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## Wanganui District Council District Plan Review Phase Six

# Section 32 Report – Proposed Plan Change 44 (Network utilities, parking, loading and vehicle crossing provisions)

Prepared by:  
Dated:

WDC Policy Team  
May 2015

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# 1. INTRODUCTION

## 1.1 PLAN REVIEW PROCESS

Section 79 of the Resource Management Act 1991 (the Act) requires Council to commence a review of its plans at least every 10 years. Recent amendments to the Act clarify that whole plans need not be reviewed. A Council may choose to review plans in part.

The existing provisions have been developed at different times and under different scenarios. There are some provisions that have been in the Plan since it was first developed but others have been operative for a shorter period of time. Others have been included in recent plan changes. The intention of the review is not to meet a specific deadline under section 79 but to ensure the provisions in the plan are efficient and effective in managing the resources in the district and ensuring that Council's obligations under the Act are met.

The Act does not detail how a Council must review its plans. However consideration of the efficiency and effectiveness of existing provisions is considered the first step. Section 32 of the Act requires Council to carry out an evaluation of options before notifying a proposed Plan change. These matters are discussed throughout this report. The efficiency and effectiveness of the provisions in achieving the stated objectives is analysed in this report, as are the various options that were considered.

## 1.2 STATUTORY AND LEGISLATIVE FRAMEWORK FOR THE REVIEW

### 1.2.1 Resource Management Act 1991

Section 74 of the Act requires the Council to change the District Plan in accordance with its functions under Section 31, the purpose of the Act in section 5 and the other matters under sections 6, 7 and 8.

Territorial authorities have the following functions under the Act:

*31 Functions of territorial authorities under this Act*

1. *Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:*
  - a. *The establishment, implementation, and review of objectives, policies and methods to achieve integrated management of the effects of the use, development or protection of land and associated natural and physical resources.*  
  
...
  - f. *any other functions specified in this Act.*  
  
...



The Council is given these functions for the purpose of promoting the sustainable management of natural and physical resources, which is defined:

*5(2) In this Act, “sustainable management” means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while:*

- a. Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- b. Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- c. Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Further guidance and direction on the way in which resources are to be managed is provided in sections 6, 7 and 8 of the Act.

### **1.2.2 National Policy Statements & Coast Policy Statement**

The act requires that district plans give effect to any relevant national policy statements (NPS). A NPS is a document prepared under the act to help councils decide how national issues should be balanced with local costs. The national policy statements relevant to this plan change include:

- The New Zealand Coastal Policy Statement (2010)
- The National Policy Statement for Renewable Electricity Generation (2001)
- The National Policy Statement on Electricity Transmission (2008)

#### New Zealand Coastal Policy Statement

The New Zealand Coastal Policy Statement (NZCPS) has been considered and given effect to. Its purpose is to state policies in order to achieve the purpose of the act in relation to the coastal environment of New Zealand. As Wanganui District adjoins the Tasman Sea, it is a relevant document to consider, particularly when assessing infrastructure.

Relevant sections include:

#### **Objective 6**

*To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development, recognising that:*

- *the coastal environment contains renewable energy resources of significant value;*



Comment: The Plan Change takes into account the above objective by specifically defining tidal, wave or ocean currents as potential renewable energy resources. Specific provisions have also been developed to provide for the investigation, establishment and maintenance of these facilities.

### ***Policy 6: Activities in the coastal environment***

1. *In relation to the coastal environment:*
  - a. *recognise that the provision of infrastructure, the supply and transport of energy including the generation and transmission of electricity, and the extraction of minerals are activities important to the social, economic and cultural well-being of people and communities;*
  - b. *consider the rate at which built development and the associated public infrastructure should be enabled to provide for the reasonably foreseeable needs of population growth without compromising the other values of the coastal environment;*
  - ...
  - g. *take into account the potential of renewable resources in the coastal environment, such as energy from wind, waves, currents and tides, to meet the reasonably foreseeable needs of future generations;*
2. *Additionally, in relation to the coastal marine area:*
  - a. *recognise potential contributions to the social, economic and cultural wellbeing of people and communities from use and development of the coastal marine area, including the potential for renewable marine energy to contribute to meeting the energy needs of future generations;*
  - ...

Comment: The objectives and policies proposed apply to network utilities and transport throughout the District and are not limited to the coastal environment. The objectives and policies give effect to policy 6 above by providing for renewable energy (including tidal power) and by advocating compact and efficient infrastructure.

### ***Policy 20: Vehicle Access***

1. *Control use of vehicles, apart from emergency vehicles, on beaches, foreshore, seabed and adjacent public land...*

Comment: The proposed changes to the vehicle access and parking rules have not identified the coastal area as being different to the rest of the District. The beach and foreshore was reviewed as part of Plan Change 28 (Reserves and Open Spaces Zone). No special consideration was given to the area as the primarily public space is controlled through the Castlecliff Reserve Management Plan 2005 and the rest through the riparian margin Rules.

### ***Policy 25: Subdivision, use, and development in areas of coastal hazard risk***

*In encourage the location of infrastructure away from areas of hazard risk where practicable;*

...

