

APPENDIX 3 – OPERATIVE PLAN PROVISIONS AND PROPOSED AMENDMENTS PC44 Hearing Report

Key

Italics – not part of PC44

Grey – altered by submission

Underlined – altered from operative text

Chapter 2 - Definitions

Antenna or Aerial: means the part of a radio communication or telecommunication apparatus used or intended for transmission or reception, including dishes, panels and aerials (i.e an array of wires, rods or tubes). They include the antenna mounting and ancillary components such as radio frequency units, amplifiers, controller boxes, or similar devices, but not any supporting mast or similar structure.

~~means any radio communication apparatus that is specifically designed to radiate or receive electromagnetic energy for transmission or reception of signals, but not any supporting mast or similar structure.~~

Commercial Scale (Renewable Energy Generation) means large scale renewable energy generation development for the primary purpose of supplying the distribution network. The generation of renewable energy can occur from solar, wind, hydro-electricity, geothermal, biomass, tidal, wave or ocean current energy sources.

Domestic Scale (Renewable Energy Generation) means small scale renewable energy generation development for the primary purpose of using or generating electricity on a particular site (single household or business premise) with or without exporting back into the distribution network. The generation of renewable energy can occur from solar, wind, hydro-electricity, geothermal, biomass, tidal, wave or ocean current energy sources.

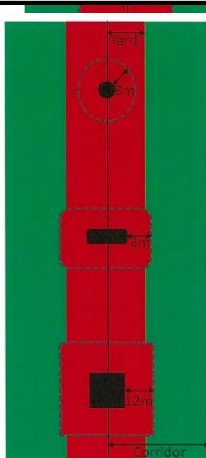
Electricity lines: All National Grid, sub-transmission and distribution lines that primarily transmit and distribute electricity.

Electricity transmission yard (shown in red) means:



- The area located 12 metres in any direction from the outside visible edge of an electricity transmission support structure; and
- The area located 10 metres either side of the centreline of a 110kV electricity transmission line on poles; or
- The area located 12 metres either side of the centreline of a 110kV electricity line on pi-poles or towers.¹

Electricity transmission corridor (shown in red and green)



Measured either side of the centreline of the electricity transmission line equals:

- 14 for 110kV transmission line on single poles;
- 16m for 110kV transmission line on pi-poles or towers;
- 32m for 110kV transmission lines on towers;
- 37m for 220kV transmission lines on towers.²



¹ Submission 3.1 (Transpower)

² Submission 3.1 (Transpower)

Full Time Equivalent staff member (FTE): means the number of staff working 8 hours a day for 5 days out of 7 from the site.

Gross floor area (GFA): means the sum of the total area of all floors in all buildings on a site measured from the exterior faces of the exterior walls or from the centre lines of walls separating two buildings. The gross floor area of a building shall not include:

- a. Uncovered stairways.
- b. Floor space in terraces (open or roofed), external balconies, breezeways, canopies or porches.
- c. Lift towers and machinery rooms on the roof having a floor area of not more than 200m².
- d. Car parking areas.

Infrastructure facilities: means any land, building, installation, device, reticulation line to support land use activities and to provide for the convenience, health and welfare of people and communities, and includes roading, bridges, water supply, liquid and solid waste collection, treatment and disposal systems, network utilities, defence facilities³ open space, sports fields and other similar facilities

Lines:

(a) means a wire or a conductor of any other kind (including a fibre optic cable) used or intended to be used for the transmission or reception of signs, signals, impulses, writing, images, sounds, instruction, information, or intelligence of any nature by means of any electromagnetic system; and

(b) includes—

- (i) any pole, insulator, casing, fixture, tunnel, or other equipment or material used or intended to be used for supporting, enclosing, surrounding, or protecting any of those wires or conductors; and
- (ii) any part of a line

Loading bay: means that part of the site or building where space has been, or is to be, provided and set aside for the sole purpose of loading and unloading of goods or other deliveries from/to vehicles.

Mast: means any pole, tower or similar structure which is fixed to the ground and specifically designed to carry antennas or aerials to facilitate the transmission of telecommunications and radio communication signals.

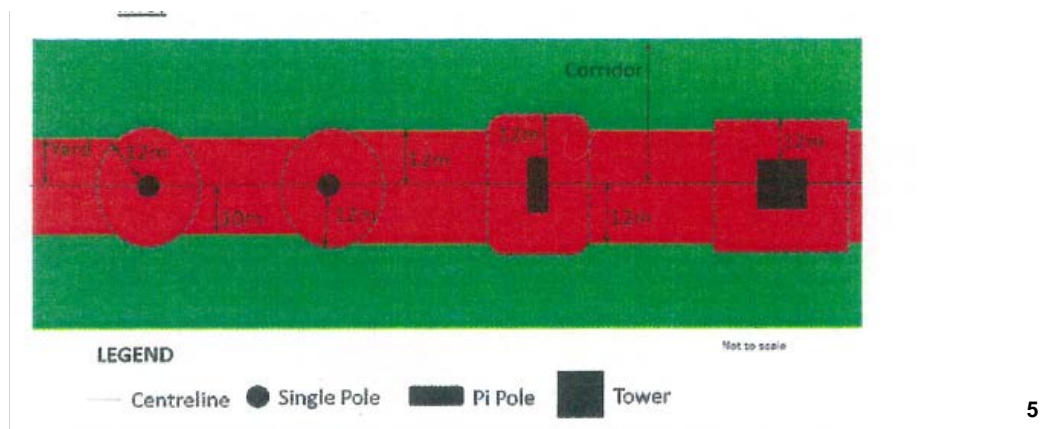
National Grid means the assets used or owned by Transpower NZ Limited. Note that this definition is the same as in the National Policy Statement on Electricity Transmission 2008.⁴

National Grid Yard means:

- the area located 12 metres in any direction from the outer edge of a National Grid support structure; and
- the area located 12 metres either side of the centreline of any overhead National Grid line.

³ Submission 10.1 (NZDF)

⁴ Submission 3.1 (Transpower)



National Grid Subdivision Corridor means the area measured either side of the centerline of the above ground National Grid line as follows:

- 16 metres for 110kV on pi poles
- 32 metres for 110kV lines on towers
- 37 metres for the 220kV transmission lines⁶

Network utilities: means those works undertaken by network utility operators as defined in Section 166 of the Resource Management Act 1991 and for the purpose of the district plan, also includes navigation and survey aids, beacons and meteorological activities and the soil conservation, erosion control, river control or flood protection works of regional councils.

Parking Space: means land on a site set aside for the parking of motorised vehicles.

Reverse sensitivity: *The conflict between incompatible land uses where a newly established activity complains about the effects on amenity (environmental qualities i.e. levels of noise) from a legally established pre-existing activity.*

Road: For the purpose of this Plan “road” includes:

- i. road as defined in the Local Government Act 1974 and the Transit New Zealand Act 1981; and
- ii. all land within the legal road reserve; and
- iii. all land comprising formed and existing roads under the control of the road controlling authority.

The Status of Formed and Unformed Roads

On the District Plan Maps, all formed legal roads, and some unformed legal roads are coloured white. With regard to the application of District Plan objectives, policies and rules, the Plan provisions of the zone in which any formed or unformed legal road is located shall apply. Where a road is stopped, the Plan provisions for the zone on which the stopped road is located shall apply. Where a formed, unformed or stopped road is bounded by different zones, the demarcation between zones is the former centre of the road.

Note: Any activities that occur within road corridors must be authorised by the owner of the road. This provides a process for the owner (in most cases New Zealand Transport Agency or Whanganui District Council) to issue what is in effect a ‘licence to occupy’ prior to any activity being. Network utility operators will not be required to obtain such authorisations where they comply with the enabling legislation that provides for network utility activities within road corridors.

Road controlling authority: The authority, body, or person having control of the road, and includes a person acting under and within the terms of a delegation or authorisation given by the controlling authority.

⁵ Submission 3.1 (Transpower)

⁶ Submission 3.1 (Transpower)

Separation Distances of vehicle crossings: the distance from any edge of the vehicle crossing to the closest point of either another vehicle crossing or intersection.

Tavern: means a premise used principally for providing alcohol and other refreshments to the public.

Upgrade: means bring a structure, system, facility or installation up to date or to improve its functional characteristics, provided the upgrading itself does not give rise to any significant adverse effects, and the character, intensity and scale of any adverse effects of the upgraded structure, system, facility or installation remain the same or similar.⁷

Utilities: refer to “Network Utilities”.

Vehicle: means a vehicle as defined in the Transport Act 1962, and includes any contrivance that is equipped with wheels or revolving runners upon which it moves or is moved.

Vehicle Crossing: means the area of land within the site which provides safe vehicle access to and from the road to any parking area within the site including the necessary manoeuvring area.

⁷ Submission 9.1 (Horizons) and Further submissions 4.2 (Powerco) 5.10 (Transpower) 6.1 (Federated Farmers) 7.4 (Horticulture NZ)

Chapter 3 – Rural Environment

3.1 ISSUES

- 3.1.4** *Some infrastructure facilities, especially the roading network, electricity transmission and distribution networks and telecommunication facilities have specific locational and operational requirements resulting in a need to establish in the rural environment.*

3.1 OBJECTIVES

- 3.2.2** *Rural activities and other established land uses that have a functional necessity to be located within the rural environment including regionally or nationally significant infrastructure are not compromised by the establishment of non-rural activities.*

3.3 POLICIES

- 3.3.4** *To ensure a Rural Production zone where the following characteristics are maintained:*
...
c. *regionally or nationally significant infrastructure*

3.4 RULES – RURAL PRODUCTION ZONE

3.4.1 Permitted Activities.

All activities shall comply with the Performance Standards of this zone as well as any other relevant chapters ~~District Wide rules where relevant.~~

The following are permitted activities in the Rural Production zone:

- i. Network utilities as permitted by Chapter 22,
- k. *The following activities within the National Grid Yard (applies to Rural zones only) provided they comply with Performance Standards 3.5.11:*
 - ii. *Network Utilities within a transport corridor or any part of electricity infrastructure that connects to the National Grid;*
- l. *The following structures (excluding horticultural structures) within 12 metres of the National Grid support structures:*
 - iii. *A Network Utility within a transport corridor or any part of electricity infrastructure that connects to the National Grid;*
 - iv. *Commercial scale electricity generation infrastructure*

3.4.4 Discretionary Activities.

The following activities are discretionary activities in the Rural Production zone:

- f. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.

3.5 PERFORMANCE STANDARDS- Rural Production

3.5.7 Structures.

- c. Antenna dishes - antenna dishes shall not exceed 3 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

3.5.10 Vehicular access and parking.

All activities shall comply with the vehicular access and parking standards provided in Chapter 12.

3.6 RULES – RURAL LIFESTYLE ZONE

3.6.1 Permitted Activities.

All activities shall comply with the Performance Standards of this zone as well as any other relevant chapters ~~General rules where relevant~~.

The following are permitted activities in the Rural Lifestyle zone:

- e. Network utilities as permitted ~~provided for~~ by Chapter 22.

3.6.3 Discretionary Activities.

The following activities are discretionary activities in the Rural Lifestyle zone:

- b. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.

3.7 PERFORMANCE STANDARDS – Rural Lifestyle

3.7.1 Amenity.

- d. Antenna dishes:
 - i. antenna dishes shall not exceed 2 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

3.7.8 Vehicular access and parking.

All activities shall comply with the vehicular access and parking standards provided in Chapter 12.

3.8 RULES – RURAL GENERAL ZONE

3.8.1 Permitted Activities.

All activities shall comply with the Performance Standards of this zone as well as any other relevant chapters ~~District Wide rules where relevant~~.

