrace Area; or

ii. For creation of lots between 5000m2 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 25.14.4.3h) 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 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.

25.14.4.4 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 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 level crossing are able to 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.

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 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

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