*d. areas potentially affected by coastal hazards over at least the next 100 years:*

Comment: Hazard mapping of the coastal erosion at Mowhanau has been updated under Plan Change 34 and construction of any new network utility is a Prohibited Activity. There are no additional matters to consider regarding this policy under this plan change.

### National Policy Statement on Renewable Electricity Generation

The National Policy Statement for Renewable Electricity Generation (NPSREG) is part of the New Zealand Energy Strategy. This purpose is to strengthen the policy framework relating to renewable energy.

A copy of the NPSREG is attached as Appendix 2.

This Plan Change gives effect to the NPSREG by the development of objectives, policies and rules directly relating to renewable energy. These new provisions are in line with the NPSREG as they provide for the investigation, establishment, operation (at a commercial and domestic level) and maintenance of renewable energy.

### National Policy Statement on Electricity Transmission

The National Policy Statement on Electricity Transmission (NPSET) sets out objectives and policies to standardise through the country the approach to managing the localised effects caused by the National Grid. This recognises that it is a matter of national importance the need to operate, maintain, develop and upgrade the electricity transmission network.

A copy of the NPSET is attached as Appendix 3.

This Plan Change gives effect to the NPSET by the referral to the national grid in the objectives and policies being reviewed. The existing objectives and policies were developed as part of Plan Change 27 and became operative December 2013. The review of these provisions has refined the language and reformatted the relevant sections into a new chapter along with the rules.

## **1.2.3 National Environmental Standards**

The act also requires that District Plans give effect to any relevant National Environmental Standards (NES). A NES is a document prepared under the act and NPS to ensure that the same standards are enforced by each Council. The national environmental standards relevant to this Plan change include:

- The National Environmental Standard for Electricity Transmission Activities (2009)
- The National Environmental Standard for Telecommunication Facilities (2008)

#### National Environmental Standard for Electricity Transmission Activities

The National Environmental Standard for Electricity Transmission Activities (NESETA) sets the standards for the operation, maintenance and upgrading of existing electricity transmissions lines. It also standardises the activity classifications and definitions throughout the country.

This Plan Change references the NESETA in the rules section of the Plan as a Permitted Activity. The objectives and policies in the Plan provide for electricity transmission lines.

#### National Environmental Standard for Telecommunication Facilities

The National Environmental Standard for Telecommunication Facilities (NESTF) was developed in accordance with sections 43 and 44 of the Act. These regulations provide for the establishment and operation of telecommunication facilities, subject to structure standards, noise limits, radiofrequency standards or other protected features in the proximity.

This Plan Change retains the Permitted Activity status for telecommunication facilities (the same as the NESTF) and specifically references the Standard for the matters of discretion with non-complying cabinets, masts or antenna. This is in line with the standard.

### **1.2.4 Regional Policy Statement**

In addition, the Act requires District Plan provisions give effect to the Regional Policy Statement (section 75(3)). The Regional Policy Statement (RPS) is the main vehicle for interpreting and applying the sustainable management requirements of the Act in a local context, and in this regard, guides the development of lower tier plans, including the District Plan. The Manawatu-Wanganui Regional Council (Horizons) combined the Regional Policy Statement and six Regional Plans into one document called the One Plan. The One Plan became operative on 19 December 2014.

The One Plan is relevant to Plan Change 44 as it includes requirements relating to the implementation of the National Policy Statements and National Environmental Standards as well as the need to protect the transportation network.

An assessment of how the provisions in Plan Change 44 compare with the Objectives and Policies of the One Plan are considered in Table 1 below.



One Plan – Regional Policy Statement Chapter 3 – Infrastructure and Energy		Proposed Plan Change 44
Objectives	Policy	Evaluation
Objective 3-1: Infrastructure and other physical resources of regional or national importance	Policy 3-1: Benefits of infrastructure and other physical resources of regional or national importance	The One Plan was developed subject to the same National Policy Statements and Environmental Standards. Therefore the proposed changes give effect to the One Plan in terms of utilities and renewable energy.  Policy 3-2 states that Territorial Authorities must ensure that infrastructure is protected from adverse effects caused by traffic integration and land use planning. The parking section has made provision for alternative transport and set minimum standards for vehicle access. Therefore the Plan change gives effect to this policy.
Objective 3-2: Energy An improvement in the efficiency of the end use of energy and an increase in the use of renewable energy resources within the Region.	Policy 3-2&3: Adverse effects of other activities on infrastructure and other physical resources of regional or national importance on the environment	
	Policy 3-4: The strategic integration of infrastructure with land Use	
	Policy 3-6: Renewable energy	
	Policy 3-7: Energy efficiency	

### 1.2.5 Other Plans & Strategies

Council also must have particular regard is other management plans and strategies. Those which are relevant to the District's utilities and onsite transport requirements are discussed below. They have informed the preparation of this section 32 analysis.