The following are permitted activities in the Rural General zone:

- i. Network utilities as permitted by Chapter 22.
- k. *The following activities within the National Grid Yard (applies to Rural zones only) provided they comply with Performance Standards 3.9.11:*
 - ii. *Network Utilities within a transport corridor or any part of electricity infrastructure that connects to the National Grid;*
- l. *The following structures (excluding horticultural structures) within 12 metres of the National Grid support structures:*
 - iii. *A Network Utility within a transport corridor or any part of electricity infrastructure that connects to the National Grid;*
 - iv. *Commercial scale electricity generation infrastructure*

3.8.3 Discretionary Activities.

The following activities are discretionary activities in the Rural General zone:

- f. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.

3.8.4 Non Complying Activities.

The following are non-complying activities in the Rural General zone:

- b. Any activity, structure or earthworks within the National Grid Yard which does not comply with performance standard 3.9.11

3.9 PERFORMANCE STANDARDS – Rural General

3.9.5 Structures.

- c. Antenna dishes - antenna dishes shall not exceed 3 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

- d. Pedestal mounted dish antenna pivoted up to 4m above ground level with a maximum diameter of 5m.

3.9.7 Vehicular access and parking.

All activities shall comply with the vehicular access, loading and parking standards provided in Chapter 12.

3.10 RULES – RURAL SETTLEMENT ZONE

3.10.1 Permitted Activities.

All activities shall comply with the Performance Standards of this zone as well as any other relevant chapters ~~General rules where relevant.~~

The following are permitted activities in the Rural Settlement zone:

- f. Network utilities as permitted by Chapter 22.

3.10.3 Discretionary Activities.

The following activities are discretionary activities in the Rural Settlement zone:

- c. Network utilities ~~as provided by Chapter 22~~ not provided for as permitted or restricted discretionary activities by Chapter 22.

3.11 PERFORMANCE STANDARDS – Rural Settlement

3.11.5 Structures.

- c. Antenna dishes - antenna dishes shall not exceed 3 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

3.11.8 Vehicular access and parking.

All activities shall comply with the vehicular access and parking standards provided in Chapter 12.

Chapter 4 – Residential Environment

4.4 RULES – RESIDENTIAL ZONE

4.4.1 Permitted Activities.

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters and District Wide Rules where relevant.

The following are permitted activities in the Residential zone:

b. Network utilities as provided for by section Chapter 22.

4.4.4 Discretionary Activities.

The following are discretionary activities in the Residential zone.

b. Network utilities as provided by Chapter 22 of the Plan, not provided for as permitted or restricted discretionary activities by Chapter 22.

4.5 PERFORMANCE STANDARDS - Residential

4.5.5 Structures.

All structures shall comply with the following:

b. Height recession plane

iii. Exceptions

The following structures are exempt from the above height recession plane standard:

- Network utility masts, poles and antennas.
- Wires.
- Television and radio antennas and support structures.
- Solar heating devices.
- Photovoltaic panels fixed no more than 200mm from the main bulk of the dwelling.

e. Antenna dishes –

- i. antenna dishes shall not exceed 2 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

f. Parking

All activities shall comply with the parking standards in Chapter 12.

4.5.9 Car parking lots. Vehicular access and parking.

a. All activities shall comply with the vehicular access and parking standards provided in Chapter 12.

b. Car parking lots for Community activities and Home Occupations shall:

- i. be screened from adjoining or nearby residential properties by a solid fence and/or vegetation to a minimum height of 1.8 metres; and
b. comply with the requirements in Chapter 12.

4.6 RULES – COASTAL RESIDENTIAL ZONE

4.6.1 Permitted Activities.

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters;

The following are permitted activities in the Coastal Residential zone:

- b. Network utilities as provided for by District Wide Rule 10.1. that comply with Chapter 22;

4.6.4 Discretionary Activities.

The following are discretionary activities in the Coastal Residential zone ~~where the Council's discretion is unrestricted:~~

- b. Network utilities as provided by District Wide Rule 10.1 not provided for as permitted or restricted discretionary activities by Chapter 22;

4.7 PERFORMANCE STANDARDS Coastal Residential

4.7.6 Vehicular access and Parking.

All activities shall comply with the vehicular access and parking standards in Chapter 12 District Wide Rule 10.3.

~~4.7.7 Access.~~

- ~~i. Vehicular access shall be provided and formed to the widths detailed in the following table:~~

<u>No. of Units Served by Access</u>	<u>Minimum Width of Access</u>
<u>1</u>	<u>3m sealed or unsealed</u>
<u>2-4</u>	<u>3m sealed</u>
<u>5 or 6</u>	<u>4.2m sealed</u>
<u>7 or more</u>	<u>6m sealed</u>

- ~~ii. Parking areas shall be located outside of the required front yard setback.~~

- ~~iii. Parking areas, vehicle crossings, manoeuvring and access shall comply with the standards District Wide Rule 10.3.~~

4.7.7 Structures and Yards.

- b. Exceptions from the height recession plane standard

The following structures are exempt from the above height recession plane standard:

- i. Network utility masts, poles and antennas;

- iii. Wires;

- iv. Television and radio antennas and support structures;

- vii. Photovoltaic panels no more than 200mm from the main block dwelling.

- viii. Solar heating devices.

- h. Antenna dishes shall not exceed 2 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

Chapter 5 – Commercial Environment

5.2 OBJECTIVES

5.2.3 ***To ensure that development and activities in the central city area, maintain or enhance the high quality amenity of the area.***

...

*The characteristics, or distinguishing qualities, that contribute to the amenity of **the central city area** include:*

...

- *Lively street activity;*
- *Pedestrian oriented street layout, design, and quality;*
- *High number of pedestrians in the streets;*
- *Consolidated on-street and mid-block car parks;*
- *A range of transport options.*

5.3 POLICIES

5.3.2 ***Define a Central Commercial zone with the following characteristics:***

...

- h. Lively street activity.*
- i. Pedestrian oriented street layout, design, and quality.*
- j. High number of pedestrians in the streets.*
- k. Consolidated on-street and mid-block car parks.*
- l. A range of transport options.*
- n. Commercial activities reliant on pedestrian movement.*

5.3.3 ***Define Outer Commercial zone with the following characteristics:***

- a. a predominance of lower density and vehicle-oriented commercial activities, generally with off-street parking, in the outer commercial area which surrounds the central area;*
- c. safe urban design (including pedestrian and vehicle safety);*
- ...

5.3.4 ***Define an Arts and Commerce zone with the following characteristics:***

...

- h. Lively street activity;*
- i. Pedestrian oriented street layout, design, and quality;*
- j. High number of pedestrians in the streets;*
- k. Consolidated on-street and mid-block car parks;*
- l. A range of transport options.*

5.3.5 Define a Riverfront zone with the following characteristics:

- ...
- h. Lively street activity;
 - i. Pedestrian oriented street layout, design, and quality;
 - j. High number of pedestrians in the streets;
 - k. Consolidated on-street and mid-block car parks;
 - l. A range of transport options.

5.3.12 Encourage a range of transport modes to and from the central city area.

We have traditionally relied on private motor vehicles as the primary transport mode to and from the central city area. While it is accepted that this trend is likely to continue, it is important that a range of transport modes are encouraged. The provision of public transport, cycling routes and parking, and encouraging more walkable streets will encourage a range of transport modes to and from the central city area.

5.3.14 To define a Neighbourhood Commercial zone where the following characteristics are maintained:

- e. Adequate provision is made to accommodate vehicle access, safe and convenient traffic flow within the site and adequate shared onsite parking;

5.4 RULES – ARTS AND COMMERCE ZONE

5.4.1 Permitted Activities.

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters;

The following are permitted activities in the Arts and Commerce zone:

- j. Network utilities as provided by Chapter 22, which contains some exemptions from the zone rules for network utilities;

5.4.4 Discretionary Activities.

The following activities are discretionary activities in the Arts and Commerce zone:

- a. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.

5.5 PERFORMANCE STANDARDS – Arts and Commerce

5.5.4 Lighting.

Car parks and associated pedestrian routes shall be lit at a minimum of 10 lux, measured in accordance with NZS CP22: 1962 and amendments.

5.5.4 Parking, loading and access.

1. Vehicle Parking

- a. The following Community Activities are required to comply with the parking standards set out in Chapter 12:
 - i. places of assembly;
 - ii. recreational facilities;
 - iii. educational facilities;
- b. Activities (other than those listed in (a) above) are not required to provide on-site vehicle parking, except that cycle and vehicle parking may be provided on

a voluntary basis up to a maximum of one vehicle space per 100m² of site area.

- c. Parking areas, associated pedestrian routes and vehicle access shall comply with the standards in Chapter 12 ~~District Wide Rule—10.3.~~

2. Loading and Access

Every commercial activity shall provide one loading bay and vehicle crossing which complies with the loading bay standards in Chapter 12 ~~District Wide Rule—10.3.~~

5.6 RULES - RIVERFRONT ZONE

5.6.1 Permitted Activities.

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters;

The following are permitted activities within the Riverfront zone:

- j. Network utilities as provided by Chapter 22, which contains some exemptions from the zone rules for network utilities;

5.6.4 Discretionary Activities.

The following activities are discretionary activities in the Riverfront zone:

- a. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.

5.7 PERFORMANCE STANDARDS - Riverfront

5.7.3 Lighting.

Car parks and associated pedestrian routes shall be lit at a minimum of 10 lux, measured in accordance with NZS CP22: 1962 and amendments.

5.7.5 Parking, loading and access.

1. Parking

- i. Vehicle parking is not permitted.
- ii. This rule does not apply to car parking that is required for a residential activity by Chapter 12 ~~District Wide Rule 10.3,~~ which is accessed from a service lane.
- iii. Parking areas, associated pedestrian routes and vehicle access shall comply with the standards in Chapter 12

2. Loading and access

- i. Every activity that adjoins a service lane shall provide one loading bay that complies with the loading bay standards in Chapter 12 ~~District Wide Rule—10.3.~~
- ii. This rule does not apply to car parking that is required for a residential activity by Chapter 12 ~~District Wide Rule 10.3,~~ which is accessed from a service lane.

5.8 RULES – CENTRAL COMMERCIAL ZONE

5.8.1 Permitted Activities.

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters;

The following are permitted activities in the Central Commercial zone:

- g. Network utilities as provided by Chapter 22, which contains some exemptions from the zone rules for network utilities;

5.8.4 Discretionary Activities.

The following are discretionary activities in the Central Commercial zone ~~where the exercise of the Council's discretion is unrestricted:~~

- ~~g. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.~~

5.9 PERFORMANCE STANDARDS – Central Commercial

5.9.2 Light.

- ~~a. Car parks and associated pedestrian routes shall be lit at a minimum of 10 lux, measured in accordance with NZS CP22: 1962 and amendments.~~

5.9.8 Parking, loading and access.

1. Parking

- a. Nil, except that parking may be provided on a voluntary basis up to a maximum of one space per 100m² of site zone provided that carpark access from Victoria Avenue shall not be permitted.
- b. Parking areas, associated pedestrian routes and vehicle ~~and~~ access shall comply with the standards in Chapter 12.

2. Loading and Access

- a. Every commercial activity shall provide one loading bay which complies with the loading bay standards in Chapter 12, except that in relation to developments along “display frontage streets”, a loading bay shall only be required where the property has access via a service lane or other street.

5.10 RULES – OUTER COMMERCIAL ZONE

5.10.1 Permitted Activities.

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters;

The following are permitted activities in the Outer Commercial zone:

- g. Network utilities as provided by Chapter 22, which contains some exemptions from the zone rules for network utilities;

5.10.4 Discretionary Activities.

The following are discretionary activities in the Outer Commercial zone where the exercise of the Council's discretion is unrestricted:

- a. Network utilities ~~as provided by Chapter 22~~ not provided for as permitted or restricted discretionary activities by Chapter 22.

