PART 2 – DISTRICT-WIDE MATTERS / ENERGY, INFRASTRUCTURE, AND TRANSPORT / Transport

Transport

Overview

The district's transport network has over 2,500 km of roads, which includes approximately 90 km of the nationally significant New Zealand Cycle Trail, with the Far North District section known as the Pou Herenga Tai Twin Coast Cycle Trail. This transport network is listed as regionally significant infrastructure under the RPS and it significantly enhances the district's economic, cultural, environmental and social wellbeing by facilitating the movement of people and goods. This chapter recognises the critical role of the transport network in connecting people and communities both within and beyond the district, and enables both the redevelopment and extension of the network as needed to meet the needs of future generations.

The transport network is largely a physical resource, comprised of assets such as roads and rail corridors, but also walking and cycle ways, parking facilities and public transport services. The predominant mode of transport across the district is the private motor vehicle as there is limited public transport available. This can create pressures on the transportation network, including increasing demand for car parking in the town centres.

As well as managing and developing physical transportation assets, the policy direction in the TRAN ~~this~~ chapter also allows for consideration of ~~manages~~ factors in the wider environment that can impact on the transportation network. This policy direction supports provisions in both district wide and zone chapters that manage reverse sensitivity effects on the transport network, such as complaints about noise and dust. ~~, including both the physical impact of activities and potential reverse sensitivity effects.~~ Council seeks to ensure that development results in safe and connected communities. This can be achieved by requiring minimum design standards for accessways, vehicle crossings, ~~driveways, rights of way, vehicle access points~~, visibility, road widths, and managing the design and location of on-site car parking ~~needs~~.

This chapter regulates transport activities, and the impacts of land use and subdivision activities on the transportation network, particularly when there is a change in land use that increases trips generated from a site or a subdivision that enables a more intensive use of a site. These provisions should be applied in addition to the provisions in the underlying zone, unless a rule specifically states that it applies in place of zone provisions.

The zoning of the road, rail and cycle way corridor will be the same zone as that of the adjoining land (as shown on the District Plan maps). Where the zoning of the land that adjoins one side of the road is different to that of the land that adjoins the other side of the road corridor, then the zoning of the adjoining land shall apply up to the centreline of the road corridor.

All of Council's roading network (for which Council is responsible for maintaining) is designated.

Council has responsibilities under the RMA and the RPS to ensure that land use and subdivision promotes a regional form that contributes to an efficient and effective transport network. The Council will continue to make provision for new roads, roading improvements and associated parking facilities through the Annual Plan, Long Term Plan, the 30 Year Infrastructure Strategy and the Far North Integrated Transport Strategy. There are also other controls on access, traffic, and parking provided through other regulatory instruments, such as Council policies and bylaws, and the Land Transport Act 1998, Land Transport Management Act 2008, Land Transport (Road User) Rule 2004, and Traffic Control Devices 2004. The Fire and Emergency New Zealand F5-02 GD Designers' Guide to Firefighting Operations: Emergency Vehicle Access also provides useful guidance on how to design emergency response access to a site.

Notes: The Airport zone chapter in Part 3 'Area-specific matters' addresses airports as regionally significant infrastructure.

There are a number of commercial ferry services operating in Northland. Ferry activities in the coastal marine area are regulated by NRC.

Objectives	
TRAN-O1	The transport network, including State Highways~~, transport networks~~ and cycleways of strategic significance, is ~~are~~ recognised and managed as regionally significant infrastructure to support the economic, cultural, environmental and social wellbeing of current and future generations.
~~**TRAN-O2**~~	~~The transport network is designed and located to minimise adverse effects on historical, cultural and natural values.~~
TRAN-O3	Land use and ~~all modes of~~ transport planning are integrated ~~so that the~~ to achieve an efficient pattern of land use and a transport network that is safe, efficient and well-connected.
TRAN-O4	Parking, loading and access provisions support the needs of land use and subdivision activities, and ensure safe and efficient operation for users.

TRAN-O5	The transport network provides for the safe and efficient movement of vehicular, cycle and pedestrian traffic and ~~that~~ also meets the needs of persons with a disability or limited mobility.
TRAN-O6	The transport network is resilient to the likely current and future effects of climate change, and supports urban environments ~~designed~~ to reduce greenhouse gas emissions by encouraging the provision of active modes of transport and public transport networks.
Policies	
TRAN-P1	Recognise the transport network as regionally significant infrastructure by having particular regard to the significant social, economic, and cultural benefits of transport projects when determining resource consent applications or making recommendations on notices of requirement.
TRAN-P2	Establish and maintain a transport network that: a. provides safe and efficient linkages and connections; ~~b. avoids and mitigates adverse effects on historical, cultural and natural environment values to the extent practicable;~~ c. recognises the different functions and design requirements for each road classification, as shown on the Transport Network Hierarchy layer ~~under the most current National Transport Network classification system~~; d. supports reductions of greenhouse gases from vehicle movements and encourages the provision of active modes of transport and public transport networks; e. considers the likely current and future impacts of climate change when new sections of the network are proposed or existing sections upgraded; and f. provides for existing and future pedestrian and cycling pathways that are well connected, including the Pou Herenga Tai Twin Coast Cycle Trail.
TRAN-P3	Ensure the safe, efficient and well connected operation of the transport network through the management of: a. the subdivision layout, and location of buildings, structures and other potential visual obstructions that may impact on sightlines and the integrity of the road carriageway and the railway corridor; b. well connected roads, including discouraging the design and construction of cul-de-sacs; c. the design of access (including emergency response access) and parking; d. vehicular access to and from sites; e. the volume of traffic from land use activities; f. vehicular, pedestrian, and cyclist needs, including persons with a disability or limited mobility; g. the adverse cumulative effects of land use and subdivision on the transport network; and h. reverse sensitivity effects that may impact regionally significant infrastructure.
TRAN-P4	Manage the design and~~,~~ location ~~and supply~~ of all parking and the supply of bicycle parking and loading bays to: a. achieve the safe, efficient and effective operation of the transport network; b. ensure parking facilities for all transport modes are safe and secure; c. support the operational and functional requirements of activities; d. appropriately manage character and amenity effects on the local environment, including on the streetscape; e. minimise the impact of large parking areas on the stormwater network by encouraging ~~low impact~~ water sensitive design; f. provide sufficient parking for persons with a disability or limited mobility; and g. comply with any relevant Parking Management Plans.
TRAN-P5	Encourage ~~new~~ land uses to support an integrated and diverse transport network by: a. promoting alternative transport modes; b. the provision of safe and secure parking facilities for bicycles and associated end-of-trip facilities ~~changing or showering facilities for staff~~; c. allocation of parking facilities for motorcycles, car share vehicles, pick/up/drop off areas for ride share services and charging stations for electric vehicles; and d. supporting the establishment and operation of accommodation and tourism related activities in close proximity to the Pou Herenga Tai Twin Coast Cycle Trail, provided reverse sensitivity effects can be avoided.
~~**TRAN-P6**~~	~~Provide flexibility for a reduction in on-site parking where it can be demonstrated that:~~ ~~a. there are no adverse effects on public parking or the transport network; or~~ ~~b. there is a lower parking demand; or~~ ~~c. alternative modes of transport are provided for, if appropriate; or~~ ~~d. the reduction will protect cultural or heritage values.~~
TRAN-P7	Only allow high traffic generating activities exceeding the thresholds in TRAN-Table 11 - Trip generation where these activities support the safe, efficient and effective use of transport infrastructure, as demonstrated through an integrated transport assessment (ITA). All ITAs should be completed by a suitably qualified and experienced transport professional.
TRAN-P8	Consider the following matters where relevant when assessing and managing the effects on the transport network and adjacent land: ~~Manage land use and subdivision to address the effects of the activity requiring~~

	~~resource consent, including (but not limited to) consideration of the following matters where relevant to the application:~~ a. the type and level of traffic anticipated; b. the location of high traffic generating activities and their relationship to existing roads, the ~~and their~~ classification of those roads (as shown on the Transport Network Hierarchy layer) ~~status under the National Transport Network classification system~~, and adjacent properties; c. ~~low impact~~ water sensitive design methods, including green spaces; d. safety requirements and improvements; e. the management of stormwater; f. any natural hazards; g. any cumulative effects arising from lawfully established activities in the surrounding environment; h. current and future connectivity including pathways and parking, and open space networks; i. any traffic assessment prepared by a suitably qualified and experienced transport professional; j. impacts on any State Highway or Limited Access Road; and k. any historical, spiritual or cultural association held by tangata whenua, with regard to the matters set out in Policy TW-P6.
Rules	

Notes:

1. **There may be rules in other Part 2 - District-Wide Matters that apply to a proposed activity, in addition to the rules in this chapter. With the exception of the Temporary activities chapter which is exempt from the requirements of the Transport chapter, ensure other relevant Part 2 chapters are also referred to in addition to this chapter, to determine whether resource consent is required under other rules in the District Plan. Refer to the how the plan works chapter to determine the activity status of a proposed activity where resource consent is required under multiple rules.**
2. **The ~~D~~design and construction ~~standards for~~ of access, new roads, footpaths, and car parking may ~~will~~ also require approval under the most recently adopted Far North District Council Engineering Standards ~~April 2022~~.**
3. **Any changes to existing or new accesses ~~All access~~ to the State Highway network, ~~(including~~ or changes to land use activities or subdivisions relying on ~~to~~ existing accesses to the State Highway Network~~, subdivision or change in land use utilising an existing access)~~ require the approval of New Zealand Transport Agency Waka Kotahi (NZTA) under the Government Roading Powers Act 1989. This approval is separate and additional to any land use or subdivision resource consent approval required.**

TRAN-R1	**Parking**	
All zones	**Activity status: Permitted** **Where:** **PER-1** With the exception of PER-2, parking spaces and loading spaces are located on site and they shall not be located over any footpaths, access, manoeuvring, or outdoor living areas. **PER-2** Stacked parking is permitted for one of two spaces associated with a specific residential unit, and may include a parking space on the access in front of a garage or carport. **PER-3** Parking spaces and loading spaces are permanently marked or delineated, except when they are: 1. associated with a residential unit which is not a multi-unit development; or 2. associated with the fuel refill and pumps at service stations. **PER-4** All parking and loading spaces comply with: TRAN-S1 Requirements for parking. **Note:** Where an assessment results in a fractional space, any fraction under half shall be disregarded and any fraction of a half or more shall be counted as one space.	**Activity status where compliance not achieved with PER-4: Restricted Discretionary** **Matters of discretion are restricted to:** a. the matters of discretion of any infringed standard; b. the streetscape and amenity of the surrounding area; c. screening, planting, landscaping and stormwater mitigation; and d. topographical or other site constraints making compliance with the standard impractical. **Activity status where compliance not achieved with PER-1, PER-2 or PER-3: Discretionary**