#### Wanganui Urban Transportation Strategy (2011)

The Wanganui Urban Transportation Strategy (WUTS) identifies key transportation objectives over a 30 year lifetime. It seeks to improve management of the road infrastructure by planning ahead to:

- *Support environmental sustainability*
- *Assist economic development*
- *Provide transport infrastructure to meet the city's long term needs*
- *Enhance and promote public health and personal safety*
- *Facilitate real transport choices including improved access and mobility*
- *Integrate transport systems and land use planning*

The strategy sets out objectives and key actions under each theme. The objectives and key actions relating to parking, loading and vehicle crossings have been incorporated into this Plan change by the provision for cycle parks and disability parks, the addition of Mosston Road as a Limited Access Road and the provision for Financial Contributions for inadequate provision of vehicle parking.



## Wanganui Parking Management Plan (2012)

The Wanganui Parking Management Plan was created out of the WUTS to better manage parking within the city centre. The timeframe for this Plan is 20 years. Actions under this document relating to the District Plan include:

Action No.	Links to WUTS	Actions	Plan Change 44
1.9	Obj. 1.3, 2.1, 2.3 Action 14	<b>District Plan Provisions - Shared Parking</b> a. Amend District Plan to ensure any new onsite parking provision has excellent links to Victoria Avenue. b. Review District Plan parking in the city centre to consider ways to encourage use of shared vehicle access and parking rather than independent access and parking for each site e.g. financial contributions of cash in lieu of parking.	Shared parking (particularly around Victoria Avenue) such as Council car parks are a permitted activity and can be encouraged further by providing for Financial Contributions as an alternative to individual car parks for each activity. This is considered further under Plan Change 40 – Financial Contributions.
2.10	Obj. 2.3 Action 14	<b>Encourage Residential Parking Off Street</b> Encourage lease of private off street parking in association with residential activities, through District Plan provisions, not necessarily on the same site.	It is general practice during Resource Consent applications to consider if there is a legal agreement to lease car parking on other sites.
6.1	Obj 6.3	<b>District Plan – Mobility Parking</b> Review existing design and manoeuvring requirements for parking spaces in the District Plan, to better accommodate the needs of disabled and aged community members.	Provision has been placed in the plan to provide for disabled car parks. An increase of the minimum car park size was not implemented as it is a national standard; however increased car parking size was included as a matter of consideration for lack of sufficient car parking.
6.3	Obj 6.2 & 6.3	<b>Align District Plan and Parking Infrastructure Provision</b> Ensure consistency between the Council provision of public parking facilities and District Plan requirements for private parking provision.	The new parking rules were developed in consultation with the Infrastructure Team to prevent conflict of policies.

Also mentioned within the Parking Management Plan, but not allocated to the District Plan review is the increase in demand for bicycle parking. Provision for bicycle parking has been provided within the transport rules as a Permitted Activity.

## 2. PART 1 – PROPOSED PLAN CHANGE

### 2.1 BACKGROUND RESEARCH

Since the operative District Plan was drafted in the 1990s, there have been significant changes to society in terms of utilities and onsite transport infrastructure and what are acceptable effects from those activities. Network utilities has evolved to encourage more renewable energy sources and parking now focuses on a range of vehicles including bicycles and mobility parks.



This is reflected in the documents that shape these rules. New National Policy Statements, National Environmental Standards, New Zealand Standards and Austroads Standards have changed since the operative District Plan was first developed and therefore have shaped the direction of this proposed Plan change.

The requirement to manage the effects of network utilities, parking, loading and vehicle crossings including provision, operation and maintenance is set out in the Act. There is a need within the District to update the District Plan requirements as shown by the number of consents issued over the past 6 years and the lack of complaints received over that same timeframe:

**Table 1: Consents granted and complaints received for network utilities, parking, loading and vehicle crossings between 2008-2013**

District Plan Provision	Number of Consents	Number of Enforcement Issues	Comments
Network Utilities	20	2	The majority of these applications related to telecommunication facilities higher than 20 metres. The higher the facility, the less facilities needed in the area. The complaints usually related to the loss of amenity by having a facility blocking a view shaft identified by the public (Dublin Street & Montgomery Road) but not the District Plan.  The rest of the consents were often road works not within the road reserve.
Car Parking (Transportation)	21	4	No resource consent was declined on shortage of car parking over this period. Every strategy and survey states that we have sufficient car parking. Enforcement issues have come from people not marking the car parks and the public concerned that there is not enough car parks for the activity.
Vehicle Crossings (Transportation)	38	1	The majority of these applications were for residential double crossings. The District Plan rules do not currently align with Council's Engineering Document 2012, resulting in developments needing a resource consent for adopting the Council approved standard.

Wanganui District Council processes approximately 110 resource consents per year. This means that network utilities, parking, loading and vehicle crossing consents equate to about 14% of consents per year. This is a high



number when the majority of these consents may not be needed if the District aligned with other Council documents. This is backed up by the lack of complaints received for these issues. Council typically receives 28 complaints per year relating to the Act (excluding noise). Of those, only 5% relate to network utilities, parking, loading or vehicle crossings. Therefore a revision of these provisions should result in less consents required with only minor effects on the environment.

## 2.2 CONSULTATION AND OUTCOMES

In 2014 the Wanganui District Council began consultation with the members of the public to discuss potential issues with the current infrastructure provisions.

