

## PART 2 - DISTRICT WIDE MATTERS

### 7 Energy, Infrastructure and Transport

#### 7.1-ENGY Energy

##### Issues

Physical resources include electricity and gas systems and works associated with existing hydro-electric power generation and new *renewable electricity generation activities*. The existing hydroelectric power generation sites in the District are covered separately by the Special Purpose Zone-Electricity Generation.

The District contains utilities that play a key role in New Zealand's economy and prosperity, particularly with regard to electricity production and transmission. At the same time these networks underpin the district's future. Since utility corridors traverse a number of different zones, the plan's approach is to make them permitted activities throughout the District, subject to consistent standards.

It is recognised that utilities can have significant adverse *effects*, for example upon important landscapes and significant natural values. In such circumstances, a balance needs to be struck between competing issues associated with natural and physical resource use. Such a balance must be achieved on a case-by-case basis, having regard to the costs, benefits and *effects* of the particular proposal.

The National Policy Statement on Electricity Transmission and the Resource Management National Environmental Standards for Electricity Transmission Regulations 2009 recognise that the nationwide distribution of electricity is a matter of national significance under the Act. The provisions set a framework for the effective operation, maintenance, *upgrading* and *development* of the *National Grid* network and manage activity within existing transmission corridors to safeguard the security of the electricity transmission network and maintain public safety.

The NES for Electricity Transmission Activities contains a separate code of rules for the operation, maintenance, *upgrading*, relocation or removal of an existing transmission *line* that is part of the *national grid*. Except as provided for by the regulation, no rules in this plan apply to such activities.

*Renewable electricity generation activities* require a location at or near the renewable energy resource from which they generate. This inevitably means such activities require a rural location. The district contains several such facilities, and in accordance with the national significance afforded *renewable electricity generation* facilities in meeting future energy demand, it is likely additional facilities will need to be located in rural areas in the future. (from rural)

Inappropriate land-uses and activities (especially *sensitive activities*) in close proximity to the Electricity Transmission Network can compromise the operation, maintenance and *upgrading* and *development* of the electricity transmission network. In this regard, recognising the Electricity Transmission Network and providing an appropriate buffer is a matter of national importance for Council to consider.



## **Objectives**

### **ENGY-O1**

To ensure that new *development* in the District has regard to improving energy efficiency and to enable production of energy from renewable sources, provided their *development* promotes the *sustainable management* of the district's *natural and physical resources*.

### **ENGY-O2**

To put in place adaptation and response mechanisms to manage the challenges of, and respond to the opportunities afforded by, future climate change.

### **ENGY-O3**

To ensure that the *development*, operation, maintenance, repair and *upgrading* of the components that comprise the Waikato hydro scheme, are recognised and provided for.

### **ENGY-O4**

To provide for new network utility and infrastructure *developments*, that avoid, remedy or mitigate adverse *effects* on existing neighbouring land-uses and *amenity values*, while recognising that the location of these activities is often fixed and dependent upon the location of the resources.

### **ENGY-O4**

To recognise and provide for the exploration, *development* and use of geothermal, wind and hydro resources, for the purpose of *renewable electricity generation* in a manner that avoids, remedies or mitigates adverse *effects* on the *environment* and also takes into account cultural impacts.

### **ENGY-O5**

To recognise and provide for the national, regional and local benefits of a sustainable, secure and efficient electricity transmission and distribution network, and *renewable electricity generation activities*.

## **Policies**

### **ENGY-P1**

Promote energy efficiency and the production of renewable energy through micro-generation at a household and *community scale*.

### **ENGY-P2**

Encourage adaptability of the District's productive base to climate change, including provision for new crops (with associated processing facilities) that may become viable in the future.



### **ENGY-P3**

Safeguard the operational performance, maintenance and minor upgrade of electricity transmission, sub-transmission and distribution *lines* in urban areas by managing the adverse *effects* of neighbouring activities.

### **ENGY-P4**

Provide for generation of electricity at the community and household scale, due to its renewability, the energy efficiency benefits involved, and because potential adverse *effects* can be managed effectively while recognising the relationship iwi have with the *environment*.

### **ENGY-P5**

Enable the efficient operation, maintenance, and *upgrading* of the electricity transmission and distribution networks and the existing renewable *electricity generating infrastructure* and related activities in a manner that avoids, remedies or mitigates additional adverse *effects* on the *environment*.

### **ENGY-P6**

Enable the exploration, *development*, construction and operation of new renewable energy sources and generation activities (including ancillary activities) in a manner that avoids, remedies, or mitigates adverse *effects* on the *environment*.

### **ENGY-P7**

Recognise and have regard to:

- (a) The maintenance and protection of existing *renewable electricity generation activities*
- (b) The practical, logistical or technical constraints associated with the location, logistics and operation of new and existing *renewable electricity generation activities*
- (c) The opportunity for environmental offsetting and compensation measures to be considered in instances where adverse environmental effects from new renewable electricity generation activities cannot be avoided, remedied or mitigated.
- (d) Adaptive management measures.

### **ENGY-P8**

Provide for new energy and infrastructure *developments* within the rural area and where potential adverse *effects* on rural land-uses, and landscape, ecological, cultural and heritage values are avoided, remedied or mitigated.

### **ENGY-P9**

Avoid, remedy or mitigate the adverse *effects* of activities on the existing character and amenity of the surrounding rural area and avoid those activities that would cause *reverse sensitivity* concerns for established *rural-based activities* (including existing *network utilities and infrastructure*).



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**ENGY-P10**

Avoid establishing activities that could limit the legitimate/authorised operation of existing rural-based *activities* such as *network utilities and infrastructure*.

**ENGY-P11**

Safeguard the operational performance, maintenance and minor upgrade of the *National Grid* and other *network utilities and infrastructure* in the rural area by managing the adverse *effects* of neighbouring.

**ENGY-P12**

Ensure that new *subdivision* land-uses and development in close proximity to *electricity generation core sites* and *network utilities and infrastructure* are compatible with the use and operation of such sites by specifying appropriate environmental performance standards.

**ENGY-P13**

Enable infrastructure *development* where the associated effects are avoided, remedied or mitigated and the functional requirements of the developer and operator of the *network utilities and infrastructure* are considered.

**ENGY-P14**

Recognise existing electricity *lines* within outstanding natural features and landscapes and *significant natural areas*, and *significant amenity landscapes*, and provide for their operational, maintenance and *upgrading* requirements.

**ENGY-P15**

Manage infrastructure *development* to ensure it does not adversely affect the health and wellbeing of the Waikato River.

**ENGY- RULES**

**ENGY-R1**

The provisions of any NES prevail over the requirements of this Chapter and any other applicable section of the district plan unless the NES expressly allows a requirement within the plan to do so.

<b>ENGY-R2 PER activities within all zones</b>	<b>Subject to</b>
(1) The operation, maintenance, <i>minor upgrading</i> or repair of existing, lawfully established <i>network utilities and infrastructure</i> for electricity generation, except within the SPZ-ELG	ENGY-R5 and R6 relevant standards



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<p>(2) Pipe renewals, and any ongoing maintenance or repair of existing, lawfully established <i>network utilities and infrastructure</i> for electricity generation or gas, except within the SPZ-ELG</p>	
<p>(3) Transformers and <i>lines</i> and associated equipment for conveying electricity up to and including 110kv</p>	
<p>(4) Underground pipes, cables and lines, and necessary incidental equipment including pump stations</p>	
<p>(5) <i>Upgrading</i> of transformers and lines for conveying electricity of over 110kv</p>	
<p>(6) Domestic scale renewable energy devices</p>	
<p>(7) Community scale renewable energy development except for hydro-electric generation</p>	<p>(a) <i>Community scale renewable energy developments</i> shall not be located within an Outstanding Natural Landscape or Feature identified on the planning maps, and all devices and supporting <i>structures</i> attached to the <i>land</i> shall cover a total area of no more than 300m<sup>2</sup> (excluding any supporting wires) within the total energy <i>development</i> project area</p> <p>(b) ENGY-R5 and R6 relevant standards</p>