TRAN-R2	New or altered v~~V~~ehicle crossings and access, including private accessways (excluding access from a State Highway or Limited Access Road)	
All zones	**Activity status: Permitted** **Note**: Altered includes, but is not limited to, any widening, narrowing, gradient changing, redesigning, change in use, and relocating of a vehicle crossing or accessway, but excludes resurfacing. **Where:** **PER-1** A private accessway serves a maximum of 8 allotments. ~~Where the private accessway serves a maximum of 8 household equivalents~~ ~~**Note:** 1 household equivalent is represented by 10 vehicle movements. One vehicle movement is a single movement to or from a property.~~ **PER-X** Where access is required for 9 or more allotments, access shall be by public road. ~~**PER-2**~~ ~~The vehicle crossing and access for fire appliances comply with SNZ PAS 4509:2008 New Zealand Fire Fighting Water Supplies Code of Practice.~~ **PER-3** The vehicle crossing is not ~~off a State Highway, or~~ off a road classified arterial ~~or higher under the One Network Road Classification~~ as shown on the Transport Network Hierarchy layer. **PER-4** Any ~~unused~~ vehicle crossings that are no longer required ~~are~~ must be reinstated to match the existing footpath and kerbing, or the shoulder and berm are reinstated where there is no footpath or kerbing, with all works to be undertaken as per any required traffic management plan and corridor access request. **PER-5** Private accessways shall be designed and constructed in accordance with TRAN-Table 9 - Requirements for private accessways. **PER-Y** Vehicle crossings and private accessways shall be designed and constructed in accordance with TRAN-Table X – Sealing requirements for vehicle crossings and private accessways. **PER-6** The vehicle crossing, access, or private accessway complies with standards: TRAN-S2 Requirements for vehicle crossings; and TRAN-S3 Requirements for passing bays. **Note:** Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements.	**Activity status where compliance not achieved with PER-3, PER-4, PER-5, PER-Y or PER-6: Restricted discretionary** **Matters of discretion are restricted to:** a. the use, location, design, and number of vehicle crossings; b. the ability to obtain alternative access; c. any adverse effects on the safe, efficient, and effective operation of the transport network; d. whether the vehicle crossing has sufficient sight distances; e. whether there are sufficient separation distances from other vehicle crossings and intersections; f. the design and construction is sufficient to allow appropriate manoeuvring, acceleration or deceleration due to the volume and speed of vehicles on the road; and g. the types of vehicles serving the site, their intensity, the time of day the site is frequented and likely trip. **Activity status where compliance not achieved with PER-1 or~~,~~ PER-X, ~~PER-2,~~ ~~PER-3, PER-4, PER-5 or PER-6~~: Discretionary**

TRAN-RW	Design and location of pedestrian access for allotments where vehicle access is not provided	
All zones	**Activity status: Permitted** **Where:** **PER-1** Where the pedestrian access serves one allotment and no vehicle access is provided, pedestrian access must be provided that: 1. Has a surface treatment that is firm, stable and slip-resistant in any weather conditions; and 2. Provides direct and continuous access to the buildings from a public footpath. **PER-2** Where 2 or more allotments require shared access and no vehicle access is provided, pedestrian access must be provided that: 1. Meets the requirements in PER-1; 2. Has a minimum formed width of 1.8m along its full length; 3. Is free from permanent obstructions and have a clear height of at least 2.1m and a clear width of at least 3m. When applying PER-2(3), the clear width may include: 4. The minimum 1.8m formed access width required by PER-2(2); 5. Landscape treatment with a maximum mature height of 600mm; and 6. Lighting infrastructure.	**Activity status where compliance not achieved with PER-1, or PER-2 ~~or PER-3~~: Restricted Discretionary** **Matters of discretion are restricted to:** a. The safety and practicality of pedestrian access having regard to: i. allotment limitations; ii. configuration of buildings and activities; iii. user requirements and operational requirements; b. The number of allotments / future users that a pedestrian access is serving; c. The extent to which a pedestrian access is direct, continuous, obstruction free and able to safely accommodate different users and abilities; and d. The safety and functionality of emergency responder access.

TRAN-RX	Vehicle crossings near railway level crossing	
All zones	**Activity status: Permitted** **Where:** **PER-1** All new vehicle crossings on roads that cross a railway level crossing shall be located a minimum of 30m from the railway level crossing. The 30m shall be measured from the edge of the closest rail track to the nearest edge of the proposed vehicle crossing.	**Activity status where compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** a. The extent to which the safety and efficiency of railway and road operations will be adversely affected; b. The outcome of any consultation with KiwiRail; and c. Any characteristics of the proposed use that will make compliance unnecessary. **Notification:** Application for resource consent under this rule will be decided without public notification. KiwiRail is likely to be the only affected person determined in accordance with section 95B of the Resource Management Act 1991.

TRAN-RY	New buildings, structures, and relocated buildings and trees near railway level crossings	
All zones	**Activity status: Permitted** **Where:** **PER-1** New buildings, structures, and relocated buildings and trees are permitted where they comply with TRAN-SX Railway level crossing sight triangles. **Note:** TRAN-RY applies in addition to any rules in Part 2	**Activity status where compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** a. The matters of discretion of the infringed standard

	District Wide Matters or Part 3 – Area Specific Matters that control new buildings, structures and trees.	
TRAN-RZ	**Maintenance of existing transport infrastructure and existing vehicle crossings within the existing road corridor**	
All Zones	**Activity status: Permitted** **Note:** Works within the State Highway network require the approval of NZTA. Works within the local road network require the approval of the Far North District Council.	**Activity status when compliance not achieved: N/A**
TRAN-R3	**~~Maintenance or u~~ Upgrading of existing transport infrastructure within the existing road corridor**	
All zones	**Activity status: Permitted** **Where:** **PER-1** The ~~maintenance or~~ upgrade is wholly within the existing road corridor ~~(and is subject to an existing designation for a road~~). **PER-2** The upgrade complies with standards: TRAN-S4 Requirements for road design~~; and TRAN-S5 Requirements for streetlighting.~~ **PER-3** The road is not an arterial road.	**Activity status where compliance not achieved with PER-1 or PER-2: ~~Discretionary~~ Restricted Discretionary** **Matters of discretion are restricted to:** a. the matters of discretion of any infringed standard; and b. the safe, efficient, and effective operation of the road corridor. **Activity status where compliance not achieved with PER-3: Discretionary**
TRAN-R4	**Electric vehicle charging stations**	
All zones	**Activity status: Permitted** **Where:** **PER-1** Where the ~~minimum number of~~ parking spaces are provided in accordance with: TRAN-S1 Requirements for parking. ~~**Note:** Any electric vehicle parking space associated with charging stations contributes towards the total number of required parking spaces in TRAN-Table 1 - Minimum number of parking spaces.~~	**Activity status where compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** a. the matters of discretion of any infringed standard; and b. location, size and design of parking and loading areas.~~; and~~ c. ~~the number of parking spaces that can accommodate electric vehicle charging stations~~.
TRAN-R5	**Trip generation**	
All zones	**Activity status: Permitted** **Where:** **PER-1** The use or development is no greater than the thresholds in TRAN-Table 11 - Trip generation. **PER-2** The subdivision does not create lots (including balance lots) that enable use or development greater than the thresholds in TRAN-Table 11 - Trip generation. **Notes:** ~~Dependent upon the trip generation over a shared access, TRAN-R2 may require private access to vest as road or resource consent will be required to waive this requirement.~~	**Activity status where compliance not achieved with PER-1 or PER-2: Restricted discretionary** **Matters of discretion are restricted to:** a. any recommendations in an Integrated Transport Assessment ~~a transport assessment~~ approved by a suitably qualified and experienced transport professional; b. whether the use or development compromises the safety and efficiency of the transport network, including future transport connections and the impact of parking demand on the road corridor; c. the extent to which vehicle access, parking and manoeuvring areas associated with the activity are provided;

	Where there is an existing activity and an extension or alteration to that activity is proposed, the thresholds in TRAN-Table 11 should be applied to the GFA of the extension, or to the increase in the number of people or units compared to the existing activity. Where there are multiple activities on a site, the trip generation is calculated separately for each activity, then added together. For multiple on site uses and other activities not listed within TRAN-Table 11 - Trip generation, equivalent car movements (ECM) should be incorporated into the 200 trips per day or 40 trips per hour trip generation threshold as per below: 1 car trip (to or from the property) = 1 equivalent car movement 1 truck trip (to or from the property) = 3 equivalent car movements 1 truck and trailer trip (to or from the property) = 5 equivalent car movements.	d. the nature of the activity and compatibility with the function and purpose of the underlying zone; ~~and~~ e. the extent to which the design and layout of the site maximise opportunities for alternative transport modes; and ~~.~~ f. whether utilising alternative transport modes can reduce trip generation and mitigate potential impacts on the transport network.
TRAN-R6	**Maintenance or upgrading of the Pou Herenga Tai Twin Coast Cycle Trail**	
All zones	**Activity status: Permitted** **Where:** **PER-1:** The works are for track maintenance, upgrade or repair or the construction of the following buildings or structures to support an existing section of track: 1. shelters; 2. toilets; 3. seats; 4. bridges; 5. board walks; 6. retaining walls; or 7. culverts. **Note:** TRAN-R6 prevails over rules controlling buildings or structures in Part 3 – Area Specific Matters for the activities listed in PER-1. Any relevant rules in Part 2 – District Wide Matters apply in addition to TRAN-R6.	**Activity status where compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** a. the safe, efficient and effective operation of the cycleway; b. the operational or functional need for the proposed works; and c. potential adverse effects on properties adjacent to the track.
TRAN-R7	**New sections of the Pou Herenga Tai Twin Coast Cycle Trail**	
All zones	**Activity status: Permitted** **Where:** **PER-1** The new section of cycleway is not subject to the following overlays: 1. ~~Significant Natural Areas;~~ 2. Outstanding Natural Features; 3. Outstanding Natural Landscapes; 4. The Coastal Environment; or 5. Coastal Erosion, Coastal Flood or River Flood Hazard.	**Activity status when compliance not achieved with PER-1: Restricted Discretionary** **Matters of discretion are restricted to:** a. the safe, efficient and effective operation of the cycleway; and b. the means to avoid or mitigate adverse effects on the qualities and characteristics of the affected overlay.
TRAN-R8	**New roads including within unformed paper roads**	
All zones	**Activity status: Permitted** **Where:**	**Activity status when compliance not achieved with PER-1 or PER-2: Restricted Discretionary**