5.11 PERFORMANCE STANDARDS – Outer Commercial

5.11.7 Structures.

Within the Outer Commercial zone, structures shall be required to meet the following performance standards:

- b. Exemptions from height recession plane standard
The following structures are exempt from the above height recession plane standard:
 - i. Network utility masts, poles and antennas.
 - v. Wires.
 - vi. Television and radio antennas and support structures.
 - viii. Solar heating devices

ix. Photovoltaic panels fixed no more than 200mm from the main bulk of the dwelling.

- f. Antenna dishes - antenna dishes shall not exceed 5.2 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

5.11.8 Parking, vehicle crossing and loading and access.

1. Parking and vehicle crossing

All activities shall comply with the parking and vehicle crossing standards in Chapter 12.

2. Loading and Access

- a. Every commercial activity shall provide one loading bay which complies with the loading bay standards in Chapter 12.

5.12 RULES – NEIGHBOURHOOD COMMERCIAL ZONE

5.12.1 Permitted Activities.

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters and District Wide Rules where relevant.

The following are permitted activities in the Neighbourhood Commercial zone:

- e. Network utilities as provided by Chapter 22, which contains some exemptions from the zone rules for network utilities;

5.12.3 Discretionary Activities.

The following activities are discretionary activities in the Neighbourhood Commercial zone:

- d. Network utilities as provided by Chapter 22, not provided for as permitted or restricted discretionary activities by Chapter 22.

5.13 PERFORMANCE STANDARDS – Neighbourhood Commercial

5.13.5 Structures.

Within the Neighbourhood Commercial zone, structures shall comply with the following:

- i. The following structures are exempt from the above height recession plane standard:

- Network utility masts, poles and antennas.
- Wires.
- Television and radio antennas and support structures.
- Solar heating devices.
- Photovoltaic panels fixed no more than 200mm from the main bulk of the dwelling.

c. Antenna Dishes

Antenna dishes shall not exceed 1.2 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

5.13.6 Parking, loading and vehicular access.

- a. Every commercial activity shall provide one loading bay which complies with the loading bay standards in Chapter 12.
- b. All activities shall comply with the parking and vehicle access standards in Chapter 12.

Chapter 6 – Industrial Environment

6.3 POLICIES

6.3.5 *To define manufacturing areas where the following characteristics are maintained:*

- d. *safe urban design (including pedestrian and vehicle safety);*

6.4 RULES – MANUFACTURING ZONE

6.4.1 **Permitted Activities.**

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters;

The following are permitted activities in the Manufacturing zone:

- e. Network utilities as provided for by section Chapter 22 contains some exemptions from the zone rules for network utilities.

6.4.4 **Discretionary Activities.**

The following activities are discretionary activities in the Manufacturing zone:

...

- c. Network utilities as provided by Chapter 22, not provided for as permitted or restricted discretionary activities by Chapter 22.

6.5 PERFORMANCE STANDARDS - Manufacturing

6.5.6 **Structures.**

Within the Manufacturing zone structures will be required to meet the following performance standards:

- b. Exceptions from height recession plane standard.

The following structures are exempt from the above height recession plane standard:

- i. Network utility masts, poles and antennas.
- ii. Flagpoles.
- iii. Signs.
- iv. Chimneys.
- v. Wires.
- vi. Television and radio antennas and support structures.
- vii. Vertical ventilation shafts.
- viii. Solar heating devices.
- ix. Photovoltaic panels fixed no more than 200mm from the main bulk of the dwelling.

e. Antenna dishes –

- i. antenna dishes shall not exceed 2 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

6.5.8 **Parking, loading and access.**

All activities shall comply with the parking standards in Chapter 12.

Every manufacturing or commercial activity shall provide one loading bay which complies with the loading bay standards in Chapter 12.

Chapter 7 Airport Enterprise Zone

7.4 RULES – AIRPORT ENTERPRISE ZONE

7.4.1 Permitted activities

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters:

The following activities are permitted activities in the Airport Enterprise Zone:

...

f. Network utilities as provided for that comply with Chapter 22.

7.4.3 Discretionary Activities

The following activities are discretionary activities in the Airport Enterprise Zone:

b. Network utilities not provided for as permitted or restricted discretionary activities by Chapter 22.

7.5 PERFORMANCE STANDARDS – Airport Enterprise

7.5.8 Parking, loading and access

- a. All activities shall comply with the parking standards in Chapter 12 District Wide Rule 10.3.
- b. The vehicle crossing located on SECT 1 SO 373103 approximately 240 metres North East of the Service Lane adjoining Airport Road shall be upgraded to meet Rule 10.3 prior to the establishment of any activity that proposes to use the crossing for access.

Chapter 8 – Reserves and Open Spaces

8.4 RULES – RESERVES AND OPEN SPACE ZONE

8.4.1 Permitted Activities.

All activities shall comply with Performance Standards of this zone as well as any other relevant chapters and District Wide Rules where relevant.

The following are permitted activities in the Reserves and Open Space zone:

- h. Network utilities as provided by Chapter 22, which contains some exemptions from the zone rules for network utilities;

8.4.3 Discretionary Activities.

The following are discretionary activities in the Reserves and Open Space zone:

- a. Network utilities as provided by Chapter 22, not provided for as permitted or restricted discretionary activities by Chapter 22.

8.5 PERFORMANCE STANDARDS – Reserves and Open Space

8.5.4 Structures.

Structures in the Reserves and Open Space zone shall comply with the following:

- a. Height recession plane.

- i. Exceptions

- The following structures are exempt from the above height recession plane standard:

- Network utility masts, poles and antennas.
 - Wires.
 - Television and radio antennas and support structures.
 - Solar heating devices.
 - Photovoltaic panels fixed no more than 200mm from the main bulk of the dwelling.

- c. Antenna dishes - antenna dishes shall not exceed 1.2 metres in diameter (except as provided for in Chapter 22 in relation to network utilities).

8.5.7 Parking, loading and vehicular access

- a. All activities shall comply with the parking, loading and vehicle crossing standards in Chapter 12.

Chapter 12 - Parking, Loading and Vehicle Crossings

The objectives, policies and rules in this chapter apply across the District. They are grouped together to prevent repetition throughout the Plan.

Infrastructure services are regarded as physical resources. They have physical capacity limits and require on-going maintenance. The safe and efficient operation of the facilities, particularly the roading network, can be adversely affected by land use activities. Traffic safety, amenity and the increased variety of transport options need to be considered during the establishment of new activities.

Notes:

1. Any work within the State Highway Road Reserve requires approval pursuant to Section 51 of the Government Rounding Powers Act 1989.⁸
2. The written approval of the KiwiRail Holdings Ltd is required for any work on activity that requires access to the Railway Network.⁹

12.1 ISSUES

- 12.1.1 The transport network is the lifeblood of the District. Management of the network is required to preserve the safe and efficient operation of the transport network.
- 12.1.2 Expansive commercial car parking areas, have the potential to reduce visual amenity and adversely affect the vitality or cohesiveness of the surrounding area particularly at a pedestrian scale.
- 12.1.3 The desire to cater for varied transport modes including various parking options to encourage sustainable transport.

12.2 OBJECTIVES

- 12.2.1 To protect the efficient operation of the transport network from the adverse effects of land uses and any adverse traffic impacts associated with land use activities, on the District's transport corridors.

12.3 POLICIES

- 12.3.1 To encourage the landscaping and screening of sites to enhance the amenity of the commercial activities by:
- the tree height and proximity of trees to buildings, and shading effects;
 - the degree of contribution that landscaped areas, including tree planting, makes to breaking up the scale of the car park, creating a pedestrian scale environment, and reducing the visual dominance and stark appearance of large areas of hard surface;
 - the degree of contribution that planting makes to the integration of the car park with the building and assists with reducing visual impacts of bulk and scale;
 - the provision of trees for shading vehicles and creating a comfortable environment, and for lowering stormwater runoff temperatures;
 - the appropriateness of species to the local environment, such as suitability and hardiness;
 - (h) provision of other planting;

⁸ Submissions 6.1 (KiwiRail) 8.1 (The Oil Companies)

⁹ Submissions 7.1 (NZTA) 8.1 (The Oil Companies)

- vii. (i) planting methods;
- viii. (j) plant protection methods;
- ix. (k) tree root management, including root pit dimensions, soil structure, aeration, irrigation, and proximity to underground services.

12.3.2 Encourage opportunities to facilitate establishment and use of alternative land transport modes within the District.

12.3.3 Limit the size and locations of vehicle crossings in order to achieve a safe and efficient transport network.

12.3.4 To allow joint provision of off-street parking, access and loading facilities for multiple on-site activities.

12.3.5 To protect the safe and efficient operation of the transport network from potential adverse effects of activities on adjoining sites and minimise any adverse traffic impacts.

12.3.6 To provide for adequate levels of public parking in the commercial areas of the District.

12.4 RULES

~~In this section, “utilities” shall have the same meaning as “network utilities” as outlined in Definitions. The zone rules shall apply to utilities only where specifically stated in this section. The other “district wide rules” shall also apply to utilities.~~

All activities shall comply with the Performance Standards within this chapter and the underlying zone, overlay as well as any other relevant chapters:

12.4.1 Permitted Activities.

The following ~~infrastructure~~ activities are permitted throughout the District provided they comply with Performance standards where relevant:

- a. Onsite loading and vehicle parking spaces
- b. Bicycle parking spaces
- c. Vehicle crossings for property access
- d. Service lanes and onsite-vehicle-queuing facilities

Notes:

~~The written approval of the NZ Transport Agency is required for any work or activity adjacent to the State Highway Network that breaches a District Plan rule. Any work within the State Highway Road Reserve requires approval pursuant to Section 51 of the Government Rounding Powers Act 1989.~~

~~The written approval of the KiwiRail is required for any work on the Railway Network that breaches a District Plan rule.¹⁰~~

12.4.2 Restricted Discretionary Activities.

The following are restricted discretionary activities throughout the District where the Council will restrict the exercise of its discretion:

- a. Any permitted activity which does not comply with the relevant Performance Standards. In exercising its discretion the Council shall be limited to the conditions and with which the activity fails to comply.

¹⁰ 1st Schedule Clause 16 minor amendment as a result of submission

An application need not be notified if written approval has been obtained from every person whom the Council is satisfied may be adversely affected by the granting of the resource consent unless the Council considers it unreasonable in the circumstances to require the obtaining of every such approval.

a. Car Parking that does not comply with the Performance Standards in 12.5
Council restricts its discretion to the following matters:

- (i) configuration of the site/s and practicality of providing parking onsite.
- (ii) scale and stage of the development and effects on traffic safety and traffic flows in the vicinity.
- (iii) Design of parking areas and opportunities for joint use of parking areas between multiple sites.
- (iv) Consideration of variations in parking demand for activities within a development proposal.
- (v) The option of using a financial contribution.
- (vi) The need to provide bigger parking spaces for campervans or older drivers.
- (vi) Any implications for parking demand and supply in the wider area.

b. Provision of vehicle crossings and loading spaces that do not comply with the Performance Standards in 12.5

Council restricts its discretion to the following matters

- (i) Design and configuration of parking spaces and other activities on-site.
- (ii) effects on the safe and efficient operation of the road intersection and wider network.
- (iv) ability to limit loading and servicing hours of operation.
- (vi) effects on anticipated traffic volume and loading demand in the vicinity.
- (vii) Options for joint loading provisions with other sites.

c. Car park landscaping that does not comply with the Performance Standards in 12.5
Council restricts its discretion to the following matters

- i. The potential effects on underground services.
- ii. The effects on stormwater runoff.
- iii. Amenity of the parking area and surrounding environment.

12.4.2 Discretionary Activities.

The following are discretionary activities throughout the District where the Council will restrict the exercise of its discretion:

- a. Any permitted activity which does not comply with the relevant Performance Standards. In exercising its discretion the Council shall be limited to the conditions and with which the activity fails to comply.