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<b>ENGY- R3-RDIS activities</b>	<b>Subject to</b>
(1) Any PER activity specified above which does not comply with any of the relevant standards in ENGY-R5	<p><b>Matters of discretion</b></p> <p>(a) AA-R3(1) and (2)</p> <p>(b) ENGY-R5 and R6 as a guideline</p>
(2) <i>Community scale renewable energy development</i> using hydro-electric generation.	<p><b>Matters of discretion</b></p> <p>(a) The <i>effect</i> on natural character and <i>indigenous biodiversity</i></p> <p>(b) The <i>effects</i> on the health and wellbeing of the Waikato River catchment, including the <i>objectives</i> of the Vision and Strategy for the Waikato River</p> <p>(c) The <i>effects</i> on any outstanding natural landscape, outstanding natural feature, or <i>significant amenity landscape</i> identified in SCHED4-NFL</p> <p>(d) The <i>effects</i> on public access to or along the Waikato River or any of the other waterways identified in PA-R2(1)</p> <p>(e) Any cultural impacts including actual or potential adverse <i>effects</i> on the intrinsic values or mauri of the waterway, wāhi tapu or other sites of significance to Māori</p> <p>(f) Any cumulative <i>effects</i> of renewable energy <i>development</i> using hydro-electric generation.</p> <p>(g) ENGY-R5 and R6 as a guideline</p>
<b>ENGY- R4- DIS activities within all zones</b>	<b>Subject to</b>
(1) <i>Network utilities and infrastructure</i> , for electricity generation and gas except for existing <i>hydroelectric power generating infrastructure</i> and associated activities within the SPZ-ELG not otherwise specified as PER, CON or RDIS activities	<p><b>Matters of discretion</b></p> <p>(a) AA-R4</p> <p>(b) ENGY-R5 and R6 relevant standards</p>

Refer to SPZ-ELG for *Hydroelectric power generating infrastructure* and associated activities.



### **ENGY-R5 Standards in all Zones**

- (a) The *height* requirements in INF-R5(1) and INF-R5(2) shall not apply to antennas, *domestic scale renewable energy devices*, earthpeaks or lightning conductors which do not exceed a height of 3m above the *height* of the *building, pole, tower* or the *mast* upon which they are sited
- (b) Where *structures* are located underground, the ground surface and any vegetation disturbed shall be reinstated or replaced as soon as possible

### **ENGY-R6- Other Plan Matters**

All activities shall comply with the relevant standards as identified below:

- (1) Chapter 6 Strategic Matters
- (2) Section 7.2 Infrastructure, 7.3 Transportation
- (3) Section 8.1 Contaminated Land, 8.2 Hazardous Substances, 8.3 Natural Hazards
- (4) Section 9.1 Historic Heritage, 9.2 Sites and Areas of Significance to Māori
- (5) 10.1 Ecosystems and Indigenous Biodiversity, 10.2 Natural Character, 10.3 Natural Features and Landscapes, 10.4 Public Access
- (6) Chapter 11 Subdivision.
- (7) Section 12.1 General District-Wide Matters
- (8) Section 12.2 Activities on the Surface of Water, 12.3 Air Emissions, 12.4 Earthworks, 12.5 Financial Contribution, 12.6 Light, 12.7 Noise, 12.8 Signs, 12.9 Temporary Activities
- (9) Part 3- Any relevant zone or overlay

### **ENGY- Other Methods**

#### **ENGY-M1**

Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009.

#### **ENGY-M2**

New Zealand Electrical Code of Practice for Electrical Safe Distances 2001

#### **ENGY-M3**

NES on Electricity Transmission Activities 2010



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##### **ENGY-M4**

Advocacy and education on energy efficient *building* methods, and the use of micro-generation

##### **ENGY-M5**

Local Action Plan on Climate Change, and Council's Energy *Policy*

##### **ENGY-M6**

Support workshops and education programmes with key stakeholder groups to progressively encourage *land* management and behavioural changes, to complement industry-led programmes and initiatives

##### **ENGY-M7**

Standards under Regional Technical Infrastructure Specifications that promote low-impact environmental design solutions and consider climate change implications for *stormwater* networks.

### **ENGY-Principal Reasons**

#### **ENGY-PR1**

Functional and efficient infrastructure cannot be achieved only through RMA methods and needs to be furthered through a variety of works undertaken by Council and other utility providers. The importance to the local and national economy of infrastructure, means that if their maintenance and *upgrading* is not safeguarded under the district plan, there could be significant community impacts. Likewise, the district needs to play its part in the national (and international) imperative to improve energy efficiency, generate more energy from renewable sources and respond to future climate change.





## 7.2-INF Infrastructure

### Issues

The rural area is the location for the *network utilities and infrastructure* that enable the South Waikato to function and link it to the rest of New Zealand.

The section of the Waikato River running through the district has five hydro-electric power generation facilities, and there are also major *National Grid*, electricity *lines*, and gas transmission lines in the district. These are of national significance and have been recognised within the district plan. Their future and that of additional *renewable energy generation*, are provided for through a Special Purpose Zone- Electricity Generation Zone.

Specific upgrading and maintenance works on *telecommunications* facilities and on existing electricity transmission lines are permitted nationally under National Environmental Standards. These standards prevail over the requirements of the district plan, unless the NES specifically states otherwise.

Standards have been developed which address potential adverse environmental *effects* of infrastructure and aim to avoid incompatible *development* that could result in pressure for infrastructure facilities to be curtailed. Managing the potential impacts of infrastructure on outstanding landscapes and *significant natural areas* and *historic heritage* is of particular importance.

*Network utilities and infrastructure* are physical resources and include infrastructure such as *telecommunications, radiocommunication, water supplies, sewage* and *stormwater* disposal systems.

The District contains utilities that play a key role in New Zealand's economy and prosperity and networks underpin the district's future. Since utility corridors traverse a number of different zones, the plan's approach is to make them permitted activities throughout the District, subject to consistent standards.

It is recognised that utilities can have significant adverse *effects*, for example upon important landscapes and significant natural values. In such circumstances, a balance needs to be struck between competing issues associated with natural and physical resource use. Such a balance must be achieved on a case-by-case basis, having regard to the costs, benefits and *effects* of the particular proposal.

### Objectives

#### INF-O1

To provide for the sustainable, secure and efficient use and *development* of infrastructure within the District, while seeking to avoid, remedy or mitigate adverse *effects* on the *environment* recognising the technical, locational and operational requirements and constraints of the infrastructure concerned.

#### INF-O2

To provide for the important and safeguard it from the *reverse sensitivity effects* of inappropriate *subdivision, use and development*.

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**INF-O3**

To provide for outward expansion of existing townships where the new areas can be efficiently serviced with *network utilities and infrastructure* including provision for cycling and pedestrians, and where funding provision has been made consistent with the level of projected demand for new building sites for houses and businesses.

**INF-O4**

To ensure that new urban *development* is efficiently serviced and integrated to mitigate adverse *effects* on existing *network utilities and infrastructure*, and the health, safety and wellbeing of people and communities.

**INF-O5**

To recognise and provide for the national, regional and local benefits of a sustainable, *radiocommunication* and *telecommunication* facilities including broadband.

**INF-O6**

To provide for new network utility and infrastructure *developments*, that avoid, remedy or mitigate adverse *effects* on existing neighbouring land-uses and *amenity values*, while recognising that the location of these activities is often fixed and dependent upon the location of the resources.

**INF-O7**

To identify and address possible *effects* from urban activities on the health and wellbeing of the Waikato River and its catchments during decision making.

**Policies**

**INF-P1**

Enable the provision and expansion of the *network utilities and infrastructure* and industrial facilities, that are necessary to underpin the operation and prosperity of the District's urban areas while managing new *subdivision* and land-uses that may potentially conflict with, restrict or compromise the existing operation of the District's key industrial *sites*.

**INF-P2**

*Land* within the Putaruru Growth Cells will not be developed for urban use until the provision of *network utilities and infrastructure* to service the *land* is secured through private developer agreements or other appropriate legal mechanisms.

**INF-P3**

Each Putaruru Growth Cell shall be developed and serviced to provide sufficient capacity in *network utilities and infrastructure* for the scale and density of residential and or business *development* anticipated for the entire Growth Cell.



**INF-P4**

Safeguard the operational performance, maintenance and minor upgrade of the *National Grid* and other *network utilities and infrastructure* in the rural area by managing the adverse *effects* of neighbouring activities.

**INF-P5**

Promote consolidation of new residential, commercial and industrial *development* in the existing vacant, zoned and serviced *land* in order to achieve the efficient use of existing infrastructure.