	PER-1 The new road complies with standards: TRAN-S4 Requirements for road design~~; and~~ ~~TRAN-S5 Requirements for streetlighting.~~ **PER-2** The new road is not subject to the following overlays: ~~1. Significant Natural Areas;~~ 2. Outstanding Natural Features; 3. Outstanding Natural Landscapes; 4. The Coastal Environment; 5. Coastal Erosion, Coastal Flood or River Flood Hazard; 6. Heritage overlay areas; 7. Scheduled heritage resource; or 8. Sites and areas of significance to Māori. **PER-3** The road is not an arterial road.	**Matters of discretion are restricted to:** a. the matters of discretion of any infringed standard; b. the safe, efficient, and effective operation of the road; c. the avoidance of natural hazard areas; and d. the means to avoid or mitigate adverse effects on historical, cultural and natural values. **Activity status where compliance not achieved with PER-3: Discretionary**
TRAN-R9	**New or altered vehicle crossings accessed from a State Highway or a Limited Access Road**	
All zones	**Activity status: Restricted Discretionary** **Where:** **RDIS-1** The new or altered vehicle crossing is constructed, designed and located so that it complies with standard: TRAN-S2 Requirements for vehicle crossings. **Note**: Altered includes, but is not limited to, any widening, narrowing, gradient changing, redesigning, change in use, and relocating of a vehicle crossing, but excludes resurfacing. **Matters of discretion are restricted to:** a. the use, location, design, and number of vehicle crossings; b. the ability to obtain alternative access; c. any adverse effects on the safe, efficient, and effective operation of the state highway; d. whether the vehicle crossing has sufficient sight distances; e. whether there are sufficient separation distances from other vehicle crossings and intersections; f. the design and construction is sufficient to allow appropriate manoeuvring, acceleration or deceleration due to the volume and speed of vehicles on the road; and g. the types of vehicles serving the site, their intensity, the time of day the site is frequented and likely trip. **Note:** Minimum vehicle crossing widths to the State Highway network may be greater than those above. All access to the State Highway network requires the approval of NZTA under the Government Roading Powers Act 1989.	**Activity status where compliance not achieved with RDIS-1: Restricted Discretionary** **Matters of discretion are restricted to those listed in TRAN-S2**
TRAN-R10	**Activities not otherwise listed in this chapter**	
All zones	**Activity status: Discretionary**	**Activity status where compliance not achieved: Not applicable**
Standards		
TRAN-S1	**Requirements for parking**	
All zones	1. The minimum number of on-site ~~car parking and~~ bicycle spaces are provided for each activity in accordance with TRAN-Table 1 - Minimum number of bicycle parking spaces~~, except that:~~ ~~a. for sites in the Mixed Use zone, no additional on-~~	**Where the standard is not met, matters of discretion are restricted to:** a. any recommendations in a transport assessment approved by a chartered

	~~site parking spaces are required where the nature of a lawfully established activity changes, provided that:~~ ~~i. the gross business area of the site is not increased; and~~ ~~ii. it is not a residential activity or visitor accommodation activity;~~ 2. ~~Where on-site parking is provided in accordance with (1) above, additional~~ The minimum number of accessible car parking spaces must be provided in accordance with TRAN-Table 2 - Minimum number of accessible car parking spaces and TRAN-Table W – Theoretical parking demand factor; 3. Loading spaces for commercial activities, offices, industrial activities, commercial service activities, hospital activities, and educational facilities are provided on site in accordance with TRAN-Table 3 - Minimum on-site loading bay requirements; 4. End-of-trip facilities for commercial activities, offices, industrial activities, commercial service activities, hospital activities and educational facilities are provided for staff use in accordance with TRAN-Table 4 - End of trip facility requirements; 5. All on-site car parking and manoeuvring areas are provided in accordance with TRAN-Table 5 - Parking and manoeuvring dimensions; and 6. If any activity is not represented within TRAN-Table 1 - Minimum number of bicycle parking spaces then the activity closest in nature to the proposed activity shall apply, provided that where there are two or more similar activities in the table, the activity with the higher bicycle parking rate shall apply. 7. Short stay bicycle parking spaces required under TRAN-Table 1 shall: i. Be clearly visible or signposted. ii. Be located within 30m of public entrances to the activity. iii. Consist of stands that are securely attached to an immovable object such as a wall or the ground. 8. Long stay bicycle parking spaces required under TRAN-Table 1 shall be undercover and secure from theft.	professional engineer; b. the potential for adverse effects on the safety and efficiency of the transport network, including effects on vehicles, pedestrians, ~~and~~ cyclists and emergency responder access; c. the scale, management and operation of the activity as it relates to its demand for parking and/or end-of-trip facilities; d. the use of ~~low impact~~ water sensitive design techniques to minimise stormwater run off; and e. the ability for persons with a disability or limited mobility to park, enter and exit a vehicle and manoeuvre around a parking area safely and effectively.
TRAN-S2	**Requirements for vehicle crossings**	
All zones	1. No more than the maximum number of vehicle crossings shall be provided per frontage ~~site~~ in accordance with TRAN-Table 6 - Maximum number of vehicle crossings per frontage ~~site~~; 2. New vehicle crossings shall be located at least 8m from a dedicated pedestrian crossing facility; 3. Where a site has frontage to more than one road, the vehicle crossing(s) shall be ~~prioritised to be~~ provided onto the road that has the lower road classification; 4. New vehicle crossings shall meet the minimum separation distance requirements from intersections as set out in TRAN-Table 7 - Minimum distance of vehicle crossings from intersections; and 5. New vehicle crossings shall be located to meet the minimum sight distance requirements as set out in TRAN-Table 8 - Minimum sight distances for vehicle crossings. **Note:** Minimum vehicle crossing widths to the State Highway network may be greater than those above. All access to the State Highway network requires the approval of NZTA under the Government Roading Powers Act 1989.	**~~Not applicable.~~ Where the standard is not met, matters of discretion are restricted to:** **~~Discretionary~~** a. the use, location, design, and number of vehicle crossings; b. the ability to obtain alternative access; c. any adverse effects on the safe, efficient, and effective operation of the state highway; d. whether the vehicle crossing has sufficient sight distances; e. whether there are sufficient separation distances from other vehicle crossings and intersections; f. the design and construction is sufficient to allow appropriate manoeuvring, acceleration or deceleration due to the volume and speed of vehicles on the road; and g. the types of vehicles serving the site, their intensity, the time of day the site is frequented and likely trip.
TRAN-S3	**Requirements for passing bays**	

All zones	1. Where required, passing bays on private accessways are to be at least 15m long and provide a minimum usable access width of 5.5m; 2. Passing bays are required <u>for accessways with less than 5.5m surfacing width</u>: i. in Rural Production, Rural Lifestyle, ~~Horticulture~~, and Māori Purpose Rural zones at spacings not exceeding 100m; ii. <u>in all other zones at spacings that ensure visibility is available from bay to bay, provided the spacings do not exceed 50m.</u> ~~on all blind corners in all zones at locations where the horizontal and vertical alignment of the private accessway restricts visibility; and~~ 3. ~~All accesses serving 2 or more sites shall provide passing bays and a double width vehicle crossing to allow for vehicles to queue within the site.~~	**Where the standard is not met, matters of discretion are restricted to:** a. any adverse effects on the ease and safety of vehicle manoeuvres; b. the extent to which the safety and efficiency of road operations will be adversely affected; c. any adverse effects on character and amenity of the surrounding environment; d. any impacts on public waste collection; and e. any characteristics of the proposed use that will make compliance unnecessary.
TRAN-S4	**Requirements for road design**	
All zones	1. All new roads and upgrades to existing roads shall be designed ~~and constructed~~ in accordance with <u>TRAN-Table Y Road Formation Criteria and TRAN-Table Z Minimum Intersection Spacing</u> ~~Far North District Council Engineering Standards April 2022 and must be supported by an Integrated Transport Assessment approved by a suitably qualified and experienced transport professional~~; and 2. Cul-de-sacs must meet ~~the Local Road requirements in Far North District Council Engineering Standards April 2022 and~~ the following ~~additional~~ requirements: i. it must not exceed a maximum length of 150m; and ii. there must be a shared-use path link for pedestrians, cyclists and mobility devices at the end of the cul-de-sac in the General Residential<u>, Medium Density Residential, Town Centre</u> and Mixed Use zones to existing adjacent public road, open spaces, recreational facilities, schools or other neighbourhood facilities and where these facilities do not currently exist provision should be made to reserve a shared-use corridor for future connection; and iii. there must be no more than one private accessway at the end of the cul-de-sac; and iv. it must incorporate a turning head<u>.</u> ~~meeting the following requirements:~~ ~~• 25m diameter with on-street parking in the General Residential zone; or~~ ~~• 30m diameter with on-street parking in all other zones.~~	**Where the standard is not met, matters of discretion are restricted to:** a. <u>the extent that the design provides for a safe, efficient and connected transport network</u> ~~safety implications of the non-compliance with engineering standards~~; and b. layout or topographical constraints that prevent cul-de-sacs meeting the design standards.
~~**TRAN-S5**~~	~~**Requirements for streetlighting**~~	
	~~1. Any land use or subdivision which creates a new road or extends the requirement for street lighting, must:~~ ~~i. include a street lighting plan that is designed and constructed in accordance with Far North District Council Engineering Standards April 2022.~~	~~**Where the standard is not met, matters of discretion are restricted to:**~~ ~~a. the potential for adverse effects on the safety and efficiency of the road network; and~~ ~~b. consideration of crime prevention through environmental design (CPTED) principles.~~
<u>TRAN-SX</u>	**<u>Railway level crossing sight triangles</u>**	
<u>All zones</u>	1. <u>Buildings, structures, planting or other visual obstructions must not be located within the restart or approach sightline areas of railway level crossings</u>	**Where the standard is not met, matters of discretion are restricted to:**

	as shown in the shaded areas of TRAN-Figure X Restart Sightlines and TRAN-Figure Y – Approach Sightlines. ~~**Note:** TRAN-SX applies at railway level crossings with Stop or Give Way signs but does not apply to railway level crossings controlled by barrier arms.~~	a. The extent to which the safety and efficiency of railway and road operations will be adversely affected; b. The outcome of any consultation with KiwiRail; and c. Any characteristics of the proposed use that will make compliance unnecessary.

TRAN-Table 1 - Minimum number of bicycle parking spaces

Activity	Required bicycle parking spaces
Residential activities	
Multi-unit development Home unit or townhouse	1 long stay per residential unit without dedicated parking plus 1 short stay per 10 residential units
Retirement village	1 long stay per 10 employees
Commercial activities	
Casual accommodation	-
Visitor accommodation	1 long stay per 15 employees
Camping grounds/motor camp	1 long stay per 10 units/campsites
Retail	-
Vehicle and marine sales and hire	1 long stay per 15 employees
Trade supplier	
Convenience/general store Supermarket Large format retail	1 long stay per 15 employees, plus 1 short stay per 350m^2 GFA
Other retail	
Service station	1 long stay per 15 employees
Food and beverage	-
Fast food with drive-thru Takeaway	1 long stay per 15 employees, plus 1 short stay per 350m^2 GFA
Restaurants/bars/cafes	
Office and other commercial premises	
Office	1 long stay per 15 employees plus 1 short stay per 350m^2 GFA
Commercial service Funeral home	1 long stay per 15 employees plus 1 short stay per 400m^2 GFA
Marine/vehicle sales and hire	1 long stay per 15 employees
Other commercial activities not listed in this table	1 long stay per 15 employees
Industrial activities	
Manufacturing Storage Warehousing Contractors depots	1 long stay per 30 employees
Other industrial activity not provided for in this table	
Community activities	
Place of assembly	2 short stay plus 1 short stay per 1,000m^2 GBA
Recreation activities	-

Gymnasium	3 short stay, plus 3 short stay per 1 hectare
Sport and recreation facility (including fields or courts)	
Golf driving range	
Golf course	
Bowls	
General community (including grandstand)	
Health and educational facilities	
Hospital	1 long stay per 15 employees
Healthcare activity	1 long stay per 15 employees
Primary and secondary schools	1 long stay per 15 employees, plus 1 short stay per 20 students
Kōhanga reo Child care centre	1 long stay per 5 employees
Tertiary education facility	1 long stay per 15 employees, plus 1 short stay per 15 students
Rural activities	
Horticulture processing and distribution	1 long stay per 30 employees
All other activities	
All other activities	Nil