Date	Location	Comments
02/09/2014	Have your say page, Council Website	A background document and survey on the current District Wide provisions (including Utilities and Transportation) was posted online.
6-7/09/2014	Home and Living Show, Springvale Park	Introduced the review of the District Wide rules (including Utilities and Transportation) at Council's stall, and promoted the survey. Approximately 9000 people came to the show.
19/09/2014	Letter to stakeholders	Letters were sent to approximately 55 stakeholders (identified based on commentary provided during previous plan changes) advising them of the review and recommending participation in the survey. This included PowerCo, Transpower, Vector, NZTA, Chorus, KiwiRail, Mainstreet, Federated Farmers, and Horizons.
22/10/2014	Community Link Page, Online & Midweek paper	Promoted the survey and background information to the general public.  35 responses to the survey were received.
13/03/2015	Business Group Presentation	A presentation to people with business interests in Wanganui to discuss the topics and gather feedback on the District Plan changes that could affect them. Changes to network utilities, car parking and vehicle crossing provisions were discussed.
27/03/2015	Shaping Wanganui – Phase 6  Council Website	Draft versions of the proposed provisions and maps went online for comment. Response due 14 April 2015.
28/03/2015	Rivertraders Market	Introduced the proposed District Wide rules at Council's stall and requested feedback. Promoted website to see the draft text and maps.

<b>1/04/2015</b>	Email/Letter to stakeholders	Letters sent to identified stakeholders with link to draft provisions and 14 April 2015 deadline to respond.
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Feedback from the community via the survey, letters from stakeholders and the meetings mentioned a range of issues which are addressed as part of this plan change. Specifically, the network utilities, parking, loading and vehicle crossing issues raised are summarised as:

#### Parking, loading and vehicle crossings

- There is adequate car parking provided for Manufacturing and Community Activities
- Council should provide car parking with the city centre
- Substitution of onsite car parks for cycle parks should be encouraged
- Substitution of onsite car parks for financial contributions could be considered (mixed feedback)
- Provision of size and number of disabled car parks should be included

#### Network Utilities

- Provision for renewable energy at a commercial and domestic scale should be encouraged
- There are areas where network utilities should not be located, or at least be underground
- The objectives, policies and rules need to be condensed into one chapter and removed from other sections
- Clarify the activity status of network utilities and which rules apply

## **2.3 DESCRIPTION OF THE PROPOSED PLAN CHANGE**

2.3.1 Proposed Plan Change 44 (network utilities, parking, loading and vehicle crossings) would remove the existing provisions which are scattered throughout the chapters and combine the new provisions into one chapter for parking, loading and vehicle crossings (formally transportation) and one chapter for network utilities (formally utilities). The new standards for network utilities are in accordance with the National Policy Statements and Environmental Standards. The changes to both network utilities and parking, loading and vehicle crossing provisions as proposed are in accordance with other Council documents and community feedback.

Additional provisions are proposed to reflect the changes in technology and society, such as provision for renewable energy and alternative transport options.



Objectives and policies relating directly to the issues of network utilities are proposed to emphasise the need for these facilities and the balance of effects that must be considered.

The provisions relating to parking, loading and vehicle crossings are revised to include specific criteria to provide more certainty in assessing applications that breach the car parking or loading bay standards.

- 2.3.2 Council is completing a phased review of the District Plan. Section 70 of the Act requires that where provisions have been reviewed and no changes are proposed, the existing provisions must still be publicly notified as if it were a change. For this reason the existing Plan objectives, policies and rules relating to network utilities and onsite transportation form part of Plan change 44.
- 2.3.3 The relevant objectives and policies for specific zones and subdivision were reviewed as part of Plan changes 21-39. A copy of these provisions, are included in the marked up text for completeness of the chapter and are not subject to the Plan change process. These areas are shaded grey. The provisions that relate specifically to network utilities, parking, loading and vehicle crossings are open to submission as part of proposed Plan change 44.

### **3. PART 2 – SECTION 32 EVALUATION**

#### **3.1 REQUIREMENT TO MAKE AN EVALUATION**

The Act requires that when a Council undertakes a plan change it must produce a report evaluating the proposed provisions. This is known as a Section 32 Report. This report contains an evaluation of the Proposed Plan Change, prepared in accordance with section 32 of the Act (as amended 2013).

*The evaluation examines:*

- *the extent to which the objectives of the proposal are the most appropriate way to achieve the purpose of the Act (to promote the sustainable management of natural and physical resources), and*
- *whether, the provisions are the most appropriate way to achieve the objectives by*
  - *identifying other reasonably practicable options for achieving the objectives; and*
  - *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
  - *summarising the reasons for deciding on the provisions; and*



- *contain a level of detail that corresponds to the scale and significance of the environmental, economic, social and cultural effects anticipated from the implementation of the proposal.*

*For the purposes of this examination, the evaluation must:*

- *Identify and assess the benefits and costs of the environmental, economic, social and cultural effects that are anticipated from the implementation of the provisions including the opportunities for –*
  - *economic growth that are anticipated to be provided or reduced; and*
  - *employment that are anticipated to be provided or reduced; and*
- *if practicable, quantify the benefits and costs referred to above; and*
- *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*

## 3.2 CONSIDERATION OF METHODS

3.2.1 While the use of non-regulatory methods such as the 4404 standards, Council's engineering documents and asset management plans have been taken into account, as a primary option these were not considered to be an appropriate standalone option for achieving the objectives of the Plan or the Act. It is therefore deemed most appropriate to maintain non-regulatory methods as supplementary to regulatory approaches. In investigating the best regulatory method of achieving the objectives of the proposed Plan change, three options were identified and considered.