**INF-P6**

Allow new *telecommunications lines* to only traverse areas identified as Outstanding Natural Landscapes, *Significant Natural Areas* and *Significant Amenity Landscapes* where the infrastructure is subject to a significant functional constraint, or where there is no feasible alternative route and/or when significant adverse effects are outweighed by the overall benefits of the proposal.

**INF-P7**

Enable infrastructure *development* where the associated *effects* are avoided, remedied or mitigated and the functional requirements of the developer and operator of the *network utilities and infrastructure* are considered.

**INF-P8**

Manage infrastructure *development* to ensure it does not adversely affect the health and wellbeing of the Waikato River.

**INF-P9**

Manage infrastructure *development* to avoid adverse *effects* on the *historic heritage* of the district, whilst recognising the technical, locational and operational requirements and constraints of the infrastructure concerned.

**INF-P10**

Provide for infrastructure *developments* within the rural area and where potential adverse *effects* on rural land-uses, and landscape, ecological, cultural and heritage values are avoided, remedied or mitigated.

**INF-P11**

Avoid, remedy or mitigate the adverse *effects* of activities on the existing character and amenity of the surrounding rural area and avoid those activities that would cause *reverse sensitivity* concerns for established *rural based activities* (including existing *network utilities and infrastructure*).

**INF-P12**

Avoid establishing activities that could limit the legitimate/authorised operation of existing rural based activities such as network utilities and infrastructure.



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**7.2-INF INFRASTRUCTURE**

**INF-P13**

Enable emergency service facilities to establish and operate throughout the district by implementing appropriate *development* controls.

**INF-P14**

Manage use and *development* that may adversely affect the existing operation of *network utilities and infrastructure* and related activities.

**INF-Rules**

INF-R1 Per activities	Subject to
(1) The operation, maintenance, minor upgrading or repair of existing, lawfully established infrastructure, except within the SPZ-ELG	(a) INF-R6(1) to INF-R6(3) and INF-R6(5) (b) INF-R8
(2) Pipe renewals, and any ongoing maintenance or repair of existing, lawfully established <i>network utilities and infrastructure</i> , except within the SPZ-ELG	
(3) Underground pipes, cables and <i>lines</i> , and necessary incidental equipment including pump stations	(a) INF-R6(1) to INF-R6(3) and INF-R6(5) (b) INF-R8
(4) Navigational aids and beacons	
(5) Soil conservation and <i>river</i> control works	
(6) Land drainage, <i>stormwater</i> control or irrigation works including pump stations	
(7) Trig stations and survey marks	
(8) <i>Radiocommunication</i> and/or <i>telecommunication facilities</i>	
(9) Meteorological instruments and facilities	
(10) <i>Water</i> storage tanks, reservoirs and wells, including pump stations	



(11) All works proposed by a <i>network utility operator</i> and authorised under <i>road opening notice</i> procedures.	
(12) Fire stations	
(13) Recycling depots with a gross area of less than 20m <sup>2</sup>	INF-R6(6) and INF-R8
<b>INF-R2 CON activities within GIZ,COMZ &amp; GRUZ</b>	<b>Subject to</b>
(1) Refuse transfer stations	<b>Matters of control</b> (a) AA-R3(1) and AA-R3(2) (b) INF-R6(1)-(3), R6(6) (c) INF-R8
(2) Recycling depots with a <i>gross floor area</i> of over 20m <sup>2</sup>	<b>Matters of control</b> (a) AA-R3(1) and AA-R3(2) (b) INF-R6(1)-(3) as a guide (c) INF-R8
<b>INF-R3 RDIS activities</b>	<b>Subject to</b>
(a) Any PER or CON activity specified above which does not comply with any of the relevant standards in R5	<b>Matters of discretion</b> (a) INF-R6(1)-(6) and INF-R8 as a guide (b) AA-R3(1) and AA-R3(2) (c) In assessing the <i>effects</i> of non-compliance with-and in addition to criteria AA-R3(2)(m) and (q). Council restricts its discretion to the degree of non-compliance and the extent to which that non-compliance results in adverse <i>effects</i> on <i>waterbodies</i> , including cultural <i>effects</i> .



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<b>INF-R4 DIS activities</b>	<b>Subject to</b>
(1) <i>Network utilities and infrastructure</i> except for existing <i>hydroelectric power generating infrastructure</i> and associated activities within the SPZ-ELGZ, not otherwise specified as PER, CON or RDIS	(a) AA-R4(1) to (3) (b) INF-R8 as a guide
<b>INF-R5 NC activities COMZ-PREC3, GRZ-PREC3, MU-SETZ,GRUZ,RLZ, and GIZ</b>	<b>Subject to</b>
(1) Within the National Grid Yard  (a) Any <i>building</i> or addition to a <i>building</i> for a sensitive activity  (b) Any change of use to a sensitive activity or the establishment of a new sensitive activity  (c) Any <i>building, structure</i> or <i>earthworks</i> not PER by INF-R6(5)	RMA provisions

**INF-R6 - Standards for PER and CON Activities**

The following Standards apply to all activities specified in INF-R1-PER activities (except for the operation, maintenance, *minor upgrading* or repair of existing electricity *lines* or cables) or INF-R2-CON activities and to RDIS activities in that zone if granted. Failure to comply with one or more of the standards results in that activity being a RDIS activity.

**INF-R6(1) GIZ and MU-SETZ**

- (a) New *masts*, and *poles* supporting *lines*, shall not exceed a maximum *height* of 12 metres
- (b) *Structures* other than *masts* and *poles* shall not exceed a maximum *height* of 8 metres, and shall comply with the height plane requirements in the relevant zone
- (c) No *mast* or *building* shall be closer than 5 metres to any *site boundary*. This 5m setback shall not apply to network utility and infrastructure *buildings* with a floor area of less than 10m<sup>2</sup>, or to overhead *lines* and cables including any support *structures*. This 5m setback also shall not apply to *masts* in respect of the *road boundary* of the site concerned
- (d) No *dish antenna* shall exceed a diameter of 2.5 metres.



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**INF-R6(2) In Zones Other than GIZ and MU-SETZ**

- (a) The following setback requirements shall apply to *masts* and *poles* with a *height* of 12m or less:
- (i) On *sites* in GRUZ and RLZ
- From side boundaries – 5m
  - From Rear boundaries – 5m
  - From Front boundaries - Nil
- (ii) On *sites* in COMZ, or GIZ:
- 5m from any adjoining *site* zoned Residential, Arapuni Village, or Rural
  - These setbacks shall not apply to overhead *lines* and cables including any support *structures*
- (b) Other *structures* (except network utility and infrastructure *buildings* with a floor area of less than 10 m<sup>2</sup>) shall comply with the relevant setback and *height* requirements for the zone in which they are located. These *height* and setback requirements shall not apply to overhead *lines* and cables including support structures (e.g. poles or towers)
- (c) *Masts* and *poles* shall have a maximum *height* of 25m in GIZ and GRUZ and 20m in other zones
- (d) *Masts* with a *height* of more than 12m shall be set back at least 30 metres from the *notional boundary* of any *residential unit*, place of assembly or *educational facility*

In this rule the *notional boundary* is defined as a line 20 metres from:

- the exterior wall of any *residential unit*
  - the exterior wall of any *building* used as an *educational facility*
  - the exterior wall of any *building* used as a place of assembly, or
  - the legal *boundary* where this is closer to the *residential unit*, *educational facility* or place of assembly concerned
- (e) *Masts* with a *height* of more than 12m located on any *site* zoned GRUZ shall be set back at least 20 metres from any *road* or any *boundary* of a *site* zoned GRZ or MU-SETZ.

**INF-R6(3) - Further Standards Applying in All Zones**

- (a) The *height* requirements in INF-R6(1) and INF-R6(2) shall not apply to antennas, earthpeaks or lightning conductors which do not exceed a *height* of 3m above the *height* of the *building*, *pole*, tower or the *mast* upon which they are sited
- (b) Where network utilities or associated *structures* are located underground, the ground surface and any vegetation disturbed shall be reinstated or replaced as soon as possible

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- (c) Activities involving works within *significant natural areas* identified in SCHED3-SNA shall comply with all the rules and standards in Chapter 10.1 ECO.