An application need not be notified if written approval has been obtained from every person whom the Council is satisfied may be adversely affected by the granting of the resource consent unless the Council considers it unreasonable in the circumstances to require the obtaining of every such approval.

12.5 PERFORMANCE STANDARDS – Parking, Loading and Vehicle Crossings

12.5.1 Parking.

- a. Every activity shall provide a minimum number of on-site parking spaces as specified in the following table, unless no parking is required in the zone rules:

Table 1 – Parking Standards

Activity	Car Parking Spaces Required
Residential activities	
Dwelling units	1 space per dwelling unit.
Dwelling units, including Aircraft Hangar Dwellings	1 space per dwelling unit.
<u>Home Occupation</u>	<u>1 per employee not residing at the site</u>
Residential care facilities	1 space per 5 beds plus 1 space per <u>FTE</u> staff member.
Community activities	
Places of assembly	1 space per 10 seats or 3 per 100 m ² gross floor area where facility not intended for seating.
Pre-school and primary educational facilities	1 space per <u>FTE</u> staff member..
Secondary and tertiary educational facilities	1 space per <u>FTE</u> staff member plus one space per 10 students over minimum driving age.
Recreation facilities	1 space per 10 seats or 5 spaces per 100 m ² gross floor area where facility is not intended for seating.
Health care facilities	3 spaces per consultant room used by doctor/health specialist.
Hospitals	1 space per 5 beds plus 1 space per 2 <u>FTE</u> staff member.
Marae	1 space per 100 m ² gross floor area.
Commercial activities	
All commercial activities other than those specified below	2 spaces per 100 m ² gross floor area.
Supermarkets	5.5 spaces per 100 m ² gross floor area.
Restaurants	1 space per 4 seats plus 2 spaces per 100 m ² gross floor area.
<u>Taverns</u>	<u>1 space per 10 people (based on maximum occupancy stated in the fire design analysis).</u>
Visitor accommodation	1 space per room/unit.
Service stations	5 spaces per service bay (1 space being the bay itself) plus 1 space per 100 m ² of gross floor area used for servicing vehicles plus 2 space per 100 m ² of gross floor area used for retailing.
Offices	3 per 100 m ² gross floor area.
Manufacturing activities	
Funeral Parlours	1 space per 10 seats.

Manufacturing activities	1 space per 100 m ² gross floor area or 1 space per 4 <u>FTE</u> employees, whichever is greater.
Rural activities	
Retail activities in the Rural zone	4 spaces per retail site.
Rural industry	1 space per 100 m ² GFA or 1 space per 4 <u>FTE</u> employees, whichever is greater.

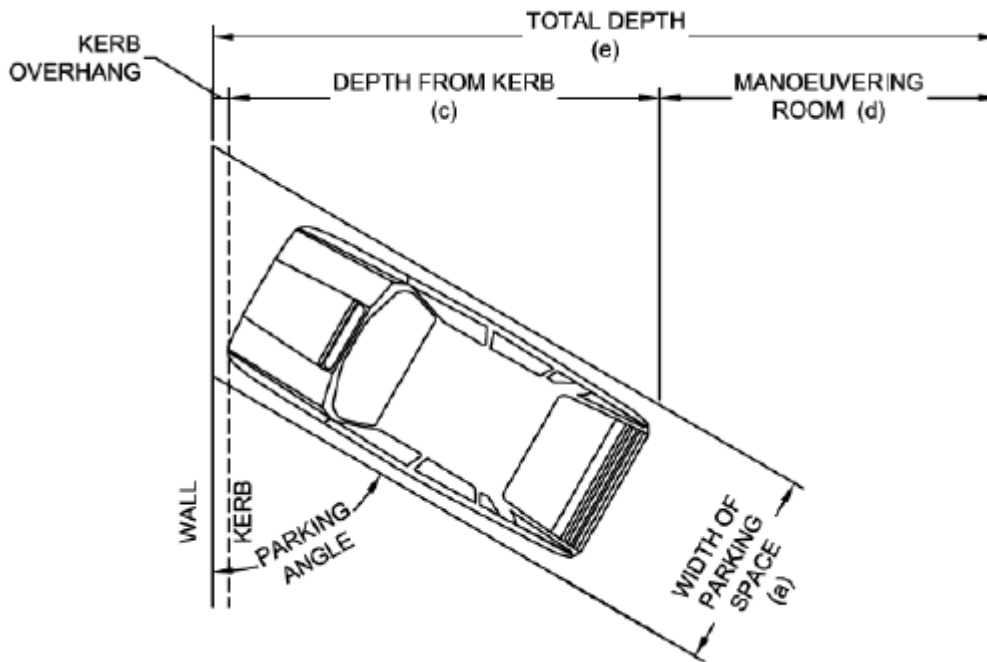
b. Interpretation of parking standards

- i. Where an activity is not listed, the number of car parking spaces to be provided shall be the standard for the activity which most closely resembles the proposed activity in terms of car parking demand.
 - ii. In determining parking requirements, any fraction more than one-half shall be regarded as one space.
 - ~~iii. Where a parking standard is related to the number of staff or students on a site, the number to be used shall be the maximum number on-site at any one time (i.e. at peak times).~~
- c. Parking areas shall be designed and located so as to promote use of the on-site parking area rather than the road side for parking.
- ~~ii. minimise conflicts between traffic entering and leaving the site.~~
- d. Any landscaping or screening of parking areas shall be designed and maintained so as to ensure visibility and safe access and egress between the parking area and the road.
- e. Parking areas shall comply with the New Zealand Standard AS/NZS 1158 in relation to lighting of parking spaces.
- ~~g. All car parks provided shall be formed, marked-out and maintained to a permanent all-weather sealed surface.~~
- ~~h. All stormwater collected by car parking areas shall be contained within site boundaries.~~
- e. All parking areas that contain more than 50 car parks must provide a pedestrian path a minimum of 1.8 metres wide through the parking area.
- f. The minimum dimensions of the car parks shall be in accordance with the table below:

<u>Degree of angle of parking</u>	<u>Parking type</u>	<u>Stall width (a)</u>	<u>Stall depth</u>		<u>Aisle width (d)</u>	<u>Total depth (e)</u>	
			<u>From wall (b)</u>	<u>From kerb (c)</u>		<u>1 row</u>	<u>2 rows</u>
<u>0°</u>	<u>Parallel</u>	<u>2.4m</u>	<u>See note 1</u>	<u>See note 1</u>	<u>3.5m</u>	<u>5.9m</u>	<u>8.3m</u>
<u>30°</u>	<u>Nose in</u>	<u>Min 2.4m</u>	<u>4.2m</u>	<u>4.0m</u>	<u>3.5m</u>	<u>7.7m</u>	<u>11.9m</u>
<u>45°</u>	<u>Nose in</u>	<u>Min 2.4m</u>	<u>4.9m</u>	<u>4.5m</u>	<u>3.5m</u>	<u>8.4m</u>	<u>13.3m</u>
<u>60°</u>	<u>Nose in</u>	<u>2.4m</u>	<u>5.4m</u>	<u>4.9m</u>	<u>4.5m</u>	<u>9.9m</u>	<u>15.3m</u>
		<u>2.5m</u>			<u>4.1m</u>	<u>9.5m</u>	<u>14.9m</u>
		<u>2.6m</u>			<u>3.5m</u>	<u>8.9m</u>	<u>14.3m</u>
		<u>2.7m</u>			<u>3.5m</u>	<u>8.9m</u>	<u>14.3m</u>
<u>75°</u>	<u>Nose in</u>	<u>2.4m</u>	<u>5.4m</u>	<u>4.9m</u>	<u>6.6m</u>	<u>12.0m</u>	<u>17.4m</u>
		<u>2.5m</u>			<u>6.3m</u>	<u>11.7m</u>	<u>17.1m</u>
		<u>2.6m</u>			<u>5.2m</u>	<u>10.6m</u>	<u>16.0m</u>
		<u>2.7m</u>			<u>4.6m</u>	<u>10.0m</u>	<u>15.4m</u>
<u>90°</u>	<u>Nose in</u>	<u>2.4m</u>	<u>5.1m</u>	<u>4.6m</u>	<u>8.7m</u>	<u>13.8m</u>	<u>18.9m</u>
					<u>7.7m</u>	<u>12.8m</u>	<u>17.9m</u>
		<u>2.7m</u>			<u>7.0m</u>	<u>12.1m</u>	<u>17.2m</u>
					<u>6.8m</u>	<u>11.9m</u>	<u>17.0m</u>

Note:

1. Parallel parking spaces (parking angle 0°) must be 6.0m long, except where one end of the space is not obstructed, in which case the length may be reduced to 5.0m.
2. Minimum aisle and access way widths must be 3.0m for one-way flow, and 5.5m for two-way flow. Recommended aisle and access way widths are 3.5m for one-way flow, and 6.0m for two-way flow.
3. Maximum kerb height = 150mm.
4. Stall depth computed to 90th percentile vehicle dimensions. A 200mm separation from walls has been added.
5. Dimensions adapted from New Zealand Standard AS/NZS 2890 Part 1: Off Street car parking.



e. Disabled Car Parks

- i. Where on-site parking is required, except dwellings, onsite parking spaces for the disabled shall be provided in accordance with the Table below.

<u>Total Number of Parking Spaces required</u>	<u>Number to be Disability Spaces</u>
<u>Less than 10</u>	<u>1</u>
<u>10-100</u>	<u>2</u>
<u>Greater than 100</u>	<u>3 (1 for every 50 parking spaces required)</u>

- ii. All disabled parking spaces shall be sited:
 - a) as close as is practicable to the entrance to any building on-site; and
 - b) to allow reasonably practicable access for disabled persons from each parking space to the relevant building entrance.

12.5.2 Landscaping of Car parking areas

For at least every 5 onsite car parks created, one specimen tree shall be planted that complies with the following:

- i. Each tree shall be no less than 1.8 metres at the time of planting, and ideally they should have a single leader and clear stemmed up to an appropriate height.
- ii. The trees shall be distributed throughout the car park.
- iii. Trees that are damaged, diseased or die are to be replaced in a timely manner by the property owner.
- iv. There is space around the base of the tree for adequate root growth in proportion to the expected size of the tree.

12.5.3 Bicycle Parking

a. Bicycle Parking may be offered as an alternative to car parks in accordance with the following:

<u>Activity</u>	<u>Bicycle Parking Exchange</u>
<u>Residential Zone (Community activities only)</u>	
<u>Community activities other than those specified below</u>	<u>Up to 20% of car parks can be exchanged</u>
<u>Educational Facilities</u>	<u>Up to 20% of non-staff car parks can be exchanged</u>
<u>Hospitals</u>	<u>Up to 10% of car parks can be exchanged</u>
<u>Commercial Zone</u>	
<u>All other commercial zones other than specified below</u>	<u>Up to 20% of car parks can be exchanged</u>
<u>Outer Commercial Zone</u>	<u>Up to 10% of car parks can be exchanged</u>
<u>Manufacturing Zone</u>	
<u>Manufacturing activities</u>	<u>Up to 10% of car parks can be exchanged</u>

Additional Bicycle parks beyond the number in this table are not considered a substitute for car parks.