3.2.2 The options considered are as follows:

Options	Explanation
<b>Option 1</b> Maintain the Status Quo – Do nothing.	Leave Plan as it is – no substantial changes made apart from formatting to be consistent with the rest of the plan.
<b>Option 2</b> Remove provisions relating to utilities and transport, instead relying on NES and developers to determine appropriate levels.	Removing the standards for utilities and transportation (apart from national standards) and relying on the developer to provide adequate onsite transportation infrastructure and mitigation for the activity.
<b>Option 3</b> Review all relevant sections of network utilities, parking, loading and vehicle crossing taking into account community values as well as national and regional documents.	Review all parts of Chapters 12 and 22 that have not been reviewed, together with community consultation in order to create a document that reflect local values as well as meets regional and national standards.

Each of these identified options is discussed in detail below.



One of the aims of Section 32 analysis is to identify a preferred approach as being more efficient and effective approach than other options in achieving the key objectives listed above which reflect the objectives of the Wanganui District Plan and the Act. The benefits and costs of each option are illustrated below.

	Benefits	Costs
<b>Option 1 – Status Quo/ Do Nothing</b>	<p>Least financial cost in the short term as no requirement for additional assessments as part of the Plan change.</p> <p>Retain familiarity with the existing objectives, policies and rules.</p>	<p>Cost of Plan change process.</p> <p>Increased hassle for developers/property owners with the double up of compliance with the Building Act (disabled parks), the 4404 standard for off street car parking (minimum size of car parks) as well as the District Plan for minimum number of car parks.</p> <p>Increased risk of legal liability due to insufficient objectives and policies.</p> <p>Increased risk of legal liability due to rules conflicting with national environmental policies.</p> <p>Council not fulfilling obligations under the Act.</p>
<b>Option 2 – Remove provisions relating to utilities and transport, instead relying on NES and developers to determine appropriate levels.</b>	<p>Minimal changes to the rules and processing.</p> <p>Less compliance costs for developers and network utility operators.</p>	<p>Cost of Plan change process.</p> <p>Community consultation and input not recognised.</p> <p>Amenity and safety issues not addressed.</p> <p>Potential for increased pressure on Council infrastructure if not provided for by activities onsite.</p> <p>Council not fulfilling obligations under the Act.</p>
<b>Option 3 - Review all relevant sections of network utilities, parking, loading and vehicle crossing taking into account community values as well as</b>	<p>Statutory obligations of Council fulfilled.</p> <p>More certainty for developers and owners on the permitted requirements and how applications will be assessed.</p>	<p>Cost of the Plan change process.</p> <p>Potential to impose on private property rights by increasing regulatory protection in some areas.</p> <p>Cost of education for Council.</p>



<b>national and regional documents.</b>	<p>Provides for community values on utilities and onsite transport issues.</p> <p>Plan effectiveness and efficiency addressed.</p>
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### 3.2.3 Analysis of Options

#### Option 1: Maintain the Status Quo (Do nothing)

Maintaining the status quo is an option that needs to be considered. This would simply involve the retention of the existing District Plan provisions. This option ignores national environment policies and other Council considerations, thus not giving effect to the Act.

Maintaining the status quo would also result in a situation where unnecessary consents would be required for certain vehicle crossing activities, even though the activity would meet the Council's infrastructure design documents.

As a result of these findings and taking into account the risk of acting or not acting it is considered that maintaining the status quo would not provide sufficient protection for the District's network utilities, parking, loading and vehicle crossing, nor would it fulfil Council's statutory obligations under the Act. Therefore, it is not considered to be the best method available.

#### Option 2: Remove provisions relating to utilities and transport, instead relying on NES and developers to determine appropriate levels.

Removing all provisions except those required by national direction documents is another option to consider. This option would put the onus on developers to determine what an adequate level of parking and vehicle crossings would be required. Utility operators would also be given the ability to build as large as they wanted without having to consider amenity issues.

If Council was to proceed with this option, then the purpose of a District Plan would not be met. A District Plan is prepared at a local level to deal with the issues of that community. The community has stated through complaints received by Council and through consultation that the amenity and safety issues of utilities and onsite transport infrastructure should be considered when looking at a new activity. By not involving the community in the review, the effectiveness of the plan is compromised.

This option is not therefore considered to be an efficient and effective approach for addressing current inaccuracies and meeting the statutory obligations of the Act.

#### Option 3: Review all relevant sections of network utilities, parking, loading and vehicle crossings, taking into account community values as well as national and regional documents.