~~**TRAN-Table 1 - Minimum number of parking spaces**~~

~~**Activity**~~	~~**Required car parking spaces**~~	~~**Required bicycle parking spaces**~~
~~**Residential activities**~~		
~~Residential unit~~	~~2 per unit~~	~~Nil~~
~~Multi-unit development~~ ~~Home unit or townhouse~~	~~1 per unit~~	~~1 per residential unit without dedicated parking plus 1 per 10 residential units~~
~~Papakāinga~~	~~1 for the first house, plus 1 per 2 additional residential units~~	~~Nil~~
~~Minor residential unit~~ ~~Pensioner housing~~ ~~Kuia/kaumatua housing~~	~~1 per unit~~	~~Nil~~
~~Retirement village~~	~~1 per individual unit, plus 0.3 per visitor/staff per individual unit or hospital bed~~	~~1 per 10 employees~~
~~Home business~~	~~1 per non-residential employee~~	~~Nil~~
~~**Commercial activities**~~		
~~Casual accommodation~~		
~~- Visitor accommodation~~	~~1 per two persons accommodated~~	~~1 per 15 employees~~
~~- Camping grounds/motor camp~~	~~1 per unit/campsite, plus 1 per 2 employees~~	~~1 per 10 units/campsites~~
~~Retail~~		
~~- Vehicle and marine sales and hire~~	~~1 per 60m² GFA, plus 1 per 100m² of outdoor storage~~	~~1 per 15 employees~~
~~- Trade supplier~~	~~1 per 100m2 GBA~~	
~~- Convenience/general store~~ ~~- Supermarket~~ ~~- Large format retail~~	~~1 per 25m2 GFA~~	~~1 per 15 employees, plus 1per 350m² GFA~~

Other retail	1 per 30m2 GFA	
Service station	1 per 35 m² GFA shop, plus 2 for every 3 employees on-site at any one time	1 per 15 employees
Food and beverage	-	
Fast food with drive thru Takeaway	1 per 10m² GBA	1 per 15 employees, plus 1 per 350m² GFA
Restaurants/bars/cafes	1 per 20m² GFA and outdoor seating area or 1 space for every 4 persons the activity is designed to accommodate, whichever is greater	
Office and other commercial premises		
Office	1 per 40m² GBA	1 per 15 employees plus 1 per 350m² GFA
Commercial service Funeral home	1 per 50m² GFA	1 per 15 employees plus 1per 400m² GFA
Marine/vehicle sales and hire	1 per 150m² vehicle display area, plus 4 for each repair bay plus 1 per each remaining 50m² GBA	1 per 15 employees
Other commercial activities not listed in this table	1 per 40m² GBA	1 per 15 employees
Industrial activities		
Manufacturing Storage Warehousing Contractors depots	1 per 100m² GBA	1 per 30 employees
Other industrial activity not provided for in this table	1 per 100m² GFA	
Port/sea terminal	1 per two employees	Nil
Community activities		
Marae	1 per 5 persons facility is designed for, provided that where a marae and church are erected on the same site the maximum requirement shall be the maximum requirement for the marae or church, whichever is the greater.	Nil
Place of assembly	1 per 5 persons facility is designed for, provided that where a church and hall are erected on the same site the maximum requirement shall be the maximum requirement for the church or hall, whichever is the greater.	2 plus 1 per 1,000m² GBA
Emergency services facility	1 per on-site employee	Nil
Recreation activities	-	
Public playground Public toilet and other public amenities	Nil	Nil
Boat ramps	15 (vehicle and trailer) per 3 m width of ramp	Nil
Gymnasium	3 per 100m² GFA	3, plus 3 per 1 hectare
Sport and recreation facility (including fields or courts)	3 per 100m² GFA, plus 12.5 per 1 hectare and/or 3 per court	
Golf driving range	1 per tee	
Golf course	2.5 per 1 hectare	

~~Bowls~~	~~125 per 1 hectare~~	
~~General community (including grandstand)~~	~~1 per every 4 persons the facility is designed for~~	
~~Marina~~	~~1 per every berth/mooring~~	~~Nil~~
~~Health and educational facilities~~	-	
~~Hospital~~	~~1 per 3 hospital beds, plus 5 per operating theatre, plus 1 per remaining 25m² GFA~~	~~1 per 15 employees~~
~~Healthcare activity~~	~~1 per 20 m² GFA~~	~~1 per 15 employees~~
~~Primary and secondary schools~~	~~2 per classroom, plus 1 loading bay for pick up/drop off~~	~~1 per 15 employees, plus 1 per 20 students~~
~~Kōhanga reo~~ ~~Child care centre~~	~~1 per every 4 children, plus 1 loading bay for pick up/drop off~~	~~1 per 5 employees~~
~~Tertiary education facility~~	~~1 per 3 persons the facility is designed for~~	~~1 per 15 employees, plus 1 per 15 students~~
~~Rural activities~~		
~~Forestry~~ ~~Farming~~	~~Nil~~	~~Nil~~
~~Horticulture processing and distribution~~	~~1 per 100m² GBA~~	~~1 per 30 employees~~
~~Rural produce~~ ~~Rural retail~~	~~1 per 30m² GFA~~	~~Nil~~
~~Quarrying and mining~~	~~4 per 5 employees on-site~~	~~Nil~~
~~Intensive indoor primary production~~ ~~Rural industry~~ ~~Commercial composting~~	~~1 per 100m² GBA~~	~~Nil~~

TRAN-Table 2 - Minimum number of accessible car parking spaces

~~Number of parking spaces required~~ Theoretical parking demand as calculated using theoretical parking demand factor in TRAN-Table W	Number of accessible parking spaces required
20 or less	1
21 - 50	2
Every additional 50 car parking spaces required	1 additional accessible parking space

TRAN-Table W - Theoretical parking demand factors

Activity	Theoretical parking demand
Residential activities	
Residential unit	1 per unit
Multi-unit development Home unit or townhouse	
Papakāinga	1 for the first house, plus 1 per 2 additional residential units
Minor residential unit Pensioner housing Kuia/kaumatua housing	1 per unit
Retirement village	1 per individual unit, plus 0.3 per visitor/staff per individual unit or hospital bed
Home business	1 per non-residential employee
Commercial activities	
Casual accommodation	-

Visitor accommodation	1 per two persons accommodated
Camping grounds/motor camp	1 per unit/campsite, plus 1 per 2 employees
Retail	
Vehicle and marine sales and hire	1 per 60m² GFA, plus 1 per 100m² of outdoor storage
Trade supplier	1 per 100m2 GBA
Convenience/general store Supermarket Large format retail	1 per 25m2 GFA
Other retail	1 per 30m2 GFA
Service station	1 per 35 m² GFA shop, plus 2 for every 3 employees on-site at any one time
Food and beverage	
Fast food with drive-thru Takeaway	1 per 10m^2 GBA
Restaurants/bars/cafes	1 per 20m^2 GFA and outdoor seating area or 1 space for every 4 persons the activity is designed to accommodate, whichever is greater
Office and other commercial premises	
Office	1 per 40m^2 GBA
Commercial service Funeral home	1 per 50m^2 GFA
Marine/vehicle sales and hire	1 per 150m² vehicle display area, plus 4 for each repair bay plus 1 per each remaining 50m² GBA
Other commercial activities not listed in this table	1 per 40m^2 GBA
Industrial activities	
Manufacturing Storage Warehousing Contractors depots	1 per 100m^2 GBA
Other industrial activity not provided for in this table	1 per 100m^2 GFA
Port/sea terminal	1 per two employees
Community activities	
Marae	1 per 5 persons facility is designed for, provided that where a marae and church are erected on the same site the maximum requirement shall be the maximum requirement for the marae or church, whichever is the greater.
Place of assembly	1 per 5 persons facility is designed for, provided that where a church and hall are erected on the same site the maximum requirement shall be the maximum requirement for the church or hall, whichever is the greater.
Emergency services facility	1 per on-site employee
Recreation activities	
Public playground Public toilet and other public amenities	Nil
Boat ramps	15 (vehicle and trailer) per 3 m width of ramp
Gymnasium	3 per 100m^2 GFA
Sport and recreation facility (including fields or courts)	3 per 100m^2 GFA, plus 12.5 per 1 hectare and/or 3 per court
Golf driving range	1 per tee

Golf course	2.5 per 1 hectare
Bowls	125 per 1 hectare
General community (including grandstand)	1 per every 4 persons the facility is designed for
Marina	1 per every berth/mooring
Health and educational facilities	
Hospital	1 per 3 hospital-beds, plus 5 per operating theatre, plus 1 per remaining 25m^2 GFA
Healthcare activity	1 per 20 m^2 GFA
Primary and secondary schools	2 per classroom, plus 1 loading bay for pick up/drop off
Kōhanga reo Child care centre	1 per every 4 children, plus 1 loading bay for pick up/drop off
Tertiary education facility	1 per 3 persons the facility is designed for
Rural activities	
Forestry Farming	Nil
Horticulture processing and distribution	1 per 100m^2 GBA
Rural produce Rural retail	1 per 30m^2 GFA
Quarrying and mining	4 per 5 employees on-site
Intensive indoor primary production Rural industry Commercial composting	1 per 100m^2 GBA

TRAN-Table 3 - Minimum on-site loading bay requirements

Activity	GFA Threshold	Loading space requirement
Commercial activities Industrial activities Commercial service activities Hospitals Education facilities	Up to 200m^2	No loading space
	Greater than 200m^2 and up to 500m^2	One loading space
	Greater than 500m^2 and up to 5,000m^2	Two loading spaces
	Greater than 5,000m^2	Three loading spaces

TRAN-Table 4 - End of trip facility requirements

Activity	~~GFA~~ Threshold	Number of showers and changing areas required
Commercial activities Industrial activities Commercial service activities Hospitals ~~Education facilities~~	Up to 500 m^2	No requirement
	Greater than 500 m^2 and up to 2,500 m^2	One shower and changing area with space for storage of clothing
	Greater than 2500 m^2 and up to 7,500 m^2	Two showers and changing area with space for storage of clothing
	Every additional 7,500 m^2	Two additional showers and changing area with space for storage of clothing
Education facilities	<10 full time employees	No requirement
	10-29 full time employees	One shower and changing area with space for storage of clothing
	30-50 full time employees	Two showers and changing area with space for storage of clothing
	>50 full time employees	Two additional showers and changing area with space for storage of clothing