- b. Each Bicycle park created as an exchange for a car park must contain the following:
 - i. Space for at least 3 bicycles, with each space a minimum dimension of 1.7 metres in length, 1 metre in height and 1 metre between bike holding structures;
 - ii. Passive surveillance; and
 - iii. Protection from the weather for the bikes;

12.5.2

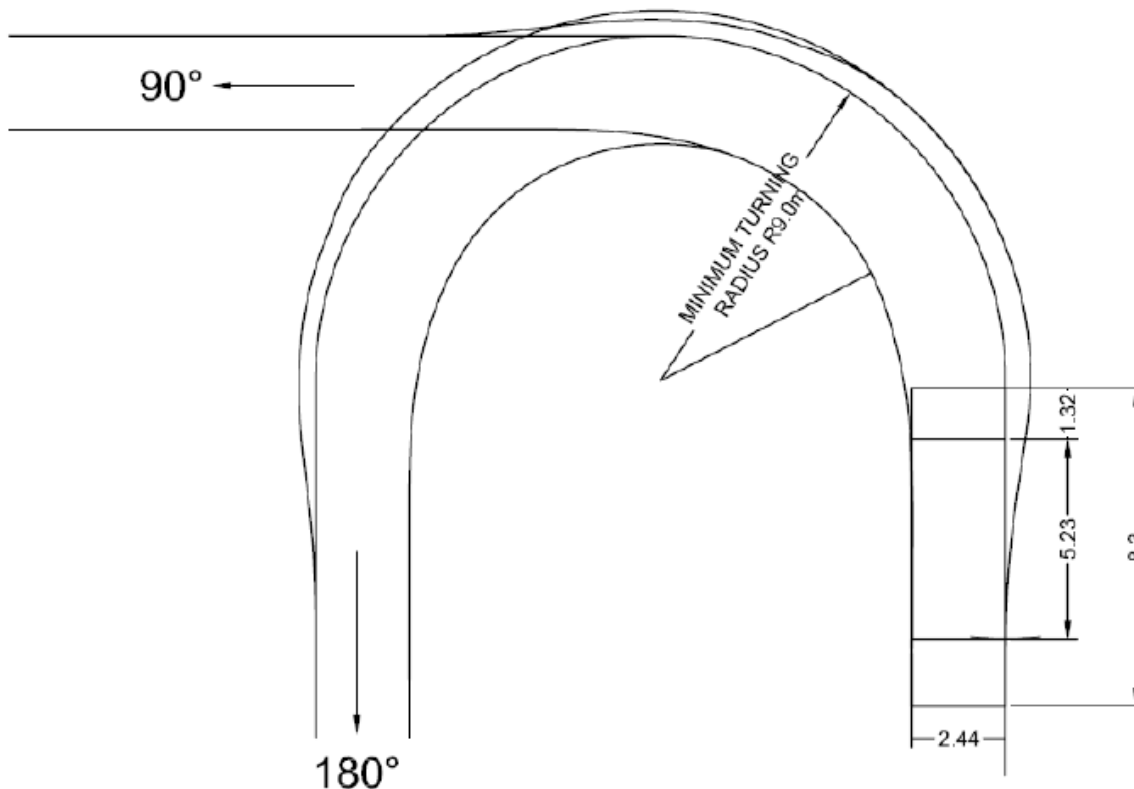
12.5.4

Loading.

All commercial and industrial activities shall demonstrate adequate access to an area for the loading and unloading of goods and shall meet the following requirements:

- a. Loading bays shall be designed and located so as to provide a safe position for loading and unloading of goods and providing access and egress without affecting any road or service lane.
- b. Loading bays shall be designed and located so as to:
 - i. promote use of the loading bay rather than the road side for loading and unloading of goods,
 - ii. minimise conflicts between traffic entering and leaving the site.

- c. The area of the loading bay(s) shall be sufficient in size to cater for the largest expected vehicle, plus manoeuvring space around that vehicle to accommodate a 90th percentile two-axle truck as shown below:



12.5.3

12.5.5 Property access (Vehicle Crossings).

Note: The following provisions **only** apply to activities in the Residential, Rural B, Neighbourhood Commercial and reserves and Open Spaces zones.

- a. Each new allotment and additional dwelling shall be serviced by at least one formed vehicle crossing onto a formed legal road.
- b. ~~In addition to a. above,~~
 - i. ~~For new dwellings being served by a~~ Shared access ways and Rights of Way to new dwellings, these shall be constructed to the width stated by this Plan in 13.5.9.

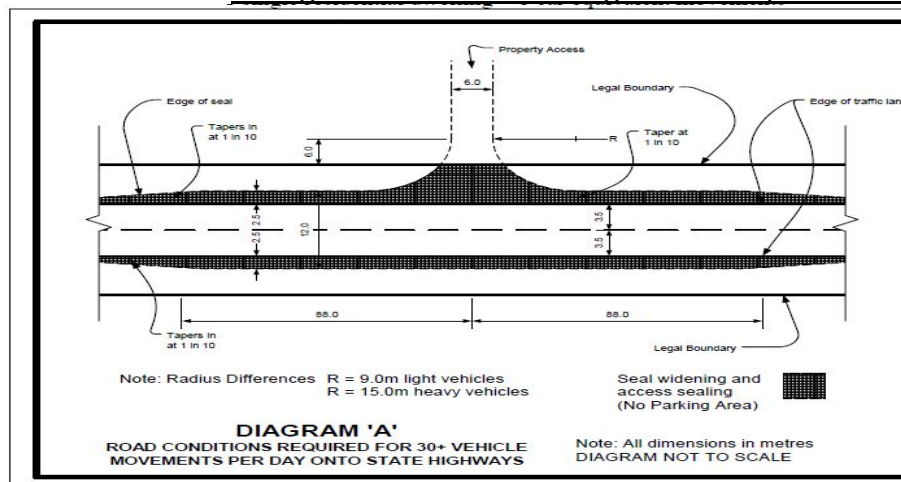
Note: All new or upgraded crossings are required to use the Whanganui District Council Corridor Access Request system, except that this shall not apply where Council is not the Road Controlling Authority. except along the State Highway Network where the Transport Agency is the Road Controlling Authority. Please contact the Transport Agency for approval and for a copy of standards.

Note: The removal of street trees for the purpose of creating a vehicle crossing is not managed by the District Plan unless the tree is listed in Appendix C. The Parks and Property Department of the Whanganui District Council should be contacted whenever alteration or removal of a street tree is proposed or required.

12.5.4 Design and formation standards. (Part I)

Note: This section applies to all zones **except** Rural, Residential, Reserves & Open Spaces, Airport Enterprise and Neighbourhood Commercial zones.

- a. All vehicle crossings shall be located, designed and constructed so that vehicles can enter and leave the site without adversely affecting the safe and efficient operation of the road.
- b. The maximum width of any vehicle crossings shall be 6.0 metres; and 3.5 metres when serving a single dwelling.
- c. In respect of national routes, primary arterials and secondary arterials (as defined on the Planning Maps), vehicle access and egress shall be in a forward direction, with sufficient on-site manoeuvring space as required to achieve this.
- d. All vehicle crossings shall be designed and constructed so as not to adversely affect the safe and efficient operation of the road between the carriageway and the property boundary (including any services and drainage systems).
- e. All vehicle crossings shall be designed, constructed and maintained to ensure that they are formed and sealed (except for metalled roads in the Rural or Rural Settlement zones) and to ensure that stormwater and detritus (including gravel and silt) do not migrate onto the carriageway pavement.
- f. New vehicle crossings, and existing vehicle crossings serving a new activity, shall meet the design standards in Diagram A when all the following circumstances exist:
 - i. The road is a National route, primary arterial or secondary arterial (as defined on the Planning Maps); and
 - ii. the road has a speed limit of 100 km/hr or more at the access location; and
 - iii. the activity concerned is a high traffic generating activity which, for the purpose of this standard, shall be defined as an activity which generates more than 30 car equivalent movements per day (24 hour period) averaged over a normal week, where:
 - 1 car to and from the site = 2 car equivalent movements
 - 1 truck to and from the site = 6 car equivalent movements
 - 1 truck and trailer to and from the site = 10 car equivalent movements
 - 1 single residential dwelling = 8 car equivalent movements



c. All vehicle crossings shall comply with the following table:

VEHICLE CROSSING STANDARDS				Separation Distances (Minimum)					
Land Use	Width of Crossing at Boundary	NZS4004 Supplement Document diagram	Road Hierarchy	Separation between crossings and intersections – Meters (m)			Sightline distance - Meters (m)		
				0-50 km/hr zone	51-70 km/hr zone	71-100 km/hr zone	0-50 km/hr zone	51-70 km/hr zone	71-100 km/hr zone
Residential 1 dwelling	3.5m-6m	RD-WDC-001 RD-WDC-002	Local/Collector	10	30	30	97	151	248
Residential 2-3 dwellings	3.5m-6m	RD-WDC-003 RD-WDC-004							
Residential 4-6 dwellings	5.5m-6m	RD-WDC-005 RD-WDC-006							
Residential Activity in a Rural zone	3.6m-7.2m	RD-WDC-012	District Arterial	15	100	100	113	151	248
Residential Activity in a Rural zone 2-6 dwellings	5.2m	RD-WDC-013							
Rural Activity	3.6m-7.2m	RD-WDC-011							
Commercial or Manufacturing	3m-9m	RD-WDC-007 RD-WDC-008 RD-WDC-009	National Route	30	100	200	113	170	282

12.5.5 Design and formation standards. (Part II)

Note: The following provisions only apply to activities in the Rural, Residential, Reserves & Open Spaces, Airport Enterprise and Neighbourhood Commercial zones.

- a. ~~All vehicle crossings shall be located, designed and constructed so that vehicles can enter and leave the site without adversely affecting the safe and efficient operation of the road.~~
- b. ~~Vehicle crossings in the Residential zone shall be a minimum of 3.5 metres and a maximum of 6 metres in width at the boundary perpendicular to road reserve.~~
- c. ~~In respect of national routes, primary arterials and secondary arterials (as shown on the Planning Maps), vehicle access and egress shall be in a forward direction, with sufficient on-site manoeuvring space as required to achieve this.~~
- d. ~~All vehicle crossings shall be designed and constructed so as not to adversely affect the safe and efficient operation of the road between the carriageway and the property boundary (including any services and drainage systems).~~
- d. Where an existing vehicle crossing to a property becomes redundant for any reason, then that vehicle crossing shall be removed and the berm, footpath, kerb and channel reinstated to a design and standard consistent with any adjacent berm, footpath, kerb and channel.
- e. All vehicle crossings shall be, designed and constructed and maintained so that:
 - vehicle crossings can enter and leave the site without adversely affecting the safe and efficient operation of the road. This includes between the carriageway and the property boundary (including any services and drainage systems).
 - In respect of national routes, primary arterials and secondary arterials (as shown on the Planning Maps), vehicle access and egress shall be in a forward direction, with sufficient on-site manoeuvring space as required to achieve this.