Since the development of the last District Plan, national direction documents have been altered, the regional documents have been reviewed and combined into the One Plan and Council's policies and documents have been reviewed.



The District Plan is required to be consistent with these documents. The current provisions conflict with some of these documents.

As stated in section 2.1 of this report, the proposed changes rules seek to update the plan to provide for the matters addressed in the national policy statements, the One Plan and other Council policies and documents.

This option also takes into account the community consultation mentioned in section 2.2 of this report and the review of consents and complaints for this section. This feedback has resulted in requirements for network utilities, parking, loading and vehicle crossing more in line with current technology.

Therefore, option 3; including community viewpoints as well as national and regional planning documents is recommended because it is considered to be the most efficient and effective way to protect the environmental values identified, with the best outcomes in terms of the environmental, social/cultural and economic costs and benefits.

### **3.2.4 Appropriateness of the Plan Change**

Whether or not the plan change is necessary or appropriate is directly linked to Sections 5, 6 and 7 of the Act. This plan change is considered necessary to achieve the purpose and principals of the Act because it meets the following:

#### ***Other matters***

*In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—*

*(a) kaitiakitanga:*

*(aa) the ethic of stewardship:*

*(b) the efficient use and development of natural and physical resources:*

*...*

*(c) the maintenance and enhancement of amenity values:*

*...*

*(f) maintenance and enhancement of the quality of the environment:*

*(g) any finite characteristics of natural and physical resources:*

*...*

Kaitiakitanga and stewardship is provided for by the restriction for utilities and onsite transport infrastructure that does not comply with the performance standards. The efficient use and development of resources is met by encouraging co-siting of utilities and providing for renewable energy generation. The maintenance and enhancement of amenity values and quality of the environment is preserved through the performance standards on utilities, and the provision of landscaping for car parking areas.

### 3.2.5 Conclusion & Recommended Option

Various council staff and the community have been involved in undertaking a significant amount of work and consultation to ensure that Council has sufficient information to prepare a Plan Change. The Council has not relied on any uncertain or insufficient information, but has undertaken research to ensure the subject is adequately understood and recommendations are wisely founded.

It is considered that the reviewed objectives, policies and rules combined with a new format in the District Plan is the most efficient and effective means available to Council to provide for network utilities, parking, loading and vehicle crossings while preserving and enhancing the Wanganui District.

### 3.3 PROPOSED ISSUES

Although not required by the Act, the identification of resource management issues is generally provided for in most District Plans. It provides a base to develop suitable objectives and policies that are relevant to the local circumstances or context.

<b>12.1.1</b>	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.
<b>12.1.2</b>	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.
<b>12.1.3</b>	The desire to cater for varied transport modes including various parking options to encourage sustainable transport.
<b>22.1.1</b>	The need to manage 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.
<b>22.1.2</b>	Inappropriate subdivision, land use or development in the vicinity of network utilities can lead to adverse effects on the visual amenity and the operation, maintenance, upgrading and development of national, regional and local infrastructure.
<b>22.1.3</b>	Wanganui has a largely untapped potential to develop a range of renewable energy generation options at a domestic or commercial scale, which could potentially adversely effect the visual amenity and physical environment.
<b>Comment</b>	The proposed issues identify the need to manage effects produced by network utilities, parking, loading and vehicle crossing. The operative provisions do not identify any issues for these activities. The proposed issues recognise that network utilities, parking, loading and vehicle crossing activities are essential to the community; however they do



	have the ability to adversely affect the District.
Summary of benefits	Identifying the issues provides clarity to plan users about what the Plan is addressing. Network utilities, parking, loading and vehicle crossing can occur at a level beneficial to the health and safety of the community, without adversely affecting the adjoining properties.
Summary of costs	No direct cost implications although the community will be in a position to make better informed assessments through the clarification of the issues.
Effectiveness	The new issues are effective as improved understanding will support better informed decision making.
Efficiency	The new issues are efficient as improved understanding will support better informed decision making which recognises inherent levels of affecting people.
Appropriateness	The proposed issues identify that network utilities, parking, loading and vehicle crossings are essential requirements for the community and any adverse effects need to be considered in relation to the positive effects. This is in line with the National Environmental Policies and Standards.
Risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods	It is a requirement of the Act for the Council to demonstrate that it is complying with the National Environmental Policies and Standards. The clarification of the network utilities, parking, loading and vehicle crossing issues will encourage the type of development that will enhance the environment.

### 3.4 PROPOSED 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.

**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.

**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.

**22.2.2** Recognise and provide for the importance of infrastructure facilities including the national grid to the local, regional, and national social and economic well-being.

**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.

**22.2.6** Avoid land use activities and subdivision that could adversely affect (including through reverse sensitivity) the operation, maintenance, upgrading and development of the National Grid.