**INF-R6(4) Water and Wastewater – COMZ and GIZ**

- (a) No activity, or combination of activities on a *site* shall have either:
- (i) A requirement for *water* from Council's reticulated supply exceeding 10m<sup>3</sup> per connection per day (this does not include *water* required to be taken or used for emergency or training purposes in accordance with section 48 of the Fire and Emergency New Zealand Act 2017).
  - (ii) A requirement to *discharge wastewater* to a public sewer exceeding 10m<sup>3</sup> per connection per day.
- (b) Activities within Putaruru Growth Cell 4 shown on the Planning Maps, shall not result in:
- (i) An increase in *wastewater* discharged to Council's reticulated network that would cause the total amount of *wastewater* discharged from the Growth Cell to exceed 108 cubic metres per day or
  - (ii) An increase in demand on Council's reticulated *water* supply network that would cause the *water* supply demand from the Growth Cell to exceed 120 cubic metres per day.

**INF-R6(5) National Grid Yard**

Within any part of a National Grid Yard:

- (a) Under the National Grid Conductors (wires)
- (i) On existing urban *sites*, the following *buildings* and *structures* are PER within the National Grid Yards:
    - An *accessory building* for a sensitive activity, or
    - A *building* that does not involve an increase in the *building height* or *building footprint* where alterations and additions to an existing *building* for a sensitive activity, or
    - A *building* not associated with a sensitive activity (unless it is an *accessory building*)
- (b) On all urban *sites* within the COMZ-PREC3, GRZ-PREC3 and GIZ's within any part of the National Grid Yard any *buildings* and *structures* must:
- (i) be PER, or
  - (ii) be a fence, or
  - (iii) be Network Utilities within a transport corridor or any part of electricity infrastructure that connects to the National Grid, or
  - (iv) be an *official sign*, and (c) below



- (c) On any GRUZ and RLZ site all *buildings* and *structures* within any part of the National Grid Yard must:
- (i) If they are for a sensitive activity, not involve an increase in the *building height* or *building footprint* where alterations and additions to existing buildings occur, or
  - (ii) be a fence, or
  - (iii) be Network Utilities within a transport corridor or any part of electricity infrastructure that connects to the *National Grid*, or
  - (iv) be an uninhabitable farm *building* or *structure* for farming activities (but not a milking/dairy shed, *poultry farming building*, or intensive farm *building* (excluding ancillary *structures*)), or
  - (v) be an uninhabited horticultural *building* or *structure*, or
  - (vi) be an official sign, and
- (d) All *buildings* or *structures* permitted by (a) and (b) and (a) and (c) for above must comply with at least one of the following conditions:
- (i) A minimum vertical clearance of 10m below the lowest point of the conductor associated with *National Grid lines* or
  - (ii) Demonstrate that safe electrical clearance distances are maintained under all *National Grid line* operating conditions.
- (e) Activities around *National Grid* support *structures*
- (i) *Buildings* and *structures* within urban sites shall be at least 12m from a *National Grid* support *structure* unless it is a:
    - Network Utility within a transport corridor or any part of electricity infrastructure that connects to the *National Grid* or
    - Fence more than 5m from the nearest support *structure*.
  - (ii) *Buildings* and *structures* within the GRUZ and RLZ shall be at least 12m from a *National Grid* support *structure* unless it is a:
    - Network Utility within a transport corridor or any part of electricity infrastructure that connects to the *National Grid*
    - Fence less than 2.5m in *height* and more than 5m from the nearest support *structure*.
    - Horticultural *Structure* between 8m and 12m from a single *pole* support *structure* that:
      - meets the requirements of the New Zealand Electrical Code of Practice for Electrical Safe Distances for separation distances from the conductor (NZECP34:2001);
      - is no more than 2.5m high
      - is removable or temporary, to allow a clear working space 12 metres from the *pole* when necessary for maintenance and emergency repair purposes; and

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**7.2-INF INFRASTRUCTURE**

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- allow all weather access to the *pole* and a sufficient area for maintenance equipment, including a crane.

**INF-R6(6)**

Refuse transfer stations shall be located at least 100 metres from the nearest dwelling

**INF-R7 Matters of Discretion- RDIS Activities**

- (1) In assessing applications for activities within Putaruru Growth Cell 4 shown on the Planning Maps that do not comply with INF-R5(4)(b) relating to *water* supply and/or *wastewater* disposal, the matters in respect of which the Council has restricted its discretion are:
  - (a) The availability of sufficient *water* and *wastewater* infrastructure including *water* supply for firefighting in accordance with the NZ Fire Fighting Water Supplies Code of Practice (SNZ PAS 4509:2008), to service future subdivision and/or development throughout Putaruru, including in the residential Growth Cells identified by this Plan.
  - (b) The feasibility of alternative measures to achieve required public *wastewater* and or *water* supply capacity,
  - (c) Whether the staging and design of *development* will align with the provision of infrastructure so that the overall capacity of the infrastructure is not exceeded.
  - (d) Whether temporary *wastewater* or *water* supply capacity can be provided which does not undermine the long-term solution.
  - (e) Whether funding or other such measures have been agreed between the Council as service provider and the applicant to achieve the required public *wastewater* and or *water* supply capacity.
  - (f) Means to mitigate *effects* of the additional demand for *water* supply and/or *wastewater* disposal capacity upon the relationship of Raukawa and their culture and traditions with their ancestral lands, *water*, sites, wāhi tapu and other taonga.
- (2) In assessing land-use consent applications for *buildings* and *structures* which have become RDIS activities due to proximity to *National Grid* transmission *lines*, the matters in respect of which Council has restricted its discretion are:
  - (a) The extent of compliance with the NZ Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001)
  - (b) The location, *height*, scale, orientation and use of *buildings* and *structures* to ensure *effects* on the following are addressed:
    - (i) The risk to the structural integrity of the transmission *line*
    - (ii) The *effects* on the ability of the transmission *line* owner to operate, maintain and upgrade the transmission network

- (iii) The risk of electrical hazards affecting public or individual safety, and risk of *property* damage
- (iv) The extent of *earthworks* required, and use of mobile machinery near the transmission *line* which may put the *line* at risk
- (v) Minimising the visual *effects* from the transmission *line*
- (vi) Any other matters set out in plans for *buildings* and/or *structures*, and
- (vii) Outcomes of any consultation with the relevant *line* owner

### **INF-R8- Other Plan Matters**

The following also may be relevant:

- (1) Chapter 6 Strategic Matters
- (2) Section 7.1 Energy, 7.3 Transportation
- (3) Section 8.1 Contaminated Land, 8.2 Hazardous Substances, 8.3 Natural Hazards
- (4) Section 9.1 Historic Heritage, 9.2 Sites and Areas of Significance to Māori
- (5) 10.1 Ecosystems and Indigenous Biodiversity, 10.2 Natural Character, 10.3 Natural Features and Landscapes, 10.4 Public Access
- (6) Chapter 11 Subdivision
- (7) Section 12.1 All Activities
- (8) Section 12.2 Activities on the Surface of Water, 12.3 Air Emissions, 12.4 Earthworks, 12.5 Financial Contribution, 12.6 Light, 12.7 Noise, 12.8 Signs, 12.9 Temporary Activities
- (9) Part 3- Any relevant zone or overlay

### **INF- Other Methods**

#### **INF-M1**

Telecommunications Facilities National Environmental Standard (NES) 2008

#### **INF-M2**

Funding for upgrading and maintenance of Council infrastructure networks set aside in the Long-Term Plan

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**INF-M3**

Standards under The Regional Infrastructure Technical Specifications that promote low-impact environmental design solutions and consider climate change implications for *stormwater* networks.

**INF-M4**

Works within *road* reserve administered by South Waikato District Council requires approval of Council as the 'road controlling authority'. Council issues '*street* opening notices' for works on local *road* reserve.

**INF-M5**

Vegetation to be planted within the transmission or sub-transmission corridors should be selected and/or managed so that it does not breach the Electricity (Hazards from Trees) Regulations 2003. To discuss works, including tree planting, near any electrical *line*, contact the *line* operator.

**INF-M6**

Vegetation to be planted within the transmission or sub-transmission corridors should be selected and/or managed so that it does not breach the Electricity (Hazards from Trees) Regulations 2003. To discuss works, including tree planting, near any electrical *line*, contact the *line* operator.

**INF- Principal Reasons**

**INF-PR1**

Functional and efficient infrastructure cannot be achieved only through RMA methods and needs to be furthered through a variety of works undertaken by Council and other utility providers. The importance to the local and national economy of infrastructure, and communications means that if their maintenance and upgrading is not safeguarded under the district plan, there could be significant community impacts. Likewise, the district needs to play its part in the national (and international) imperative to respond to future climate change.