- they are formed and sealed (except for metalled roads in any of the rural zones) and to ensure that stormwater and detritus (including gravel and silt) do not migrate onto the carriageway pavement.
- design and construction shall be in accordance with the requirements of NZS 4404 2004 and the Whanganui District Council Engineering Document 2012, except where a crossing design is specified in this chapter of the Plan in which case that design will apply.

f. The design and construction of vehicle crossings shall be in accordance with the requirements of NZS 4404 2004 and the Whanganui District Council Engineering Document 2012, except where a crossing design is specified in this Plan in which case that design will apply.

g. Properties with a street frontage of up to 21 metres are permitted a maximum of 2 vehicle crossings per site.

h. Properties with a street frontage over 21 metres are permitted a maximum of 3 vehicle crossings per site.

i. New vehicle crossings, and existing vehicle crossings serving a new activity, shall meet the design standards in Diagram A when all the following circumstances exist:

i. The road is a National route, primary arterial or secondary arterial (as defined on the Planning Maps); and

ii. the road has a speed limit of 100 km/hr or more at the access location; and

iii. the activity concerned is a high traffic generating activity which, for the purpose of this standard, shall be defined as an activity which generates more than 30 car equivalent movements per day (24 hour period) averaged over a normal week, where:

• 1 car to and from the site = 2 car equivalent movements

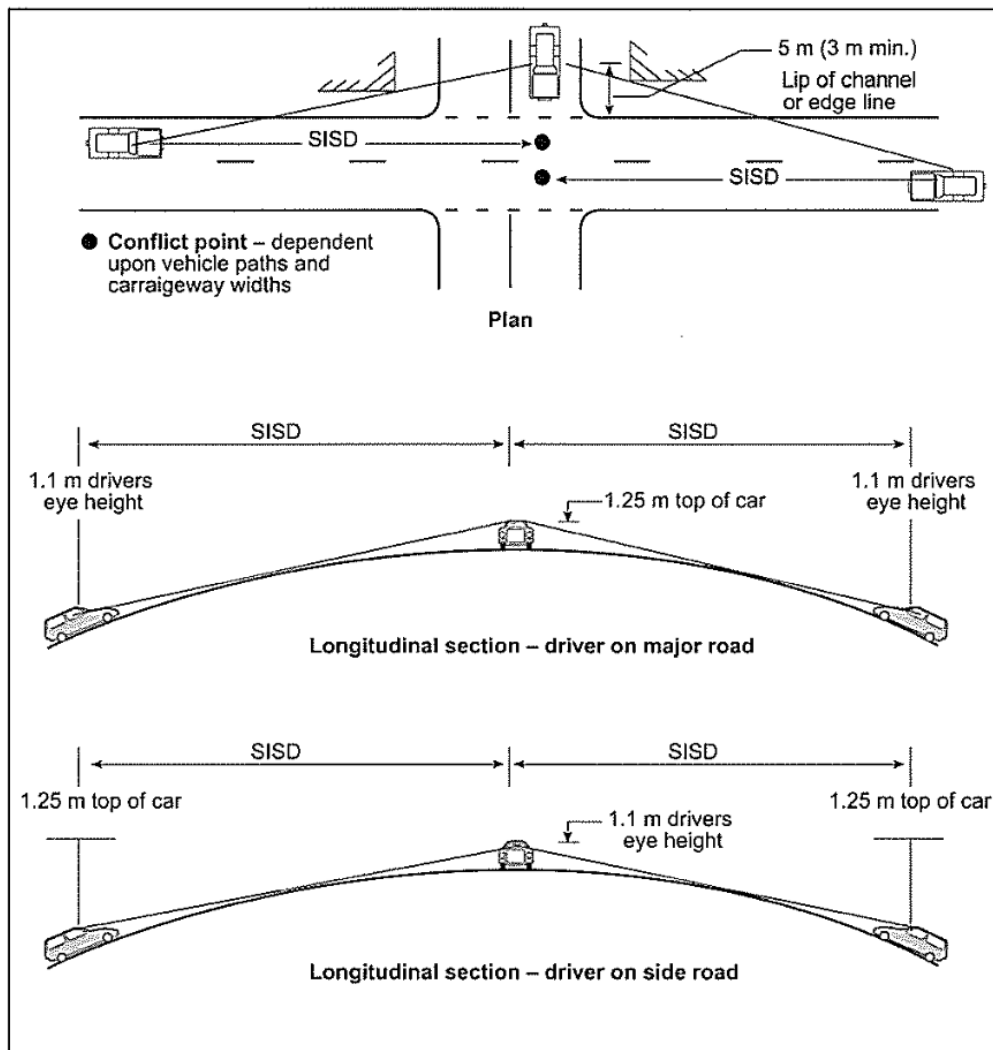
• 1 truck to and from the site = 6 car equivalent movements

• 1 truck and trailer to and from the site = 10 car equivalent movements

• 1 single residential dwelling = 8 car equivalent movements

Note: New Zealand Transport Agency approval is required for access onto State Highways under section 91 of the Transit NZ Act.

f. New vehicle crossings shall be located in order to comply with the Safe Intersection Sight Distance (SIDS) taken from the Austroads Guide to Road Design below:



g. Properties with a street frontage of up to 21 metres are permitted a maximum of 2 vehicle crossings per site.

h. Properties with a street frontage over 21 metres are permitted a maximum of 3 vehicle crossings per site.

12.5.7 Separation distances.

a. Vehicle crossings shall be required to meet the provisions of the following table:

Table 2 – Crossing Standards

<u>Road Type</u>	<u>Minimum separation between crossings – Meters (m)</u>	<u>Minimum separation between crossings and intersections – Meters (m)</u>	<u>Minimum sightline distance – Meters (m)</u>
<u>Less than 70km and a Primary or Secondary Arterial Road</u>	<u>7.5m for residential uses</u> <u>15 for all other uses</u>	<u>15m</u>	<u>50kph and 60kph zones – 100m</u>

<u>Less than 70km and not Primary or Secondary Arterial Road</u>	<u>None</u>	<u>10m</u> <u>15m</u> <u>(where the intersection is with a Primary or Secondary Arterial Road)</u>	<u>None</u>
<u>More than 70km and Primary or Secondary Arterial Road</u>	<u>70km — 40 m</u> <u>80km to 90km — 100 m</u> <u>100km — 200m</u>	<u>100m</u>	<u>70kph to 90kph zones — 175m</u> <u>100km zones — 290m</u>
<u>More than 70km and not Primary or Secondary Arterial Road</u>	<u>None</u>	<u>30m</u>	<u>None</u>

b. The measurement of separation distances between crossings and intersections shall be taken from the nearest corner junction point of the road reserve boundaries at the intersection (or their projection in respect of “T” intersections) and shall be measured to the nearest edge of the access to the intersection for roads where the posted speed limit is 70km/hr or less.

c. The measurement of separation distances between crossings and intersections shall be taken from the intersection of the centrelines of the intersecting roads for roads where the posted speed limit exceeds 70km/hr.

12.5.8

12.5.6 **Restriction on new vehicle accessways.**

No new vehicle access shall be created from the following roads:

- Display Frontage Streets being:
 - Victoria Avenue between Taupo Quay and Ingestre Street.
 - Guyton Street between Wicksteed Street and St Hill Street.
 - Ridgway Street between Drews Avenue and St Hill Street.
 - Maria Place between Watt Street and St Hill Street.
- Roads identified as a Heavy Vehicle Route in the Whanganui Urban Transportation Strategy being:
 - Mosston Road between Heads Road and Tayforth Road
 - Montgomery Road
- Roads identified as Limited Access Roads by the New Zealand Transport Agency

12.5.9 **Vehicle crossings – other standards.**

Where an existing vehicle crossing to a property becomes redundant for any reason, then that vehicle crossing shall be removed and the berm, footpath, kerb and channel reinstated to a design and standard consistent with any adjacent berm, footpath, kerb and channel.

12.5.6

12.5.7 Separation from railway level crossings.

- a. New vehicle accessways shall be located a minimum of 30 metres from a railway level crossing.

12.5.12

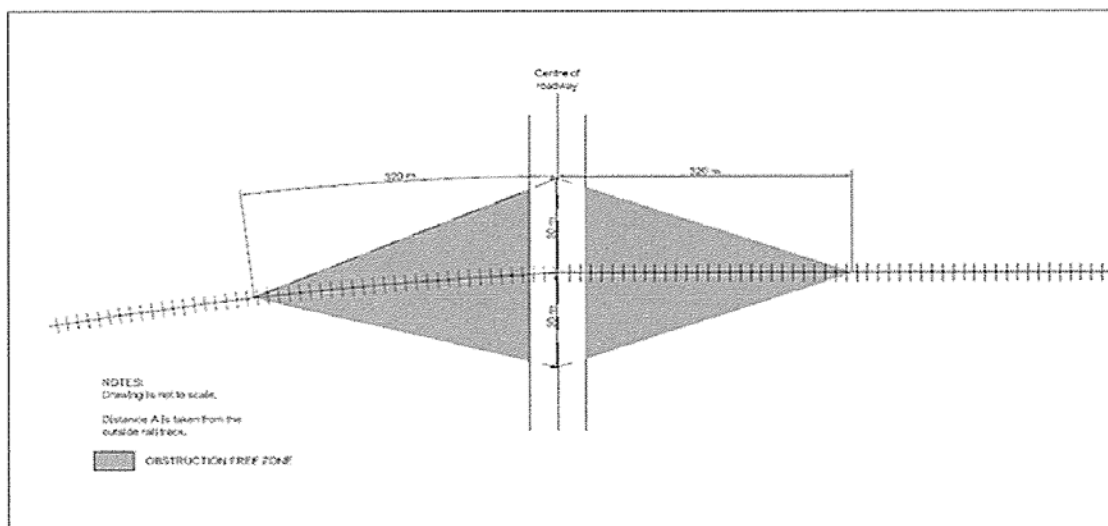
12.5.8 Developments near existing level Railway crossings.

Note: The following provisions **only** apply to activities in the Residential, Rural B, Neighbourhood Commercial and reserves and Open Spaces zones.

All the conditions set out in this standard apply during both the construction and operation stages of development.

- a. Approach sight triangles and level crossings with Stop or Give Way signs.
 - i. On sites adjacent to rail level crossings controlled by Stop or Give Way signs, no building, structure or planting shall be located within the shaded areas of figure 1. These are defined by a sight triangle taken 30 metres from the outside rail and 320 metres along the railway track.

Figure 1: Approach sight triangles for level crossings with “Stop” or “Give Way” signs



- ii. No approach sight triangles apply for level crossings fitted with alarms and/or barrier arms.
- b. Restart sight triangles at level crossings.
 - i. On sites adjacent to all rail level crossings, no buildings, structure or planting shall be located within the shaded areas shown in Figure 2. These are defined by a sight triangle taken 5 metres from the outside rail and distance A along the railway track. Distance A depends on the type of control (Table 1).

Figure 2: Restart sight triangles for all level crossings

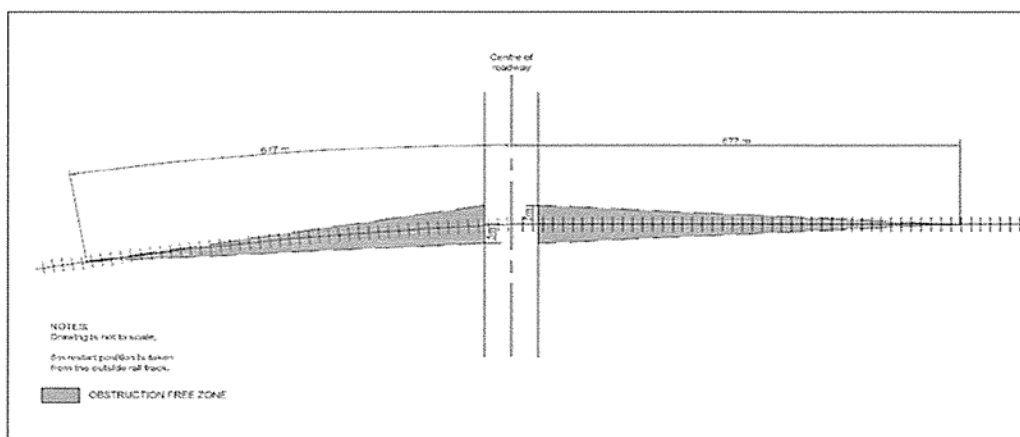


Table 3: Required Restart Sight Distances for Figure 2

Required approach visibility along tracks A (m)		
Signs only	Alarms only	Alarms and barriers
677 m	677 m	60 m

Advice Notes:

- Figures 1 and 2 show a single set of rail tracks only. For each additional set of tracks add 25 m to the along-track distance in Figure 1, and 50 m to the along-track distance in Figure 2.
- All figures are based on the sighting distance formula used in NZTA Traffic Control Devices manual 2008, Part 9 Level Crossings.

12.5.10

12.5.9

Service lanes.