TRAN-Table 5 - Parking and manoeuvring dimensions

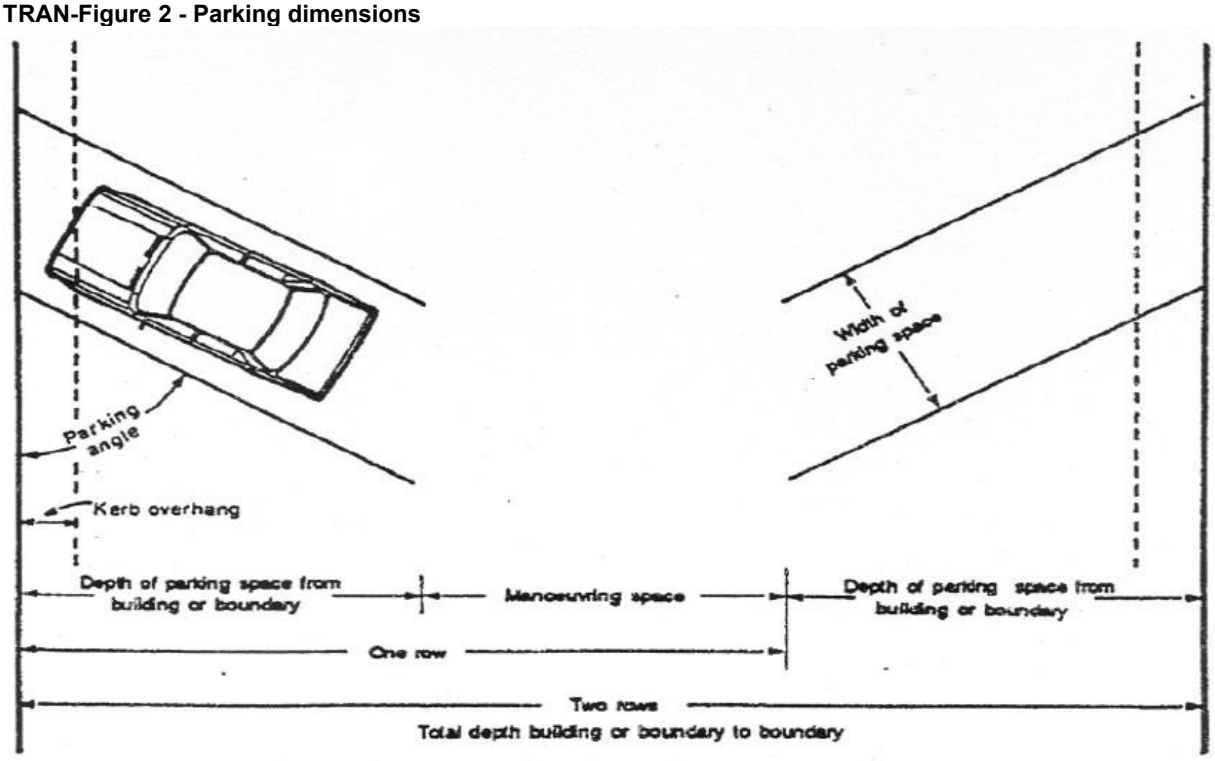
All zones

TRAN-Figure 1 - Manoeuvring and parking space dimensions

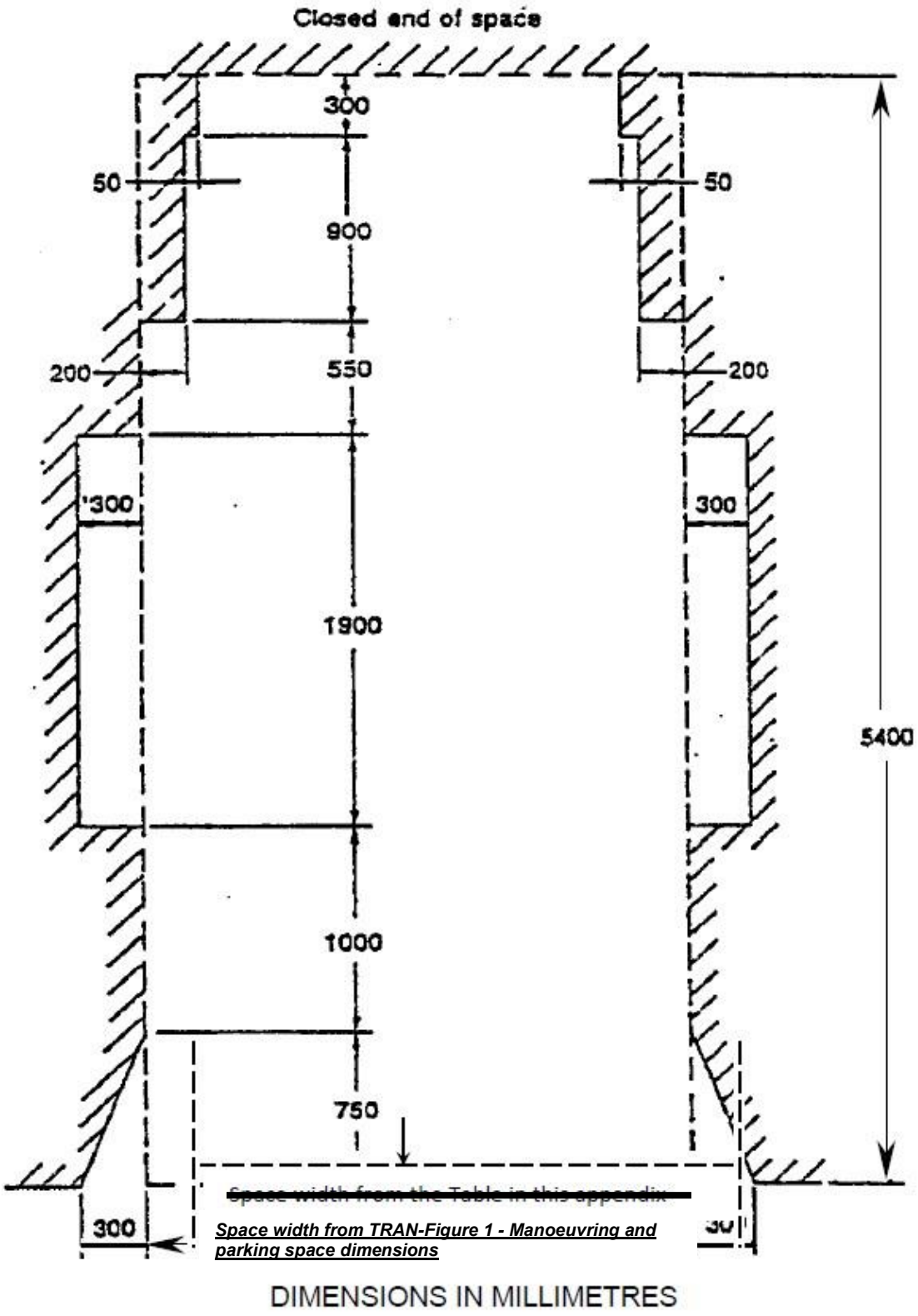
Parking Angle	Width of Parking Space	Kerb Overhang	Depth of Parking Space	Manoeuvring Spaces	Total Depth One Row	Total Depth Two Rows
90° Regular Users[1]	2.4[3]	1.0	4.9	7.1	12.9	16.9
	2.5	1.0	4.9	6.7	11.6	16.5
	2.6	1.0	4.9	6.3	11.2	16.1
	2.7	1.0	4.9	5.9	10.8	15.7
	≥2.75	1.0	4.9	5.9	10.8	15.7
90° Casual Users [2]	2.5	1.0	4.9	8.1	13.0	17.9
	2.6	1.0	4.9	7.1	12.0	16.9
	2.7	1.0	4.9	6.7	11.6	16.5
	≥2.75	1.0	4.9	6.6	11.6	16.4
75°	2.4[3]	1.0	5.2	6.5	11.7	16.9
	2.5	1.0	5.2	6.0	11.2	16.4
	2.6	1.0	5.2	5.7	10.9	16.1
	2.7	1.0	5.2	5.0	10.2	15.4
	≥2.75	1.0	5.2	4.3	9.5	14.7
60°	2.4[3]	1.0	5.2	4.6	9.8	15.0
	2.5	1.0	5.2	4.1	9.3	14.5
	2.6	1.0	5.2	3.5	8.7	13.9
	2.7	1.0	5.2	3.3	8.5	13.7
	≥2.75	1.0	5.2	3.2	8.4	13.6
45°	2.4[3]	0.8	4.9	2.9	7.8	12.7
	2.5	0.8	4.9	2.7	7.6	12.5
	2.6	0.8	4.9	2.5	7.4	12.3
	2.7	0.8	4.9	2.4	7.3	12.2
	≥2.7	0.8	4.9	2.3	7.2	12.1
30°	2.4[3]	0.6	4.0	2.4	6.4	10.4
	2.5	0.6	4.0	2.4	6.4	10.4
	2.6	0.6	4.0	2.4	6.4	10.4
	2.7	0.6	4.0	2.3	6.3	10.3
	≥2.75	0.6	4.0	2.3	6.3	10.3
Parallel	5.9	0.4	2.5	3.6	6.1	8.6
	6.1	0.4	2.5	3.3	5.8	8.3
	6.3	0.4	2.5	3.0	5.5	8.0

~~1. Regular users are people whose regular use gives them a familiarity with the building that permits smaller safe clearances between vehicles and parts of buildings.~~
~~2. Casual users are people (usually short-term visitors) who would not be familiar with the building layout.~~
~~3. Stall widths of 2.4m should generally only be used where users are familiar with the car park. This stall width does not meet the requirements of the Building Code for Casual Users.~~
4. Minimum aisle widths shall be 3.6m for a one-way aisle, and 5.5m for a two-way aisle.
5. Where an aisle serves more than 50 spaces, it shall be designed as a circulation route, which requires a 6.5m minimum width for a two-way aisle.
6. Stall widths shall be increased by 0.3m where they abut obstructions such as columns or walls.
7. All overhang areas shall be kept clear of objects greater than 150mm in height.
8. Where parallel end spaces have direct access through the end of the stall the length of the stall may be reduced to 5.4m.
9. Car park height shall be at least 2.3m over the full area of the space, except where special provision is made to divert over height vehicles, in which case the minimum height may be reduced to 2.1m.
10. Accessible parking space dimensions shall be as follows:
    a. Car park spaces set at 90º to the footpath shall be not less than 3500mm wide
    b. Angle parks shall have an operational width of 3500mm
    c. Where the car park space is parallel and adjacent to a marked footpath on the same level as the parking space, the width of the common footpath may form part of the parking.

	Notes: ~~i. Minimum aisle widths are 3.6m for a one-way aisle, and 5.5m for a two-way aisle. Where an aisle serves more than 50 spaces, it should be designed as a circulation route in which case the minimum width for a two-way aisle increases to 6.5m. Note that the Building Code requires an extra 0.8m width where pedestrians use a vehicle circulation route.~~ ~~ii. Stall widths shall be increased by 0.3m where they abut obstructions such as columns or walls.~~ ~~iii. All overhang areas shall be kept clear of objects greater than 150mm in height.~~ ~~iv. Where parallel end spaces have direct access through the end of the stall the length of the stall may be reduced to 5.4m.~~ v. Regular users are people whose regular use gives them a familiarity with the building that permits smaller safe clearances between vehicles and parts of buildings. vi. Casual users are people (usually short-term visitors) who would not be familiar with the building layout. vii. Stall widths of 2.4m should generally only be used where users are familiar with the car park. This stall width does not meet the requirements of the Building Code for Casual Users. viii. The Building Code requires an extra 0.8m width where pedestrians use a vehicle circulation route. ix. One-way traffic is assumed for angle spaces. ~~x. Car park height shall be at least 2.3m over the full area of the space, except where special provision is made to divert over height vehicles, in which case the minimum height may be reduced to 2.1m.~~ xi. ~~Note that the Building Code may require car park spaces to be provided for people with disabilities. Details of the requirements for these spaces may be found in NZS 4121.~~ xii. Linear interpolation is permitted for stall width, parking angle and aisle width. xiii. Car park spaces that comply with the ~~preferred~~ design envelope in TRAN-Figure 3 ~~shown below~~ are deemed to comply with the dimensions in TRAN-Table 5 ~~above~~.