**INF-PR2**

Possible future growth areas to cater for demand in Putaruru beyond the District Plan's ten-year timeframe have also been identified in the Putaruru Growth Plan 2017 and will be considered as part of future District Plan reviews once servicing upgrades have been programmed. Similar growth planning exercises are planned for the District's other towns.

**INF-PR3**

In some circumstances, the Council could enter into Private Developer Agreements to record the level of commitment between the Council and developers to provide for an efficient and integrated network of infrastructure *services* for each of the Growth Cells.

Private Developer Agreements are expected to:

- (a) Set out the agreed list of works (staging, timing, priority) required to support existing and new urban *development* in the selected growth cell;



- (b) Confirm the timing and cost apportionment associated with these works to serve existing and proposed new urban *development* in the growth cell; and
- (c) Set out the circumstances under which the developer can implement *development* earlier than programmed, if a greater funding contribution is available or Council is unable to confirm long term funding /budget allocations for the necessary infrastructure.

## **INF- Anticipated Environmental Results**

### **INF-AER1**

Operation, maintenance and upgrading of utilities is generally provided for, given their necessary function.

### **INF-AER2**

The utilities operate at a scale and in locations that minimise adverse *effects*

### **INF-AER3**

The standards that are applied avoid, remedy or mitigate the adverse *effects* of utilities upon the *environment*

### **INF-AER4**

Infrastructure *services* are provided by property owners in a manner that promotes the *sustainable management* of resources.



## 7.3-TRAN Transport

### Issues

This chapter describes the significance of transport in the district and outlines the management approach adopted to manage these physical resources.

As the main north-south link and the primary national state highway, State Highway 1 is a critical component of the transport network within the Central North Island for the movement of people and freight. The security of this route is important, not only for the sub-region, but also for other parts of the country as well. State Highway 5 is an important sub-regional route providing access to Rotorua to the east, particularly for tourism. Both highways need to be protected and developed through appropriate land-use planning and transport network integration.

State Highway 30 provides an east-west connection from Waitomo and Otorohanga which has potential to be a major tourism route through the District. Opportunities to strengthen the tourist route links through South Waikato between Waitomo, Taupō and Rotorua need to be recognised and developed to allow for economic growth in this sector. State Highways 27, 28 and 32 are also of strategic importance.

There is capacity within the rail network, particularly the Kinleith Branch rail line, to accommodate increased freight movements. New freight hubs utilising the railway are a possibility to better utilise this capacity.

Infrastructure are physical resources and include infrastructure such as *telecommunications*, state highways and other *roads*, and railways.

The District contains utilities that play a key role in New Zealand's economy and prosperity, particularly with regard to electricity production and transmission, and *road* transport networks. At the same time these networks underpin the district's future. Since utility corridors traverse a number of different zones, the plan's approach is to make them PER throughout the District, subject to consistent standards.

It is recognised that utilities can have significant adverse *effects*, for example upon important landscapes and significant natural values. In such circumstances, a balance needs to be struck between competing issues associated with natural and physical resource use. Such a balance must be achieved on a case-by-case basis, having regard to the costs, benefits and *effects* of the particular proposal.

This chapter also establishes the standards relating to the provision of on-site car parking, *loading spaces* and vehicle access. Standards specify the number of car parking and *loading spaces* that should be provided for different land-use activities and within different zones. The purpose of this is to manage demand for *street*-based and public car parking to avoid affecting the safe and efficient operation of the *road* network. The intended outcome within most of the zones is to ensure that adequate car parking and *loading spaces* are provided within each *property* to provide for the demand generated by activities on that *property*.

The National Policy Statement for Urban Development 2020(NPS-UD) precludes District Plans from requiring car parks within "Tier 3" urban environments. The Urban Area comprising Tokoroa and Kinleith

falls within this category, so new *developments* throughout Tokoroa and in the Industrial zone at Kinleith are not required to provide a minimum number of parking spaces under the Plan.

The NPD-UD does not apply to the smaller towns of Putaruru and Tīrau, so minimum parking requirements have been retained there, except in the Town Centre zones. The town centres of Putaruru and Tīrau are managed differently because of the extent of public car parking available, the presence of *service lanes*, and the more compact form of *development* characteristic of these areas.

State Highway 1 runs through the town centres of Putaruru and Tīrau, and next to the Tokoroa town centre. Each of the towns has a different layout and intensity of land-use alongside the state highway, and the interface between the state highway and commercial properties is of importance. This rule chapter does not include a roading hierarchy, although a distinction is made within some of the standards between state highway and local *road*. The state highway network provides critical transport links both within the district and linking the district to the wider region. Therefore, maintaining the safety and efficiency of the state highway network is important.

In all three town centres and the Tokoroa suburban shops, the majority of car parking is provided as *street-based* parking or within public parking areas. Any on-site car parking is primarily used as staff parking. The lack of car parking standards for the town centre zones for Putaruru and Tīrau aim to primarily maintain the status quo of limited on-site car parking, and substantial use of street-based and public parking.

Vehicle access to properties needs to be provided in a manner that ensures the safe and efficient operation of the *road* network. This is particularly important for the district's state highways where traffic volumes are highest. Standards have been formulated to manage the number and location of vehicle entrances to properties. Vehicle entrances on existing properties may need to be upgraded where traffic generation on the *property* is increasing substantially.

The traffic generated by a particular *development* can have a substantial impact on the safety and efficiency of the *road* network. Localised upgrades of intersections and portions of road may be required in some instances (such as where a significant increase in traffic generation is occurring due to a change in land-use activity) as a condition of resource consent. This rule chapter is intended to operate in conjunction with the zone provisions that manage the type and scale of land-uses in particular areas. Generally, an activity with the potential to generate traffic volumes that may detrimentally affect the safety or efficiency of the *road* network, or the amenity of the locality, will be a discretionary or non-complying activity within the zone provisions applying to that area.

The *WRITS* adopted by Council in July 2018 provide much of the technical detail that relates to parking, loading and access requirements. The *WRITS* is a reference document providing detail on design standards to inform developers and Council staff as to how compliance should be achieved.

Where land-use consent is to be granted for a shortfall in on-site car parking, there are several mitigation options that can be utilised through Council imposing resource consent conditions. These include a consent condition requiring a *financial contribution* to be paid in lieu of providing on-site car parking, with Council then using the collected parking contributions to provide extra parking spaces on public *land* in an appropriate location to alleviate any shortfall. Such contributions shall be paid prior to the commencement of the activity, or as stated in the conditions of the resource consent.

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**7.3-TRAN TRANSPORT**

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Other mitigation options that will be considered include a developer constructing additional parking spaces on the adjoining *street* frontage, the sharing of parking spaces between activities on different *sites*, leasing of *land* nearby to provide parking spaces, use of stacked parking, and provision of cycle spaces or other measures recommended by a suitably-qualified Traffic Engineer, to reduce carparking demand.

## Objectives

### TRAN-01

To enable the town centres in Putaruru, Tokoroa and Tīrau to provide distinctive, attractive, safe and easily accessible environments with a concentration of commercial businesses and cultural activities providing a wide range of services and facilities for residents and passing travellers, and with minimum adverse *effects* on the safe and sustainable functioning of State Highway 1.

### TRAN-02

To provide for outward expansion of existing townships where the new areas can be efficiently serviced with cycling and pedestrians, and where funding provision has been made consistent with the level of projected demand for new building *sites* for houses and businesses.

### TRAN-03

To ensure safe and efficient land-use, *subdivision* and *development*, well-integrated with the functions of different *roads*, and which is designed to provide for appropriate alternative transport modes (particularly walking and cycling).

### TRAN-04

To ensure that an integrated, efficient, safe and sustainable transportation network is maintained and enhanced to support the social and economic wellbeing of people and communities in the District including provision for active transport and physical activity options

### TRAN-05

To provide for the sustainable, secure and efficient use and *development* of infrastructure within the District, while seeking to avoid, remedy or mitigate adverse *effects* on the environment recognising the technical, locational and operational requirements and constraints of the infrastructure concerned.

### TRAN-06

To provide for the important strategic transport networks, in the District and safeguard them from the *reverse sensitivity effects* of inappropriate *subdivision*, use and *development*.