- Service lanes shall be designed and located so as to provide safe access and egress without adversely affecting any road.
- The width of service lanes intended for one-way operation shall be not less than 3.5 metres nor more than 6.0 metres.
- The width of service lanes intended for two-way operation shall be not less than 6.0 metres nor more than 10.0 metres.

12.5.11

12.5.10

Vehicle queuing (stacking) and servicing.

- In relation to all
 - fuel dispensers
 - ticket vending machines
 - entrance control mechanisms

There shall be sufficient vehicle queuing or stacking space to ensure that cars waiting at normal peak times do not obstruct the road carriageway or footpath.

- For remote ordering facilities and devices, including fast food drive through facilities, a minimum of 5 queuing or stacking car spaces is required.

22 NETWORK UTILITIES

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- 22.2 OBJECTIVES
- 22.3 POLICIES
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NATIONAL ENVIRONMENT STANDARDS

¹¹ Addition as a result of Plan change 43

Chapter 22 – Network Utilities

The objectives, policies and rules in this chapter apply across the District. They are grouped together to prevent repetition throughout the Plan.

Historically most network utility services were provided either by the central government, local or supply authorities and the services were generally known as ‘public utilities’, reflecting their ownership by the public for the public good. These include telecommunication and electricity networks, and natural gas reticulation.

~~Though many network utility operators are now private companies seeking to make a profit from service provision, sS~~¹²Special recognition for network utilities is made in the District Plan because they provide an essential and¹³important function in terms of the viability of the District as a place for people to live and work. It is recognised in the Plan that Although these¹⁴network utility operations, improvements and¹⁵maintenance, upgrading and development¹⁶can have adverse effects on the environment, it is recognised in the Plan that due to their technical, locational and operational constraints it might not be possible or practicable to avoid, remedy or mitigate all adverse effects of network utilities. In such circumstances there is a need to carefully consider both the benefits that the network utility will provide to the District (and beyond), the extent to which any adverse effects have been avoided, remedied or mitigated by the route, site and method selection¹⁷and the significance of the adverse effects on the environment. the special characteristics of undertaking an activity on the basis of a network (of sites, pipes, lines etc) requires special provisions in the Plan to manage the effects.

There is also a current trend towards providing some services at a domestic level including radios, antennas and energy generation. Recognition of this sustainable movement is a matter that the Plan must have particular regard for as it promotes the efficient use of physical resources and energy as well as the development of renewable energy.

The National Grid infrastructure plays a key role locally, regionally and nationally. It forms an essential part of the efficient functioning of the District and its maintenance and development contributes to the health, safety and well-being of residents. The national, regional or local benefit of having a sustainable, secure and efficient utility network must be recognised and provided for. This section must also be read in conjunction with any relevant National Policy Statement and National Environmental Standard. The relevant National Environmental Standards shall apply with no further alteration or modification by this Plan:

- a. The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

Note: The above National Environmental Standard NES only applies to the actual or potential effects of contaminants in soil on human health. Additional resource consents may be required by that standard, or by the Regional Council. All other provisions within this Plan that do not manage the effects of contaminants in soil on human health will still apply.

A copy of the Standard can be found on the website for the Ministry for the Environment.

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

¹² Submissions 4.1 (Chorus) 5.1 (Spark)

¹³ Submissions 4.1 (Chorus) 5.1 (Spark)

¹⁴ Submission 3.3 (Transpower)

¹⁵ Submission 3.3 (Transpower)

¹⁶ Submission 3.3 (Transpower)

¹⁷ Submission 3.3 (Transpower)

~~The above National Environmental Standard (NESETA) contains provisions (including rules)¹⁸ that apply to the operation, maintenance, upgrading relocating, or removal of National Grid assets existing as at 14 January 2010. Except as provided for by the NESETA, no rules in the District Plan apply to such activities. A copy of the Standard can be found on the website for the Ministry for the Environment.~~

- c. The Resource Management (National Environmental Standard for Telecommunication Facilities) Regulations 2008.

Note: This NES applies to telecommunication equipment cabinets and antenna located within the Road Reserve and includes regulations of specified radiofrequency fields and noise from telecommunication cabinets.

A copy of any of the Standards can be found on the website for the Ministry for the Environment.

22.1 ISSUES

~~22.1.1 Infrastructure facilities have specific locational and operational requirements. Incompatible subdivision and land use activities can reduce the efficiency or impose constraints on the operation, maintenance, upgrading and development of these facilities. These effects can, in turn, adversely affect community health and safety.~~

~~22.1.2 Infrastructure facilities are usually structures located on or over land. They create a visual and physical impact on the surrounding area.~~

22.1.1 The need to manage the benefits and the technical, locational and operational requirements of infrastructure facilities against the actual and potential adverse environmental effects (including visual and amenity effects) arising from infrastructure facilities, while also recognising their benefits and their technical, locational and operational requirements.¹⁹

22.1.2 Inappropriate subdivision, land use or development in the vicinity of network utilities can lead to adverse effects on the visual amenity and the safe and efficient²⁰ the operation, maintenance, upgrading and development of national, regional and local infrastructure.

22.1.3 Whanganui has a largely untapped potential to develop a range of renewable energy generation options at a domestic or commercial scale., While the benefits of such options should be recognised and their development encouraged, there will be a need to appropriately manage the , which could potentially adversely effects of such activities on²¹ the visual amenity and physical environment.

22.2 OBJECTIVES

22.2.1 To recognise and provide for the sustainable, secure and efficient use, construction, operation, maintenance and upgrading of infrastructure facilities as essential to the economic, social, health, safety and welling of the people and communities within the District. Infrastructure development which is co-ordinated, effective and efficient in the use of natural and physical resources to meet the present and foreseeable future needs of the District.

¹⁸ Submission 3.3 (Transpower)

¹⁹ Submissions 1.1 (Vector) 2.2 (Powerco) 3.3 (Transpower) 4.1 (Chorus) 5.1 (Spark) 6.2 (KiwiRail) and Further Submissions 5 (Transpower)

²⁰ Submissions 1.1 (Vector) 2.2 (Powerco) 3.3 (Transpower) 4.1 (Chorus) 5.1 (Spark) 6.2 (KiwiRail) and Further Submissions 5 (Transpower)

²¹ Submission 2.2 (Powerco)

22.2.2 To recognise and provide for the importance of infrastructure facilities including the ~~n~~National ~~g~~Grid²² to ~~the~~²³ local, regional, and national social and economic well-being, including by:

- a. ~~Providing for the sustainable, secure and efficient use and development of the electricity transmission network.~~
- b. ~~Minimising risks to safety; and~~
- c. ~~Preventing sensitive activities and manage the expansion of existing such activities, from locating within a transmission corridor where they would affect or be affected by the transmission line.~~

22.2.3 To manage adverse effects on the surrounding environment resulting from the design, construction, upgrading and maintenance of infrastructure facilities.

22.2.4 That the safety, efficiency and effectiveness of infrastructure facilities, is safeguarded and protected from adverse effects of subdivision, land use and development that may compromise their ability to function.

22.2.5 Provide for new and existing renewable energy generation activities, including investigation of new technologies, within the District.

22.1.1

22.2.6 *Avoid land use activities and subdivision that could adversely affect (including through reverse sensitivity) the operation, maintenance, upgrading and development of the regionally or nationally significant infrastructure.*

22.3 POLICIES

22.3.1 To recognise ~~the technical and operational requirements and constraints of network utilities, and the benefits that they provided by network utilities~~²⁴ to the economic, social and cultural wellbeing, and the health and safety of the District.

22.3.2 To recognise the following infrastructure is of regional or national importance within the Whanganui District and the benefits derived from these activities:

- i. ~~The national grid and~~ electricity distribution, transmission networks and all associated substations and other works to convey electricity;
- ii. ~~Pipelines and gas facilities used for the transmission and distribution of natural and manufactured gas;~~
- iii. ~~The road and railway networks;~~
- iv. ~~The Whanganui airport~~
- v. ~~Telecommunication and radio communication facilities;~~
- vi. ~~Public or community sewage treatment plants and associated reticulation and disposal systems;~~
- vii. ~~Public water supply intakes, treatment plants and distribution systems;~~
- viii. ~~Public or community drainage systems, including stormwater systems;~~
- ix. ~~The Port of Whanganui.~~
- x. ~~Defence facilities~~
- xi. ~~The National Grid~~²⁵

²² Submission 3.3 (Transpower)

²³ Submission 2.2 (Powerco)

²⁴ Submissions 2.2 (Powerco) 3.3 (Transpower) 4.1 (Chorus) 5.1 (Spark) and Further submission 7.3 (Horticulture NZ)

²⁵ Submissions 2.2 (Powerco) 3.3 (Transpower) 4.1 (Chorus) 5.1 (Spark) 6.2 (KiwiRail) 10.1 (NZDF) and Further submission 7.3 (Horticulture NZ)

22.3.3 Provide for network utilities.

Provide for the establishment, operation, maintenance, upgrading and repair of network utilities to meet the needs of the community, including at a local, regional and national level scale, in a manner that enables adverse environmental effects to be avoided, remedied or mitigated as far as practicable (including effects on natural, cultural and amenity values).

22.3.4 When assessing the environmental effects of network utilities consider the locational, technical and operational requirements of network utilities and how any potential adverse effects are to be avoided, remedied or minimised, including through route, site and method selection.²⁶

22.3.5 To encourage the co-siting of structures and sharing of network utility channels, corridors and structures to reduce potential adverse visual effects where this is efficient and practicable.

22.3.6 Protect infrastructure facilities in the District from the adverse effects (including reverse sensitivity effects) of inappropriate land use, subdivision and development which compromises the operation, maintenance and upgrading of such infrastructure.

22.3.7 To manage the effects of domestic and commercial energy production to avoid adverse effects on the environment, particularly in terms of landscape, ecology, amenity, noise, traffic and health and safety effects.

22.3.8 Provide for the investigation, establishment, development and upgrading of renewable energy generation activities where the adverse ecological, amenity and reverse sensitivity effects can be minimised.

22.3.9 Encourage ~~Require~~ infrastructure to be designed, constructed, and able to be maintained in a manner that is (where applicable):

a. Effective in meeting its functional purpose.

b. Able to be maintained in an efficient manner.

c. Cost effective, affordable.

ad. Cognisant of any potential long term health or safety effects on the community.

be. Integrated with other infrastructure and land uses.

cf. Responsive to local conditions.

dg. Compatible with other network utilities and ~~other~~ reticulated infrastructure.

eh. Designed and constructed taking into account the effects of climate change.

fi. Resilient to natural hazards.

gj. Considerate of the short and long term visual effects.

22.2.1

22.3.10 Recognise and provide for the development, operation, maintenance and upgrading of nationally or regionally significant infrastructure.

22.2.2

22.3.11 *When managing the effects of essential network utilities consider the locational, technical and operational requirements of network utilities and the contribution they make to the functioning and wellbeing of the community and beyond in assessing their location, design and appearance.*

²⁶ Submissions 2.2 (Powerco) 3.3 (Transpower) 6.2 (KiwiRail)

3.3.4

22.3.12

When assessing applications for the establishment, operation, maintenance and other physical resources of regional or national importance, significant weight shall be given to the benefits of the facility.

3.3.5

22.3.13

Land use and subdivision activities that would establish, or allow the establishment of, activities sensitive to the effects of existing activities, particularly infrastructure and other physical resources of regional or national importance, shall be avoided, as far as is reasonably practicable.

22.4 RULES

In this section, “utilities” shall have the same meaning as “network utilities” as outlined in Definitions. The zone rules shall apply to utilities only where specifically stated in this section. The other “district wide rules” shall also apply to utilities.