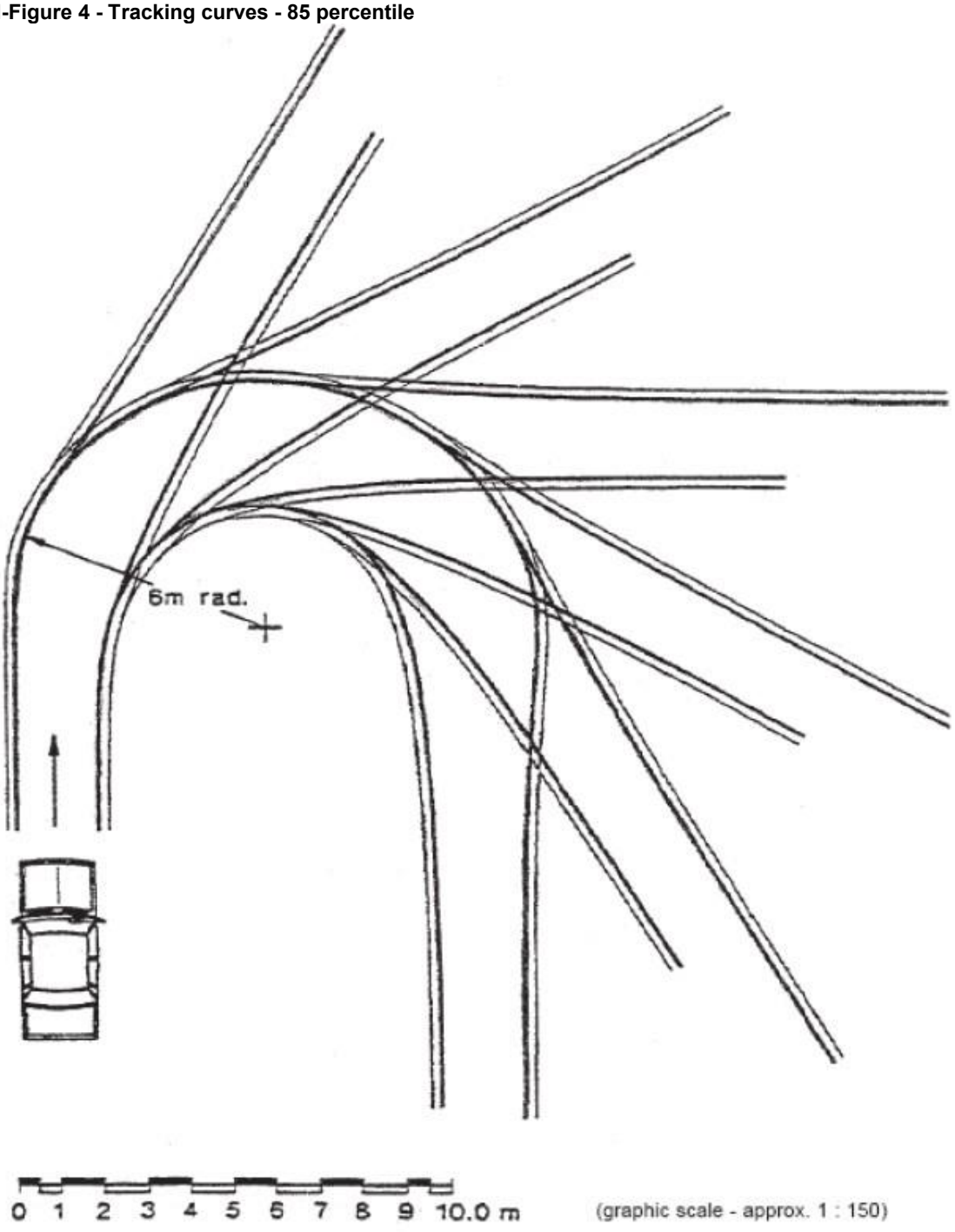
All zones	**TRAN-Figure 2 - Parking dimensions** 

All zones	**TRAN-Figure 3 - ~~Preferred~~ ~~d~~ Design envelope around parked vehicles to be kept clear of columns, walls and obstructions**

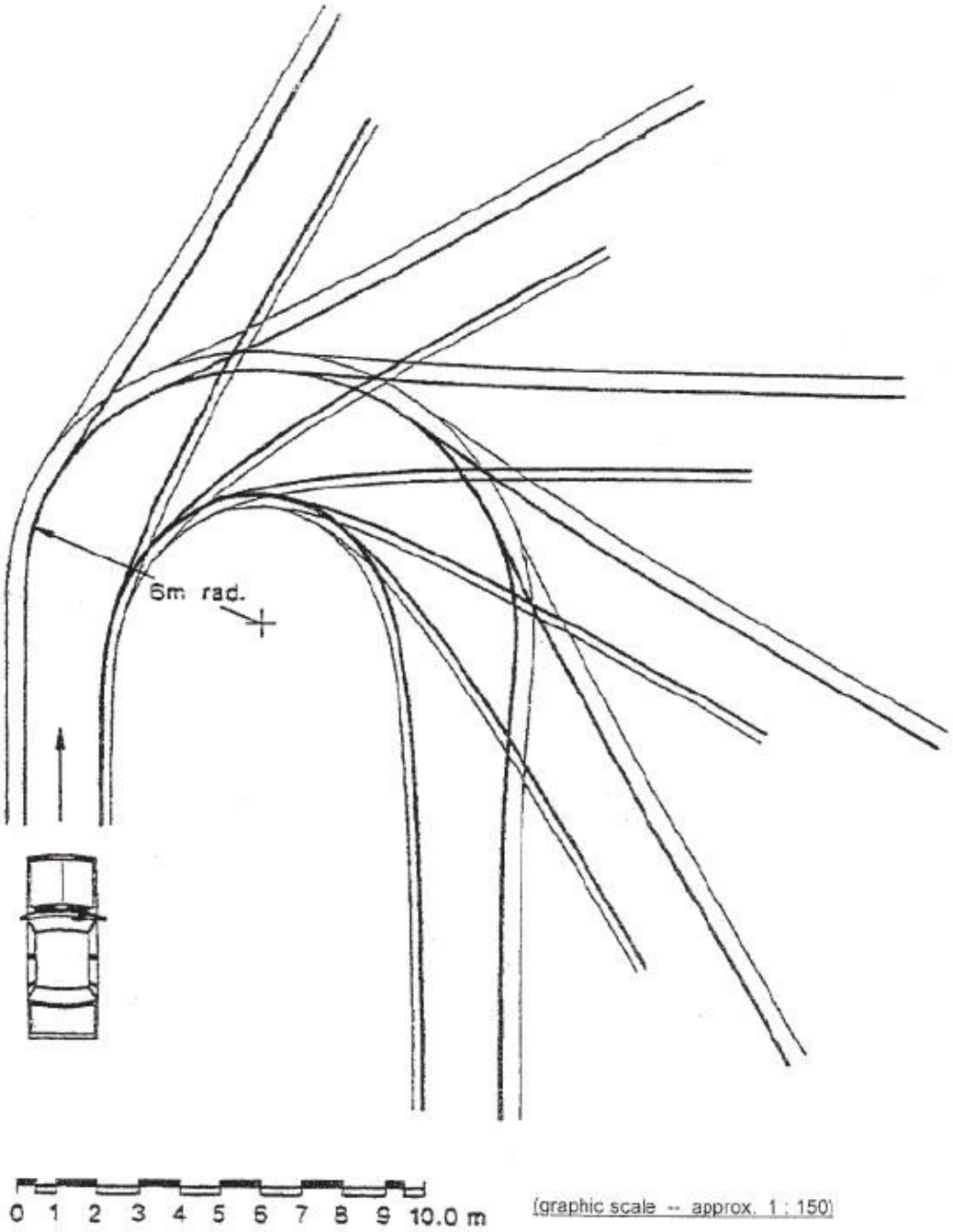


Note: The ~~preferred~~ design envelope provides for structural elements to be clear of all four side doors whereas the standard provides for the opening of the front door only.

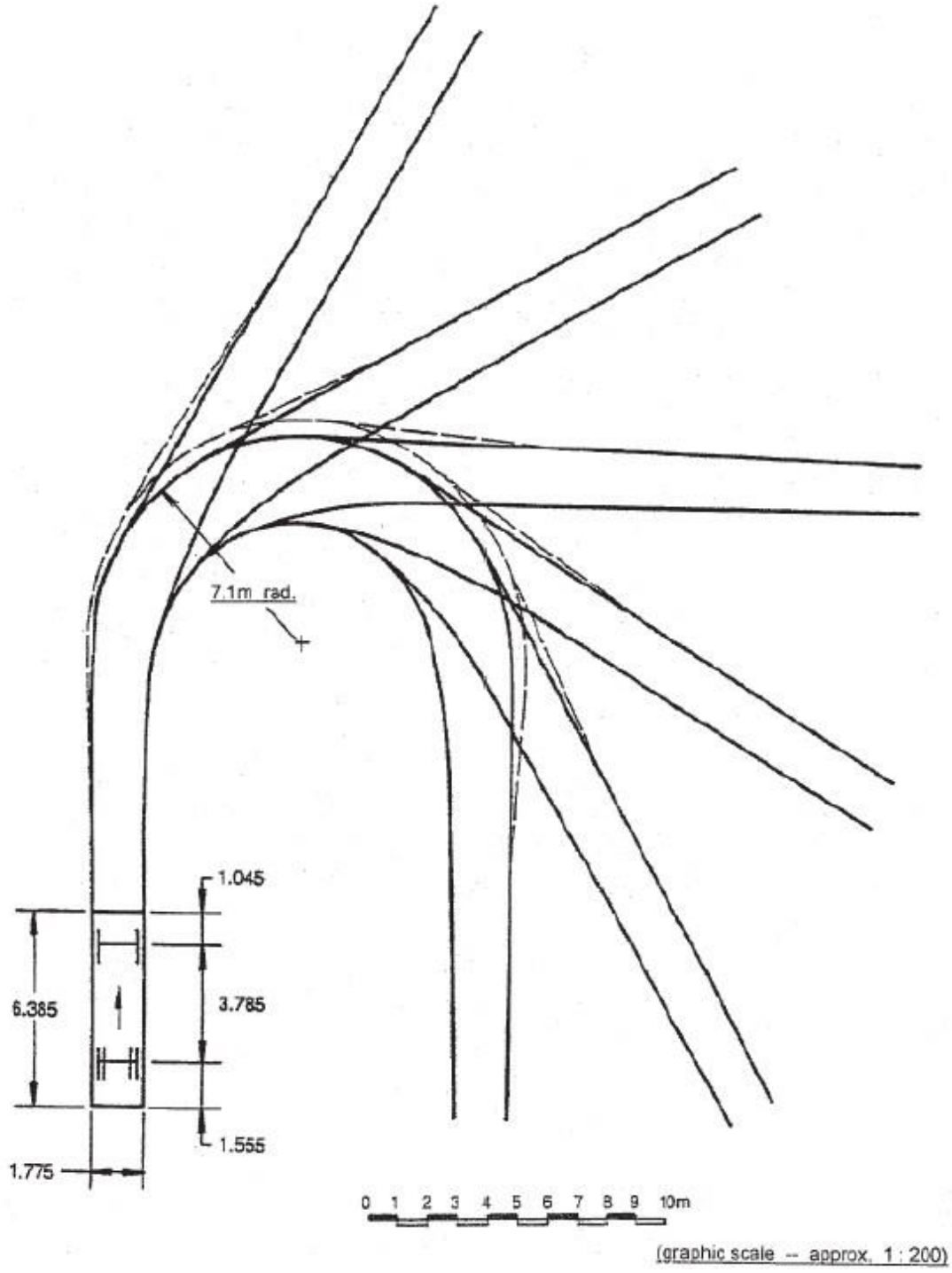
All zones	**TRAN-Figure 4 - Tracking curves - 85 percentile**