#### **TRAN-O7**

To ensure that new urban *development* is efficiently serviced and integrated to mitigate adverse *effects* on existing *network utilities and infrastructure*, and the health, safety and wellbeing of people and communities.

### **Policies**

#### **TRAN-P1**

Promote affordable, safe, integrated, sustainable and responsive transport networks within and through the towns, with safe pedestrian and cycleway connections linking residential neighbourhoods with public reserves, schools and the town centres.

#### **TRAN-P2**

Ensure that new activities within Putaruru Growth Cell 4 do not cause adverse traffic safety, efficiency or capacity *effects* on the operation of the SH1/Princes St intersection.

#### **TRAN-P3**

Consolidate new residential *development* in the existing vacant, zoned and serviced *land*, and in the Putaruru Growth Cells identified by this Plan, in order to achieve the efficient use of existing *network utilities and infrastructure*.

#### **TRAN-P4**

Ensure that new *subdivisions* within Putaruru Growth Cells do not compromise their efficient servicing, or their integration with the existing urban area as new neighbourhoods.

#### **TRAN-P5**

New activities shall not establish in Putaruru Growth Cell 4 (Business) shown on the Planning Maps prior to the formation to the appropriate standard and vesting in Council of the Possible Future *Road* identified on the Planning Maps connecting Growth Cell 4 and Princes Street.

#### **TRAN-P6**

Protect the safety and efficiency of the land transport network from the adverse *effects* of inappropriate *noise-sensitive activities* located close to State Highways and designated rail corridors.

#### **TRAN-P7**

Ensure vehicle access onto the transportation network does not adversely affect to a more than minor extent the safety, efficiency operation and maintenance of these *roads* and other road users.

#### **TRAN-P8**

Require *financial contributions* for the provision of car parking where this cannot be provided by an activity or *development* to the extent required on-site.



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**TRAN-P9**

Establish networks of parks and walkways along the urban streams to provide linkage between neighbourhoods.

**TRAN-P10**

*Development* should be located, designed and managed to minimise the need to travel, minimise conflict to and across arterial routes, and provide appropriate access.

**TRAN-P11**

Manage use and *development* that may adversely affect the existing operation of *network utilities and infrastructure* and related activities.

**TRAN-P12**

Enable infrastructure *development* where the associated *effects* are avoided, remedied or mitigated and the functional requirements of the developer and operator of the *network utilities and infrastructure* are considered.

**TRAN-P13**

Manage infrastructure *development* to ensure it does not adversely affect the health and wellbeing of the Waikato River.

**TRAN-Rules**

TRAN-R1 PER Activities all zones	Subject to
(1) Construction, operation, and upgrading of <i>roads</i> and railways within the existing <i>road</i> reserve or railway, including stockpiling roading materials, ballast and sleepers	(a) TRAN-R4 to R6 (b) TRAN-R9 (c) Consent from the road controlling authority is also required for any work within the <i>road</i> reserve. Council's WRITS also sets engineering standards for certain works.
(2) Creation of new railway sidings, or realignment or extension of existing <i>roads</i> or creation of new <i>roads</i> as a result of a <i>subdivision</i>	
(3) <i>Street</i> lighting and <i>street furniture</i>	
(4) Railway crossing warning devices and barrier arms	
(5) All works proposed by a <i>network utility operator</i> and authorised under <i>road opening notice</i> procedures.	



<b>TRAN-R2 RDIS activities within TCZ-Tirau</b>	<b>Subject to</b>
(1) Any PER Activities (CON Activities) which do not comply with any of the relevant standards shall be a RDIS activity	(a) AA-R3(1) and AA-R3(2) (b) TRAN-R4 to R6 (c) TRAN-R7 (d) TRAN-R9 as a guide
<b>TRAN-R3 DIS Activities</b>	<b>Subject to</b>
(1) <i>Network utilities and infrastructure</i> for transportation, not otherwise specified as PER, CON or RDIS activities	(a) AA-R4 (b) TRAN-R8 in PREC1-Putaruru (c) TRAN-R9 as a guide
<b>TRAN-R4-NC Activities PREC1-Putaruru</b>	<b>Subject to</b>
(1) Activities within Putaruru Growth Cell 4 shown on the Planning Maps (GC4) that result in a cumulative increase in vehicle movements to and from GC4 at the Princes St/SH1 Intersection for more than 330 vehicle movements in any given peak hour, taking into account the level of traffic generated by the other land-uses that have been lawfully established or granted consent to establish in the Growth Cell.	RMA provisions
(2) Non-compliance with TRAN-R6(3)(b)- Provision of New <i>Road</i> to Putaruru Growth Cell 4 (COMZ)	

**TRAN-R4-Zoning of roads**

Refer to 15.3

**TRAN-R5 Parking, Loading and Access**

The following standards apply in all zones, except where otherwise stated below. If the activity is a DIS or NC Activity, the standards below will be used as a guideline to assess the adequacy or otherwise of the parking, loading and access arrangements being proposed.

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- (a) Where a change of use occurs requiring a greater provision of car parking, or where the floor area of a *building* is increased, additional on-site car parking will be required in accordance with the standards in Table 4.

Table 4 – Parking Requirements

Use of site	Zones Where Standard is Applicable	Parking Spaces Required
All land-uses	All zones within the Tokoroa Urban Area, TCZ, and the GIZ at Kinleith	No car parking required
<i>Retail activities, Commercial services, unlicensed cafes and restaurants on sites with frontage to Arapuni Road</i>	MU- SETZ	No carparking required
<i>Residential units, including residential accommodation, and caretakers' accommodation.</i>	All zones except within the zones of the Tokoroa Urban Area, and the GIZ at Kinleith	1 space per household unit.
<i>Retail activities, (except supermarkets), Offices</i>	All zones, except TCZ, MU-SETZ, within the zones Tokoroa Urban Area, and GIZ at Kinleith	1 space per 25 m <sup>2</sup>
<i>Supermarkets</i>	All zones, except TCZ and within the zones of Tokoroa Urban Area	1 for every 20m <sup>2</sup> GFA for the <i>retail</i> floor space open to the public, plus 1 for every 40m <sup>2</sup> GFA of floor space that is not open to the public (including food preparation areas, <i>offices</i> , staff recreation, and ablution uses, and ancillary storage space).
<i>Community facility</i>	All zones, except TCZ and within the zones of the Tokoroa Urban Area, and GIZ at Kinleith	1 space per 10 persons the facility is designed to accommodate.
<i>Craft workshops and studios</i>	All zones, except TCZ and within the zones of the Tokoroa Urban Area	1 space per full time equivalent employee.
<i>Health Care Services and veterinary services</i>	All zones, except TCZ and within the zones of Tokoroa Urban Area, and the GIZ at Kinleith	2 spaces for every practitioner on the premises at any one time.



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<i>Commercial services</i>	All zones, except TCZ, MU-SETZ and within the zones of Tokoroa Urban Area	1 space per 25m <sup>2</sup> GFA.
<i>Home business</i>	All zones except within the GRZ in Tokoroa.	1 additional space (to that required for the <i>residential unit</i> ) per full time equivalent employee not residing at the <i>site</i> .
<i>Marae development and papakāinga</i>	All zones	1 space per household unit, and 1 space per 10 persons the facility is designed to accommodate for non-residential forms of marae <i>development</i> .
<i>Community care housing</i>	All zones except within the GRZ in Tokoroa	1 space per full time equivalent staff member, and 1 space for every 5 beds.
<i>Outdoor recreation and sporting activities on parks and reserves.</i>	All zones except within the zones of Tokoroa Urban Area	Six spaces per playing field or court.
<i>Indoor recreation and sporting facilities.</i>	All zones except within the zones of the Tokoroa Urban Area	1 space per 10 persons the facility is designed to accommodate.
<i>Educational facilities</i>	All zones except within the zones of Tokoroa Urban Area and GIZ at Kinleith	Primary and Intermediate Schools: 2 spaces per 3 full time equivalent staff. Secondary Schools: 2 spaces per 3 full time equivalent staff and 1 space per 50 students. Tertiary and other education facilities: 1 space per 5 full time equivalent staff members and students. Childcare facilities: 1 space per full time equivalent staff member and 1 space per 8 attendees.
<i>Hospitals and Homes for the Aged</i>	All zones except within the zones of Tokoroa Urban Area	2 spaces for every practitioner on the premises at any one time, and 1 space for every 5 beds.
<i>Housing for the Elderly</i>	All zones except within the zones of Tokoroa Urban Area	1 space per <i>residential unit</i>
<i>Visitor accommodation</i>	All zones except within the zones of Tokoroa Urban Area	1 space per guest room or 1 space for every 5 beds
<i>Restaurants, bars and cafes</i>	All zones except for TCZ, MU-SETZ, and within the zones of	1 space per 10m <sup>2</sup> of customer area* for bars and 1 space per