Comment	<p>The proposed objectives identify that network utilities, parking, loading and vehicle crossing are important and that development of these types of infrastructure should consider the surrounding environment and renewable energy.</p> <p>The NPSREG and NPSET are given affect to in this section by providing for renewable energy and the national grid.</p> <p>A common theme in case law and complaints received by Council is reserve sensitivity. This is addressed in the objectives in order to reduce risk to Council, utility operators and developers.</p>
Summary of benefits	<p><b>Environmental</b> Less potential for adverse effects on sensitive activities.</p> <p><b>Economic</b> Improved awareness and certainty of what is the preferred outcome of network utilities, parking, loading and vehicle crossing issues. Increased certainty cam result in improved economic outcomes.</p> <p><b>Social/Cultural</b> Recognition of the social effects of network utilities, parking, loading and vehicle crossings in both providing for the community and potentially causing adverse effects.</p>
Summary of costs	<p><b>Environmental</b> Potential for network utilities, parking, loading and vehicle crossings to detract from the natural environment.</p> <p><b>Economic</b> Potential to restrict activities near network utilities. Potential to cost utility operators in order to minimise</p>



	<p>adverse effects on the community.</p> <p><b>Social/Cultural</b></p> <p>No increased cost implications although the community will be in a position to make better informed decisions on what network utilities, parking, loading and vehicle crossing restrictions are seeking to achieve.</p>
Effectiveness	<p>The new objectives are effective as improved understanding will support better informed decision making. It will be easier for utility operators and developers to establish and maintain activities as the expected outcomes of the Plan will be clear.</p> <p>They are also in line with current government standards.</p>
Efficiency	<p>The new objectives are efficient as improved understanding will support better informed decision making, less resource consents as a result of conflicting Council documents and more information will be held together as opposed to scattered through the plan.</p> <p>Resource Consents will be targeted towards achieving specific outcomes.</p>
Appropriateness	<p>The proposed objectives are responsive to the understanding that network utilities, parking, loading and vehicle crossings are essentials for the nation as well as the community, yet must be balanced against the localised impacts on the environment. The objectives are appropriate as they clearly state that the effects are to be managed, not minimised, which is unreasonable for network utilities, parking, loading and vehicle crossings.</p>
Risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods	<p>It is a requirement of the Act for the Council to demonstrate that it is complying with the national policy statements and national environmental standards. The clarification of the network utilities, parking, loading and vehicle crossing objectives are in line with these documents. Clarification of the proposed outcomes through the objectives will provide for better decisions and the ability to manage effects more appropriately and more effectively.</p>

### 3.5

### PROPOSED POLICIES

- 4.3.9** Ensure that land use activities, subdivision or development adjoining strategic land transport networks including, the railway corridor, avoid, remedy or mitigate any adverse reverse sensitivity effects of noise and vibration; from that land transport network.
- 5.3.2 Define a Central Commercial zone with the following characteristics:**
- ...
- f. Lively street activity.
  - g. Pedestrian oriented street layout, design, and quality.



- h. High number of pedestrians in the streets.
- i. Consolidated on-street and mid-block car parks.
- j. A range of transport options.
- k. ...
- l. 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;
- b. ...
- 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;
- f. vibrant commercial spaces that encourage community interaction;
- g. ...
- h. recognise streetscape as having high public value;

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

- ...
- b. a range of activities to support the predominantly industrial activities provided that they will not adversely affect the ability of industrial activities to function efficiently and effectively;
- c. protection for the amenity values of neighbouring areas;
- d. safe urban design (including pedestrian and vehicle safety);

**7.3.1 Ensure adequate provision, and distribution of recreational facilities and opportunities, and define reserves and open spaces to ensure the following characteristics are enhanced or maintained:**

- ...
- e. Avoidance of nuisance from traffic, noise, glare or other adverse environmental effects on the surrounding environments.

**12.3.1 To encourage the landscaping and screening of sites to enhance the amenity of the commercial activities by:**

- i. the tree height and proximity of trees to buildings, and shading effects;
- ii. 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;
- iii. 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;
- iv. the provision of trees for shading vehicles and creating a comfortable environment, and for lowering stormwater runoff temperatures;
- v. the appropriateness of species to the local environment, such as suitability and hardiness;
- vi. (h) provision of other planting;
- 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.**



<b>12.3.4</b>	To allow joint provision of off-street parking, access and loading facilities for multiple on-site activities.
<b>12.3.5</b>	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.
<b>12.3.6</b>	To provide for adequate levels of public parking in the commercial areas of the District.
<b>22.3.1</b>	To recognise the technical and operational requirements and constraints of network utilities, and the benefits that they provide to the economic, social and cultural wellbeing, and the health and safety of the District.
<b>22.3.2</b>	<p>To recognise the following infrastructure is of regional or national importance within the Wanganui District and the benefits derived from these activities:</p> <ul style="list-style-type: none"> <li>i. The national grid and electricity distribution, transmission networks and all associated substations and other works to convey electricity;</li> <li>ii. Pipelines and gas facilities used for the transmission and distribution of natural and manufactured gas;</li> <li>iii. The road and railway networks;</li> <li>iv. The Wanganui airport</li> <li>v. Telecommunication and radio communication facilities;</li> <li>vi. Public or community sewage treatment plants and associated reticulation and disposal systems;</li> <li>vii. Public water supply intakes, treatment plants and distribution systems;</li> <li>viii. Public or community drainage systems, including stormwater systems;</li> <li>ix. The Port of Wanganui.</li> </ul>
<b>22.3.3</b>	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).
<b>22.3.4</b>	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 or minimised.
<b>22.3.5</b>	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.
<b>22.3.6</b>	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.
<b>22.3.7</b>	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 infrastructure to be designed, constructed, and able to be maintained in a manner that is (where applicable):
- Cognisant of any potential long term health or safety effects on the community.
  - Integrated with other infrastructure and land uses.
  - Responsive to local conditions.
  - Compatible with other network utilities and reticulated infrastructure.
  - Designed and constructed taking into account the effects of climate change.
  - Resilient to natural hazards.
  - Considerate of the short and long term visual effects.