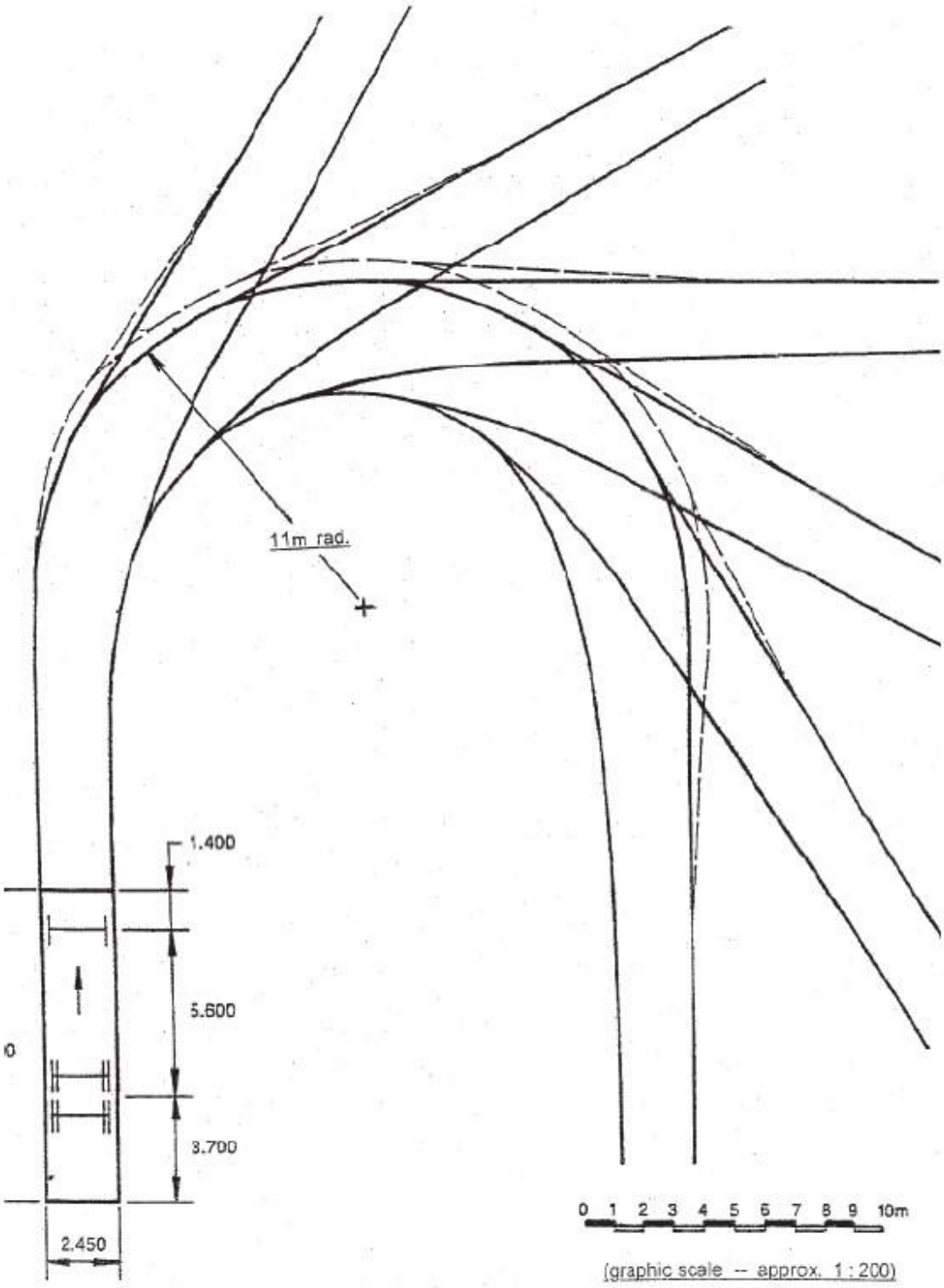
All zones	**TRAN-Figure 5 - Tracking curves - 99 percentile**

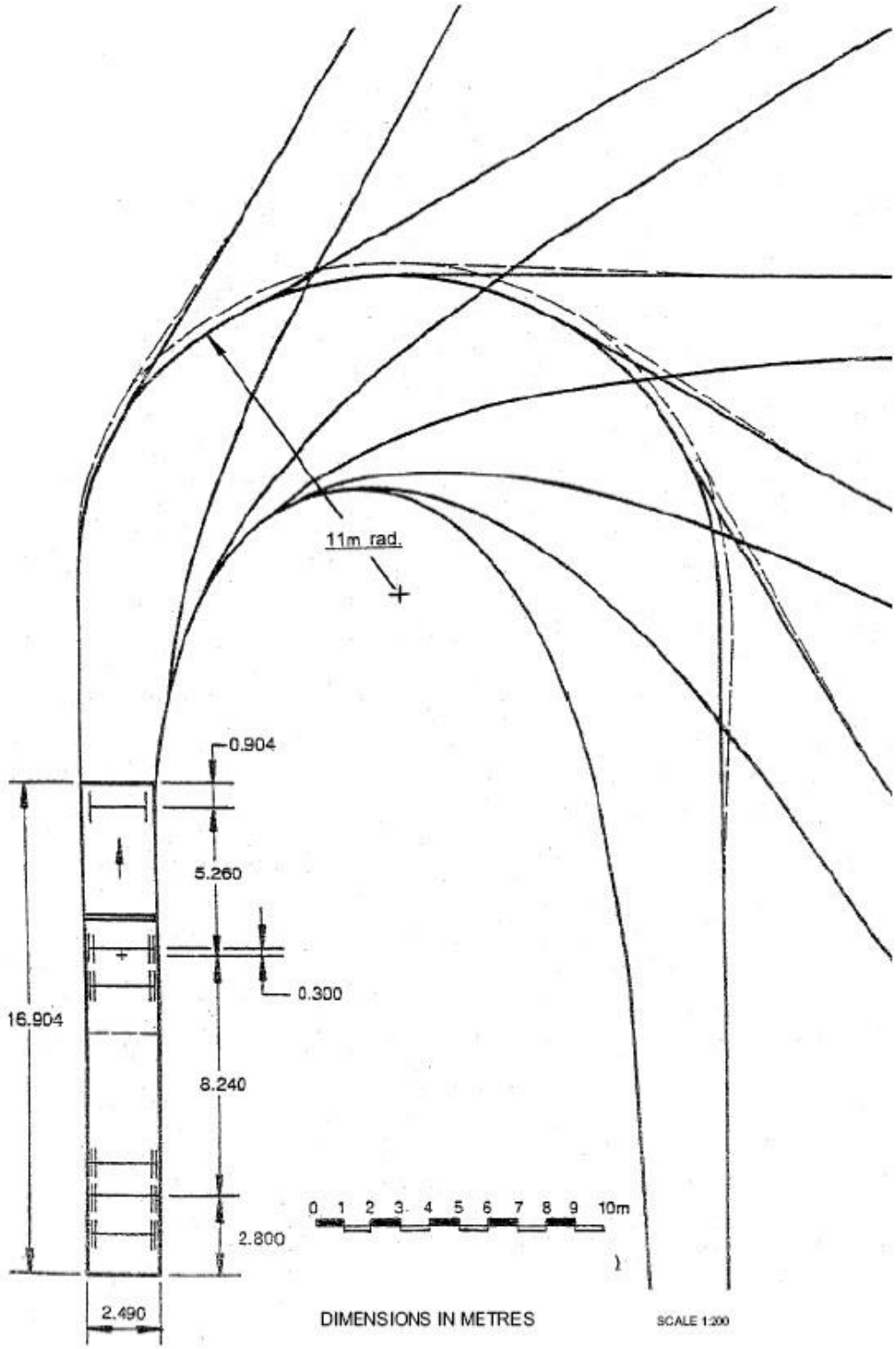


All zones	**TRAN-Figure 6 - Tangential curve template - small rigid vehicles (radius 7.1m)**



DIMENSIONS IN METRES

All zones	**TRAN-Figure 7 - Tangential curve template - heavy rigid vehicle (radius 11m)** Tangential Curve Template – Heavy Rigid Vehicle (Radius 11m):  DIMENSIONS IN METRES

All zones	**TRAN-Figure 8 - Tangential curve template - articulated vehicle (radius 11m)** Tangential Curve Template – Articulated Vehicle (Radius 11m): 

TRAN-Table 6 - Maximum number of vehicle crossings per frontage ~~site~~ as shown on the Transport Network Hierarchy layer

Site frontage (m)	Low volume	Access	Secondary collector	Primary collector	Arterial and State Highway
0 - 16	1	1	1	1	1
17 - 60	2	2	1	1	1
61 - 100	3	3	2	1	1
> 100	3	3	3	2	1

TRAN-Table 7 - Minimum distance of vehicle crossings from intersections as shown on the Transport Network Hierarchy layer

Intersection road classification (m)			
Road frontage	**~~National, regional~~ State Highway and arterial (m)**	**Primary and secondary collector (m)**	**Access and low volume (m)**
Speed limit 50km/hr or less			
Arterial	70	55	35
Primary and secondary collector	40	40	20
Access and low volume	25	25	10
Speed limit over 50km/hr			
Arterial	180	180	90
Primary and secondary collector	75	60	60
Access and low volume	75	60	60

TRAN-Table 8 - Minimum sight distances for vehicle crossings as shown on the Transport Network Hierarchy layer

Frontage transport corridor classification			
Posted speed limit (km/hr)	**Access and low volume (m)**	**Primary and secondary collector (m)**	**Arterial and State Highway ~~regional~~ (m)**
40	45	50	90
50	60	70	120
60	85	90	150
70	105	120	185
80	135	145	220
90	160	175	265
100	195	210	305