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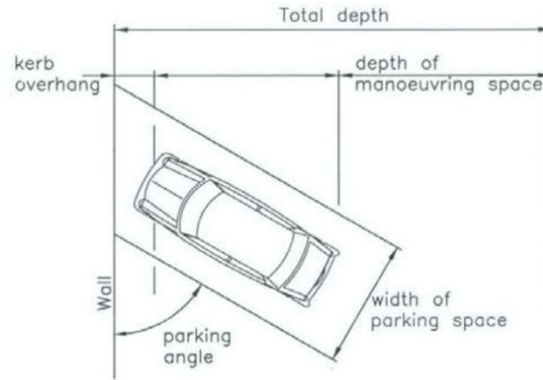
**7.3-TRAN TRANSPORT**

	Tokoroa Urban Area and GIZ at Kinleith	15m <sup>2</sup> of customer area* for restaurants and cafes
<i>Industrial Activities with a GFA of over 2,000m<sup>2</sup></i>	GIZ at Tirau, Putaruru, and Lichfield	1 space per maximum number of personnel expected to be on <i>site</i> .
<i>Other Industrial activities</i>	GIZ at Tirau, Putaruru, and Lichfield	1 space per 100m <sup>2</sup> GFA
<i>Industrial activities</i>	COMZ-PREC1-Putaruru	1 space per 50m <sup>2</sup> GFA
<i>Service industry</i>	All zones, except within the zones of Tokoroa Urban Area and the GIZ at Kinleith	1 space per 50m <sup>2</sup> GFA.
<i>Service stations including motor vehicle repair</i>	All zones, except within the zones of Tokoroa Urban Area and the GIZ at Kinleith	2 spaces per 3 staff on duty and 2 customer spaces per shop, 4 spaces per workshop bay, and 3 queuing spaces for carwash, and 1 space for air hose or vacuum.
Any other PER or CON Activity.	GRUZ, SP-ELG, RLZ	No car parking required.

\*Customer area includes any part of the *site* and public *road* used as part of the premises and that is open to patrons, e.g. outdoor seating areas

- (b) All *parking spaces* shall be formed and sealed or otherwise maintained to the satisfaction of Council so as to avoid creating a *dust* nuisance or permit vehicles to carry material such as mud, stone, chip or gravel onto the public *road* or footpath
- (c) The dimensions and layout of *parking spaces* shall be in accordance with Figure 3, and the spaces shall be marked to delineate the parking space
- (d) Every *parking space* shall be provided with the necessary manoeuvring space and access from and to the *road*, without requiring another vehicle to be moved
- (e) All required parking and manoeuvring space shall be kept clear to ensure it is able to be used for its intended purpose

Figure 3 – Parking Dimensions



Parking angle	Width of parking space	Kerb overhang	Depth of parking space from kerb	Depth of manoeuvring space	Total depth
90°	2.4m 2.6m 2.7m	0.61m	4.3m	8.2m 7.3m 6.4m	13.1m 12.2m 11.3m
75°	2.4m 2.6m 2.7m	0.61m	4.6m	5.5m 4.8m 4.3m	10.6m 10.1m 9.4m
60°	2.4m 2.6m 2.7m	0.61m	4.6m	3.9m 3.7m 3.7m	10.7m 8.8m 8.8m
45°	2.4m 2.6m 2.7m	0.61m	4.4m	3.7m	8.5m
30°	2.4m 2.6m 2.7m	0.30m	3.7m	3.7m	7.6m
0°	2.4m 2.6m 2.7m	0.30m	2.1m	3.7m	6.1m

- (f) *Parking spaces* shall have a gradient of no more than 1 in 8 in any one direction
- (g) Where the assessment of the number of *parking spaces* results in a fractional space being required, any fraction less than half shall be disregarded. Fractions of one half or greater shall be considered as a requirement for one more parking space
- (h) Where activity on the *site* involves more than one category of land-use, and those uses are unlikely to occur at the same time, parking will be calculated in relation to the activity having the greatest

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**7.3-TRAN TRANSPORT**

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requirement. For a multi-purpose *site* where more than one facility may be used at the same time, the total parking requirements for each facility will have to be provided

- (i) All on-site parking spaces and *manoeuvring areas* shall be located on the *site* containing the activity that they are intended to serve.

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- (a) Where a change of use occurs that would increase the amount of goods handling by an activity, or where the floor area of a *building* is increased, an *off-street loading space* shall be provided in the following circumstances:
  - (i) on every *site* in the GIZ and the COMZ except those *sites* where loading can be undertaken from an adjoining formed *service lane*, and except where the landowner is able to demonstrate that there are sufficient *loading spaces* on-site for the demand generated by any change of use or increase in floor area.
  - (ii) on every *site* in the TCZ, except those *sites* where loading can be undertaken from an adjoining formed *service lane*.
- (b) *Loading spaces* shall have a minimum width of 4 metres and a minimum depth of 8.5 metres
- (c) All *loading spaces* shall be accessible at all times and not used for other purposes
- (d) *Loading spaces* are not required in rural areas, however, all stock loading races and other loading/unloading facilities shall be located to avoid any vehicles undertaking loading or unloading on a public *road*.

W: -8. [unclear] [unclear]

On-site vehicle manoeuvring (such that reversing onto a *road* is avoided) is required to be provided for every parking and *loading space* provided on-site, in the following circumstances:

- (a) Where a *site* bounds a state highway
- (b) Where a *site* bounds a *road* with a posted speed limit of 70km per hour or greater
- (c) Where any vehicle entrance serves more than 3 required parking and/or *loading spaces*; or
- (d) Where a *site* is a *rear site* with vehicle access provided by an accessway in excess of 30 metres in length.

W: -9. [unclear] [unclear]

- (a) A formed *vehicle crossing* shall be provided to each *site* in accordance with Table 5, including on *sites* where there is an existing crossing but where the character, intensity or scale of the land-use activity increases





- (b) Accessway gradients shall not exceed 1 in 6
- (c) Vehicle crossings onto state highways shall comply with Table 6 or comply with NZTA requirements.

Table 5: Vehicle Crossing Widths

Type of Vehicle Crossing	Minimum Crossing Width	Maximum Crossing Width
Residential	3.5 metres	5 metres
Rural	4.5 metres	8 metres
Commercial and Industrial	4.5 metres	12 metres

The maximum vehicle crossing width for Emergency Service Facilities is 12m

Table 6: State Highway Crossing Places

Posted speed limit (km/h)	85 <sup>th</sup> percentile operating speed (or if not known, posted speed limit plus 10km/h)	Minimum sight distance (m)	Minimum distance between accessway & nearest intersection (m)	Minimum distance between local road accessway & intersection (m)	Minimum distance between accessways (m)
<b>Not applicable</b>	50	89	30	20	-
<b>50</b>	60	113	30	20	-
<b>60</b>	70	140	30	20	-
<b>70</b>	80	170	100	45	40
<b>80</b>	90	203	100	45	100
<b>90</b>	100	240	200	60	200
<b>100</b>	110	282	200	60	200



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## **TRAN-R6 Vehicle Movements and Access**

### **TRAN-R6(1) – GRZ, TCZ, COMZ- All PREC's**

- (a) No new direct vehicle accesses onto the state highway shall be created
- (b) Activities accessing a state highway shall not result in an increase in traffic that exceeds 100 vehicle movements in any given peak hour, except for the *Tokoroa Hospital* Site in GRZ-PREC3
- (c) Activities accessing a local *road*, except for activities within Putaruru Growth Cell 4 shown on the Planning Maps, shall not result in an increase in traffic that exceeds 200 vehicle movements in any given peak hour

### **TRAN-R6(2) – GRZ-PREC3-Tokoroa**

- (a) Any addition to the existing *gross floor area* of the *Tokoroa Hospital* site shall not generate more than 50 additional vehicle movements in any given peak hour where accessing State Highway 32. (As of November 2014 the *gross floor area* at the hospital is 8268 m<sup>2</sup>)

### **TRAN-R6(3)-COMZ-PREC1-Putaruru**

- (a) Activities within Putaruru Growth Cell 4 shown on the Planning Maps (GC4) shall not result in a cumulative increase in vehicle movements to and from GC4 at the Princes St/SH1 Intersection of more than 200 vehicle movements in any given peak hour. Compliance with this rule shall be demonstrated by an Integrated Traffic Assessment (ITA) prepared by a suitably qualified and experienced person, taking into account the level of traffic generated by any other land-use which has been lawfully established or granted consent to establish in the Growth Cell. The ITA shall include a record of the outcomes from consultation with the NZTA relating to the proposal's potential traffic and safety *effects* on the State Highway network and the SH1/Princes Street intersection.
- (b) Any *development* of the *land* within Putaruru Growth Cell 4 (COMZ) shown on the Planning Maps for a CON, RDIS, or DIS activity shall gain access to that activity from Princes Street by way of a legal *road* vested in Council on the *land* identified as Possible Future Road and shown on the Planning Maps.