The rules and performance standards in this chapter apply to network utilities across the District. The rules and performance standards of the underlying zones do not apply to network utilities managed within this section unless specifically stated otherwise in Section 22.4 Rules or Section 22.5 Performance Standards. The rules and performance standards set out in the following District Plan Chapters apply on a district wide basis and will continue to apply to network utilities unless specifically stated otherwise: Chapter 9 Cultural Heritage, Chapter 10 Natural Environment; Chapter 11 Natural Hazards; Chapter 13 Subdivisions and Infrastructure, Chapter 16 Signage; Chapter 17 Noise and Chapter 18 Hazardous Substances.²⁷

Notes:

1. The zone based rules apply to all network utility earthworks and structures where in close proximity to the National Grid, apart from the following network utilities:

- In a transport corridor;
- As part of a transmission activity; or
- For electricity infrastructure.²⁸

2. Consents may also be required from the Manawatu-Whanganui Regional Council.²⁹

22.4.1 Permitted Activities.

The following infrastructure activities are permitted throughout the District provided they comply with Performance standards within this chapter and the underlying zone, overlay or other relevant chapters³⁰:

- a. The investigation, construction, operation, maintenance, repair and upgrading and removal of the following network utilities provided they comply with Performance Standards 22.5:
 - i. Electricity lines (both underground and above ground), line support structures, pole and ground mounted transformers and switchgear for conveying electricity at a voltage up to and including 110kV.

²⁷ Submission 2.3 (Powerco) and Further submission 5.4 (Transpower)

²⁸ Further submission 5.4 (Transpower)

²⁹ Submission 9.1 (Horizons)

³⁰ Submissions 2.3 (Powerco) 4.1 (Chorus) 5.1 (Spark) and Further submission 5.8 (Transpower)

- i. ~~Pole and ground mounted transformers and switchgear, and lines and support structures for conveying electricity at a voltage up to and including 110kV.~~
- ii. ~~Existing electricity substations~~ The electricity network including:
- ~~Electricity lines and associated transformers of a voltage up to and including 110kV;~~
 - ~~Maintenance or minor upgrading of any existing lines; or~~
 - ~~Ancillary equipment.~~³¹
- iii. Underground pump stations and pipelines, and ancillary equipment for water supply, the drainage of water or sewage, and necessary incidental equipment.
- iv. Underground pipeline operations for the distribution of natural or manufactured gas at a gauge pressure not exceeding 2000 kPa and necessary incidental equipment including pressure reduction and metering installations.
- v. Water and irrigation schemes and all related culverts, drains, irrigation races or other structures for the conveyance of water.
- vi. Navigational aids and beacons.
- vii. Meteorological structures and activities.
- viii. Rail, land transport ~~Road~~, bridge, culvert and drain construction, upgrading and maintenance, traffic management and control structures, street lighting and street furniture, provided that the above is undertaken within road reserve or, ~~if outside road reserve, that it is in accordance with~~ an approved designation, ~~subdivision or resource consent.~~
- ix. Underground or above ground telecommunication ~~or radio communication~~³² lines ~~("lines" as defined by section 2(1A) of the Telecommunications Act 1987)~~ masts and antennas, including microwave dishes, with a diameter of 5 metres or less, provided ~~that supporting structures are 20 metres or less in height:~~
- On a Mast that is in:
- any rural or manufacturing zones the maximum height is 25 metres and the antennas shall be located within a 5 metre horizontal diameter circle
 - all other zones the maximum height is 20 metres and the antennas shall be located within a 1.2 metre horizontal diameter circle
- On a Building that is in:
- the Residential zone the maximum height is 3.5 metres above the building where it is attached.
 - any other zones the maximum height is 5 metres above the building where it is attached.
- The maximum height of telecommunication facilities does not include lighting rods.

³¹ Submissions 2.3 (Powerco) 3.4 (Transpower) and Further submission 4.1 (Powerco)

³² Submissions 2.1 (Powerco) 4.3 (Chorus), 5.3 (Spark) and Further Submissions 2.5 (Transpower) 7.1 (Horticulture NZ)

- x. Other telecommunications or radio communication facilities which comply with the standards below or with the performance standards bulk and location requirements of the particular zone in which the activity is located.
- xi. Transformers and substations, lines and support structures for conveying electricity (at any voltage) and associated telecommunication lines and their maintenance and upgrading, provided such facilities were in existence and operational at 15 November 1996. The Performance Standards below do not apply in respect of these activities.
- xii. Soil conservation, erosion control, river control, or flood protection works undertaken by, or on behalf of, a territorial or regional local authority.
- xiii. The following domestic scale infrastructure:
 - Renewable energy production activities provided that:
 - renewable energy must be primarily to support the activity occurring on the site.
 - Ham Radios and associated support structures.
 - Television and radio antennas and support structures.
- b. The operation, maintenance and repair of pipelines and necessary incidental equipment exceeding 2000kPa. The operation, maintenance, repair, upgrading and removal of the following network utilities:
 - i. Existing pipelines and necessary incidental equipment exceeding 2000 kPa.
 - ii. Existing electricity substations.³³
- c. Trimming or removal of any vegetation that is required to maintain safe separation distances or the ongoing efficient operation of the electricity line provided that the activity complies with Chapter 10.³⁴

22.4.2 Restricted Discretionary Activities.

The following are restricted discretionary activities throughout the District where the Council will restrict the exercise of its discretion:

- b. Any permitted activity which does not comply with the relevant Performance Standards. In exercising its discretion the Council shall be limited to the conditions and with which the activity fails to comply.
An application need not be notified if written approval has been obtained from every person whom the Council is satisfied may be adversely affected by the granting of the resource consent unless the Council considers it unreasonable in the circumstances to require the obtaining of every such approval.
- a. Upgrading or replacement of any existing network utility that is not provided for as a permitted activity.

Council restricts its discretion to the following matters

- i. Any positive effects to be derived for the activity
- ii. Any opportunities to reduce existing adverse effects on sensitive activities

³³ Submissions 1.1 (Vector) 2.3 (Powerco) and Further submission 5.4 (Transpower)

³⁴ Submission 3.4 (Transpower) and Further submission 4.1 (Powerco)

- iii. Health and safety
- iv. Layout, design and materials
- v. Visual effects
- vi. Context and surroundings
- vii. Effects on sensitive natural features
- viii. Effects on natural character
- ix. Effects on historic heritage
- x. Visual, character and amenity effects
- xi. Ecological or biodiversity effects
- xii. Adequacy of methods of mitigation/remediation or ongoing management
- xiii. Any financial contributions

- b. Any cabinet, standalone mast and associated antenna in road reserve that does not comply with the requirements of the National Environmental Standard for Telecommunication Facilities.

In exercising its discretion, the Council shall be limited to the standards within the National Environmental Standard with which that activity fails to comply.

- c. Activities associated with commercial scale renewable energy generation investigations, construction and operation.
Council restricts its discretion to the following matters

- i. The positive effects of the proposal
- ii. Traffic and vehicle movement effects
- iii. Natural hazards
- iv. Compliance with NZS 6808:2010 Acoustics Wind Farm Noise
- v. Visual effects
- vi. Ecological effects
- vii. Impact on:
 - 1. Sites of significance for tangata whenua
 - 2. Historic heritage
 - 3. Geological values
 - 4. Landscape values
 - 5. Amenity vales
 - 6. Aviation, navigation & existing network utilities
- viii. Electromagnetic effects
- ix. Reserve sensitivity effects
- x. Cumulative effects of all of the above matters

22.4.3 Discretionary Activities.

The following are discretionary activities throughout the District:

- a. The construction, alteration and or addition to the following structures:
 - i. New Electricity substation.
 - ii. Depots for the maintenance, upgrading, alteration, or security of lines or pylons associated with the National Grid.
 - iii. Transformers and electricity³⁵ lines and support structures for conveying electricity at a voltage exceeding 110kV.
 - iv. New pipes for the transmission of natural or manufactured gas at a gauge pressure exceeding 2000 kilopascals and necessary incidental equipment.

³⁵ Submission 3.4 (Transpower)

- v. Any other utility structure or activity not listed as permitted or controlled activities restricted discretionary activities.

22.5 PERFORMAMNCE STANDARDS – Network Utilities

The following Performance Standards apply to network utilities, except that they do not apply in relation to the maintenance or upgrading of existing utilities where the character, intensity and scale of the utility remains the same or similar.

The rules and performance standards relating to Heritage, Natural Environment and Natural Hazards in Chapters 9- 11 and relating to subdivision, Signage, Noise and Hazardous Substances, contaminated sites, relocated buildings, temporary military training activities and financial contributions in Chapters 14-20 shall also be complied with where relevant, unless specifically provided for below.³⁶

22.5.1 Reinstatement, Earthworks.

- a. Where the construction, maintenance, upgrade or removal of a network utility involves disturbance to the ground, at the completion of the work the ground shall be reinstated to the same or similar condition existing prior to commencement of the work unless covered by a building, structure or landscaping.³⁷
- b. All network utilities are exempt from the earthworks performance standards in Chapter 14, except where the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011 apply.

22.5.2 Signage.

- a. Identification and/or health and safety signs in association with the infrastructure to which they relate not exceeding 0.5m² and attached to the corresponding infrastructure or immediate vicinity when infrastructure is underground.
Signage shall comply with the signage rules in Chapter 16.³⁸

22.5.3 Noise.

Activities shall comply with the noise standards for the zone in which they are situated except that sound emissions are to be measured at the outside wall of any dwelling unit on an adjoining site.
Activities shall comply with the noise standards in Chapter 17.

22.5.4 Lighting.

Any artificial lighting system shall ensure that its use does not result in an added illuminance, over and above the measured ambient level in excess of 10 lux measured at the boundary of any residentially zoned site.

22.5.5 Structures.

All above ground structures shall comply with the “structures” Performance Standards for any zone in which they are located except that:

- a. Structures provided for in 22.4.1(a)(i) and 22.4.1(a)(ix) be exempt from all Performance Standards that control height, setback of structures or site coverage.
- b. Structures with a floor area not exceeding 10m² and a height not exceeding 5 metres shall be exempt from all Performance Standards that control height, setback of structures or site coverage.

³⁶ Submission 2.3 (Powerco)

³⁷ Submissions 2.3 (Powerco) 3.4 (Transpower) and Further submission 5.4 (Transpower)

³⁸ Submissions 1.1 (Vector) 2.3 (Powerco) 3.4 (Transpower)

22.5.6 Undergrounding of lines and pipes.

The following conditions apply to lines and pipes but not to incidental equipment which require an above ground location:

a. Lines shall be located underground except in the following circumstances:

- i. where they traverse any Rural zones or roads within the Rural zone; or
- ii. where it is not practicable due to geological ~~or~~ topographical, technical or operational³⁹ constraints; or
- iii. the lines are part of any maintenance, repair, replacement or upgrading of existing overhead lines. ("Upgrading" for the purposes of this condition means any increase in the carrying capacity, efficiency or security of lines or cables, or any new overhead lateral customer connections from existing overhead lines, in either case, utilizing the already existing support structures or structures of a similar scale and character); or
- iv. The lines shall be located on an existing overhead network.

ab. All pipes for network reticulation shall be located underground.

bc. Where lines are to provide temporary links, connections or services, they may be above ground for up to three consecutive months.

Note: This performance standard relates to 'lines' as defined in the District Plan. It does not relate to 'electricity lines'.⁴⁰

10.2.6 Hazardous substances.

Any utility which is a new or expanded hazardous facility is subject to the provisions of Appendix F - Hazardous Facility Screening Procedure.

22.5.7 Domestic Scale Renewable Energy Generation

The following conditions apply to Domestic renewable energy production:

a. Activities shall comply with the zone rules, except in the following circumstances:

i. The maximum height can be breached by up to 1 metre.

ii. The equipment can breach the Height Recession Plane if exempt in the underlying zone rule.

b. Only one turbine shall be permitted per site.

³⁹ Submission 2.3 (Powerco)

⁴⁰ Submission 3.4 (Transpower)