TRAN-Table 9 - Requirements for private accessways

Number of ~~residential units~~ allotments	Maximum length (m)	Minimum legal width (m)	Minimum carriageway width (m)			Footpath width (m)	Maximum gradient	Crossfall
			Unsealed shoulder	Surfacing width	Total			
~~Urban~~ General Residential and Medium Density Residential zones								
~~2~~1-4	50	4.0	-	1 x 3.0	3.0	-	12.5% from the first 5m from the road boundary and 22% for the remainder restricted to straight sections	3%
5-8	100	6.0		1 x 4.5	4.5	1 x 0.95		
Mixed Use, Town Centre, Light Industrial, and Heavy Industrial zones								
1 – 8	-	9	-	6	6	2 x 1.35	12.5% from the first 5m from the road boundary and 22% for the remainder restricted to straight sections	3%
~~Rural~~ All other zones								
1-2	-	4.0	2 x 0.25	1 x 3.0	3.5	-	12.5% for the first 5m from the road boundary and 22.2% for the remainder	3% where sealed; 6% where unsealed
3 - 5		6.0	2 x 0.25	1 x ~~3.0~~ 4.0	4.5			
6 – 8		10.0	2 x 0.25	~~1 x 3.0~~ 2 x 2.75m	6.0			

TRAN-Table X – Sealing requirements for vehicle crossings and private accessways

Sealing requirements for vehicle crossings and private accessways			
Zone	**Adjacent road surface**	**Vehicle crossing surface requirement**	**Private accessway surface requirement**
General Residential zone Medium Density Residential zone Mixed Use zone Town Centre zone Light Industrial zone Heavy Industrial zone	Any	Sealed or concreted	Sealed or concreted
All other zones	Sealed	Sealed or concreted	Sealed for a length of 10m from the edge of the carriageway; and Sealed where gradient exceeds 12.5%
	Unsealed	Unsealed	Sealed where gradient exceeds 12.5%
Note: Far North District Council Engineering Standards include additional requirements for accessway surfacing.			

~~**TRAN-Table 10 - Transport network hierarchy**~~

~~**One Network Road Classification**~~	
~~**Classification**~~	~~**Expectation**~~
~~**National (high volume)**~~	~~Roads that make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports and have high volumes of heavy commercial vehicles or general traffic.~~
~~**Regional**~~	~~Regional roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports or airports. They are also major connectors between regions and in urban areas may have substantial passenger transport movements.~~
~~**Arterial**~~	~~Arterial roads make a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports or airports and may be the only route available to some places within the region (i.e. they may perform a significant lifeline function). In urban areas, they may have significant passenger transport movements and numbers of cyclists and pedestrians using the road.~~
~~**Primary collector**~~	~~Primary collectors are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or areas of population. They may be the only route available to some places within the region and in urban areas they may have moderate passenger transport movements and numbers of cyclists and pedestrians using the road.~~
~~**Secondary collector**~~	~~Secondary collectors are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites and may be the only route available to some places within this local area.~~
~~**Access**~~	~~Access includes all other roads. Low volume roads within this category will fall into the low volume subset.~~
~~**Low volume**~~	~~All other roads are classed as low volume.~~

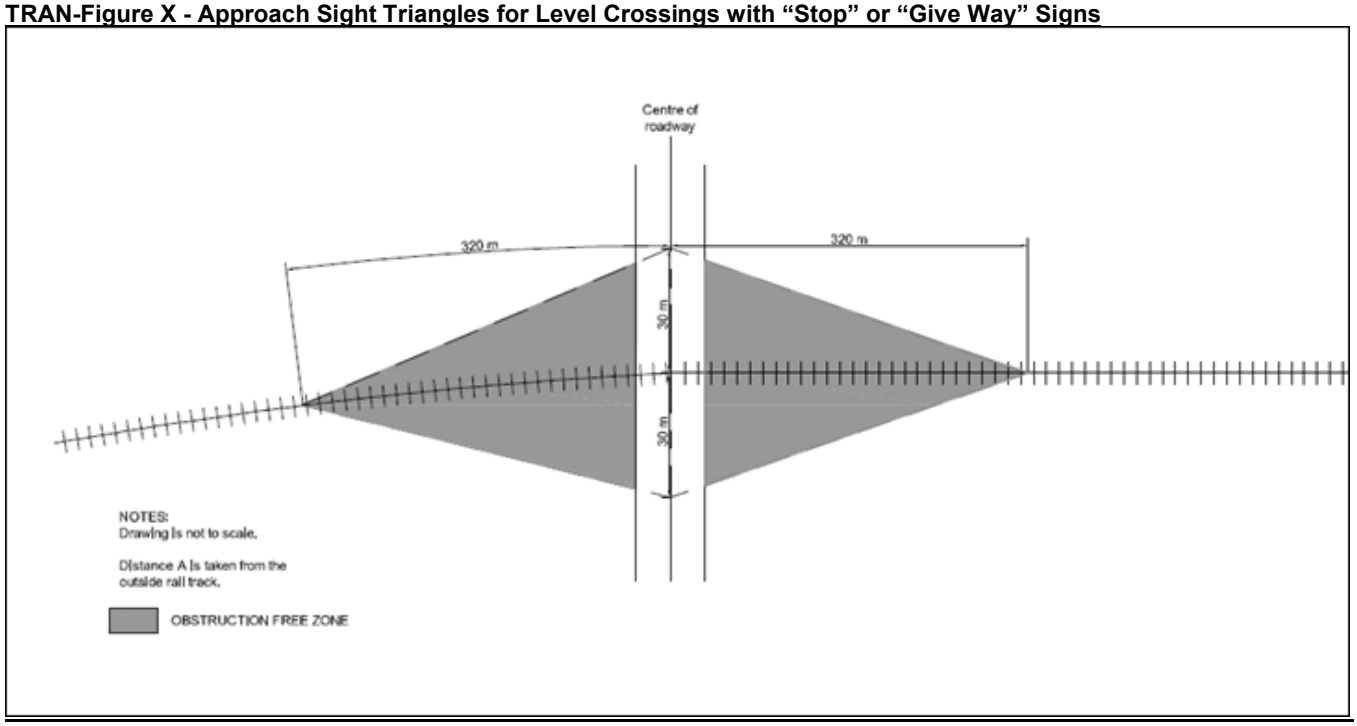
TRAN-Table 11 - Trip generation

Activity	**Threshold**
Multiple on site uses	200 ECM trips per day or 40 ECM trips per hour
Any activity not listed below	200 ECM trips per day or 40 ECM trips per hour
Healthcare activity and hospitals	250m^2 GFA
Commercial activity	200m^2 GFA
Drive-thru and service stations	200m^2 GFA
Trade supplier	450m^2 GFA
Large-format retail	450m^2 GFA
Supermarket	2<u>25</u>~~00~~m^2 GFA
Restaurants/bars/cafes	200m^2 GFA
Office	800m^2 GFA
Commercial service	200m^2 GFA
Industrial activity	<u>4,000</u>~~200~~m^2 GFA
~~Kōhanga reo/childcare centre~~ <u>Child care service</u>	30 children
Primary and secondary schools	60 students

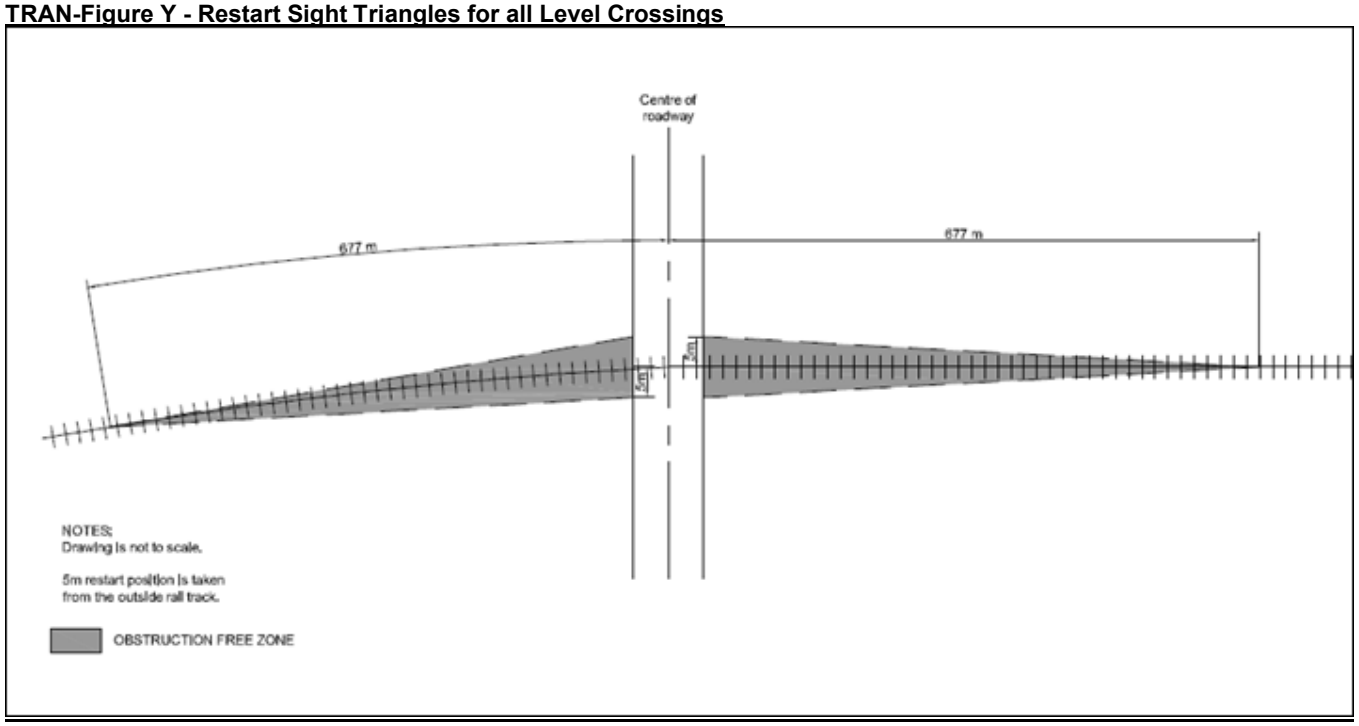
Tertiary education facility	150 students
Residential activity	20 residential units

Note: ECM refers to equivalent car movements

TRAN-Figure X - Approach Sight Triangles for Level Crossings with "Stop" or "Give Way" Signs



TRAN-Figure Y - Restart Sight Triangles for all Level Crossings



TRAN-Table Y – Road formation criteria

Zone	Classification	Minimum legal width
Light Industrial Zone Heavy Industrial Zone	Access	22m
	Secondary Collector	24m
	Primary Collector	25m
All other zones	Low Volume Access	20m
	Secondary Collector	24m
	Primary Collector	25m
Note: The classification of new roads should be determined in consultation with Far North District Council.		

TRAN-Table Z – Minimum Intersection Spacing

Zone	Road Classification	Minimum spacing between intersections
General Residential zone Medium Density Residential zone Mixed Use zone Town Centre zone Light Industrial zone Heavy Industrial zone	Low Volume Access	30m
	Secondary Collector	50m
	Primary Collector Arterial	100m
All other zones	Low Volume Access	75m
	Secondary Collector	100m
	Primary Collector Arterial	150m
Note: The classification of new roads should be determined in consultation with Far North District Council.		