### **TRAN-R6(4)- GIZ and RLZ**

- (a) No new direct vehicle accesses onto the state highway shall be created.

### **TRAN-R6(5)- GRUZ**

- (a) Activities that generate traffic from a *site* shall not exceed 100 vehicle movements per day. For the purpose of this rule:
  - (i) The number of 'vehicle movements per day' is determined on the basis of an average day as measured over a year of the operation of the activity

- (ii) Any *land* in a separate certificate of title shall be regarded as a '*site*', regardless of whether it is used or owned together with other *land* titles
- (iii) A truck movement shall be considered the equivalent of 10 vehicle movements  
This rule shall not apply to traffic movements involved in forest harvesting.

### **TRAN-R7 Matters of Discretion for RDIS Activities**

- (1) In assessing applications for activities that involve new direct accesses onto state highways, or generate more than 100 additional vehicle movements in any given peak hour onto a state highway, the matters in respect of which Council has restricted its discretion are:
  - (a) Location and scale of activity, and location of vehicle entrance
  - (b) Vehicle access and manoeuvring
  - (c) Impacts on the safe and efficient functioning of the *road* network, and
  - (d) Vehicle queuing on-site
  - (e) Economic *development* within the District including the creation of new jobs
- (2) In assessing applications for activities that generate more than 200 additional vehicle movements in any given peak hour onto a local *road*, the matters in respect of which Council has restricted its discretion are:
  - (a) Location and scale of activity
  - (b) Vehicle access and manoeuvring
  - (c) Impacts on the safe and efficient functioning of the road network, and
  - (d) Vehicle queuing on-site
  - (e) Capacity and ability of Council's existing roading infrastructure to accommodate additional vehicle movements
  - (f) Economic development within the District including the creation of new jobs
- (3) In assessing applications for the Tokoroa Hospital site that generate more than 50 additional vehicle movements in any given peak hour onto State Highway 32 from activities occupying additional gross floor area, the matters in respect of which Council has restricted its discretion are:
  - (a) Location and scale of the activity
  - (b) Vehicle access and manoeuvring
  - (c) Impacts on the safe and efficient functioning of the State Highway network, and
  - (d) Vehicle queuing on-site.
- (4) In assessing applications for activities within Putaruru Growth Cell 4 shown on the Planning Maps (GC4) that do not comply with TRAN-R6(3)(a) because they would result in a cumulative increase

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in vehicle movements to and from GC4 at the Princes St/SH1 Intersection of more than 200 vehicle movements in any given peak hour, the matters in respect of which Council has restricted its discretion are:

- (a) Location and scale of activity
  - (b) Vehicle access, vehicle queuing and manoeuvring on-site
  - (c) Impacts on the safe and efficient functioning of the *road* network, and
  - (d) Capacity and ability of Council's existing roading infrastructure to accommodate additional vehicle movements
  - (e) Measures to mitigate any adverse *effects* on the Princes St/SH1 intersection, taking into account the level of traffic generated by other land-use which has been lawfully established or granted consent to establish in the Growth Cell. This mitigation could include funding physical improvements to the intersection.
  - (f) Where roading infrastructure is required to be upgraded, the preparation of an infrastructure funding agreement or other such measure that must be agreed with all relevant service providers to ensure that the infrastructure required to service the *development* can be funded and provided in a timely manner.
- (5) In assessing applications which have become RDIS activities due to non-compliance with parking space provision except for within the Urban Area of Tokoroa and Kinleith, other mitigation options that will be considered include a developer constructing additional parking spaces on the adjoining *street* frontage, the sharing of parking spaces between activities on different *sites*, leasing of *land* nearby to provide parking spaces, use of stacked parking, and provision of cycle spaces or other matters recommended by a suitably-qualified Traffic Engineer (e.g. availability of public carparking spaces).

These forms of mitigation are only likely to be appropriate where they do not adversely affect traffic safety or efficiency, and do not preclude on-street parking being available for adjoining land-uses.

**TRAN-R8 DIS Activities in Putaruru Growth Cell 4**

- (1) *Retail activities, community facilities* and other activities which are DISC in the Putaruru Business zone within Putaruru Growth Cell 4 shown on the Planning Maps, since they are not CON activities under COMZ-R(2), should:
  - (a) Mitigate any adverse *effects* on the Princes St/SH1 intersection, as demonstrated by an Integrated Traffic Assessment prepared by a suitably qualified and experienced person, taking into account the level of traffic generated by other land-use which has been lawfully established or granted consent to establish in the Growth Cell. This mitigation could include funding physical improvements to the intersection.
- (2) For Putaruru Growth Cell 4 (Business) as shown on the Planning Maps, the design and location of the legal *road* providing access to Princes Street shown as Possible Future Road on the Planning Maps where this has not already been vested in Council.



## **TRAN-R9- Other Plan Matters**

The following also may be relevant:

- (1) Section 7.1 Energy, 7.2 Infrastructure
- (2) Section 8.1 Contaminated Land, 8.2 Hazardous Substances, 8.3 Natural Hazards
- (3) Section 9.1 Historic Heritage, 9.2 Sites and Areas of Significance to Māori
- (4) 10.1 Ecosystems and Indigenous Biodiversity, 10.2 Natural Character, 10.3 Natural Features and Landscapes, 10.4 Public Access
- (5) Chapter 11 Subdivision
- (6) Section 12.1 All Activities
- (7) Section 12.2 Activities on the Surface of Water, 12.3 Air Emissions, 12.4 Earthworks, 12.5 Financial Contribution, 12.6 Light, 12.7 Noise, 12.8 Signs, 12.9 Temporary Activities
- (8) Part 3- Any relevant zone or overlay

## **TRAN- Other Methods**

### **TRAN-M1**

*Development* of the District's transport systems that is consistent with the Regional Land Transport Strategy.

### **TRAN-M2**

Design standards for transport infrastructure to maximise public safety and to avoid or mitigate adverse *effects* on the environment.

### **TRAN-M3**

A roading hierarchy maintained and monitored within the District.

### **TRAN-M4**

Consent may be required from the WRC for many of the above activities, under the Waikato Regional Plan.

### **TRAN-M5**

Works within *road* reserve administered by SWDC requires approval of Council as the 'road controlling authority'. Council issues '*street* opening notices' for works on local *road* reserve

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**TRAN-M6**

The *WRITS* adopted by Council in July 2018 should be referred to for the technical specifications for construction of *vehicle crossings* and *accessways*

**TRAN- Anticipated Results**

**TRAN-AER1**

That within the district's smaller towns and rural areas (i.e. except for within the Urban Area comprising of Tokoroa and Kinleith) adequate on-site car parking is provided in relation to the anticipated demand for parking generated by the activity.

**TRAN-AER2**

That within all the town centres the on-site parking provision is maintained at approximately the existing level. The majority of car parking will continue to be provided as *street*-based parking or within public parking areas.

**TRAN-AER3**

That sufficient numbers of *loading spaces* continue to be provided in the town centres, commercial and industrial parts of the district (either on *streets* or within properties) in convenient locations to satisfy demand

**TRAN-AER4**

That *subdivision*, use and *development of land* occurs in a manner that avoids detrimental effects on the safety and efficiency of the roading network, particularly state highways.