**22.3.10** Recognise and provide for the development, operation, maintenance and upgrading of essential network utilities, including the National Grid.

**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.

**Comment**

These policies recognise that network utilities, parking, loading and vehicle crossings are essential requirements for the community, however the localised effects need to be managed.

**Benefits**

These policies recognise the importance of network utilities both locally and nationally. They give effect to the National Policy Statements.

**Environmental**

These policies recognise that efficiencies in network utilities, parking, loading and vehicle crossings by co-siting and providing for alternative methods (such as alternative transport modes and renewable energy) are beneficial to the environment.

**Economic**

These policies ensure that development can be adequately serviced for transport. More efficient travel patterns can be established through the use of a roading hierarchy. The transport network's resilience should be improved by the promotion of alternative transport modes.

**Social/Cultural**

These policies recognise that network utilities, parking, loading and vehicle crossings is essential to the community and with mitigation the adverse effects can be mitigated.



<b>Costs</b>	<p><b>Environmental</b> Some adverse effects may not be able to be completely avoided.</p> <p><b>Economic</b> These policies may restrict the development potential in certain areas as parking is expensive to provide. Limitations on operational and location placed on network utilities, parking, loading and vehicle crossings which could affect costs.</p>
<b>Effectiveness</b>	These policies are effective as they create more precise guidance for decision makers. They provide an effective framework to achieve the objectives by providing mechanisms to ensure the efficient operation of network utilities, parking, loading and vehicle crossings.
<b>Efficiency</b>	These policies are effective as they create more precise guidance for decision makers. They provide an efficient way to achieve the objectives as the benefits of providing for network utilities, parking, loading and vehicle crossings outweigh the costs.
<b>Appropriateness</b>	These policies are appropriate as they create more precise guidance for decision makers. They are in accordance with the relevant documents.
Risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods	<p>Council considers there is sufficient information regarding the subject matter of the above policies. The risks of not establishing a policy framework to ensure an efficient network utilities, parking, loading and vehicle crossing system far outweigh the risks of doing so.</p> <p>Not acting could result in the transport infrastructure not matching its intended use, and a domination of private vehicle parking with no consideration of alternative modes of transport.</p> <p>Not acting could result in network utilities creating substantial environmental effects – particularly amenity, visual dominance and public health and safety.</p>

### 3.6 PROPOSED RULES

The following methods have been identified as being suitable for achieving the relevant objectives and policies outlined above.

#### Rules

A review of the existing network utilities, parking, loading and vehicle crossing rules applying within the zones and in the general chapters was completed. It is considered that these rules needed to be updated to reflect current national standards as well as be put into separate chapters of the plan for ease of use. This is considered the most appropriate way to achieve the objectives and purpose of the Act.

## **22.4 RULES**

### **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 chapters:

- 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.
  - ii. Existing electricity substations
  - 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, 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 an approved designation.
  - ix. Underground or above ground telecommunication or radio communication lines masts and antennas, including microwave dishes, with a diameter of 5 metres or less, provided:

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.

- x. Other telecommunications or radio communication facilities which comply with the standards below or with the performance standards of the particular zone in which the activity is located.
  - xi. Soil conservation, erosion control, river control, or flood protection works undertaken by, or on behalf of, a territorial or regional local authority.
  - xii. 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.

#### **22.4.2 Restricted Discretionary Activities.**

The following are restricted discretionary activities throughout the District:

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

## **22.5 PERFORMAMNCE STANDARDS**

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.

#### **22.5.1 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 condition existing prior to commencement of the work.
- 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 0.5m<sup>2</sup> and attached to the corresponding infrastructure or immediate vicinity when infrastructure is underground.

#### **22.5.3 Noise.**

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 10m<sup>2</sup> and a height not exceeding 5 metres shall be exempt from all Performance Standards that control height, setback of structures or site coverage.

#### **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 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.
- b. All pipes for network reticulation shall be located underground.
- c. Where lines are to provide temporary links, connections or services, they may be above ground for up to three consecutive months.

#### 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.

<b>Comment</b>	These are the updated provision for network utilities, in the same layout as previously. They incorporate the NPSs and the NESTF.
<b>Benefits</b>	<p><b>Environmental</b> – The permitted status is accompanied by size restrictions to ensure that the activities/structures are of an appropriate scale to the surrounding environment.</p> <p><b>Economic</b> – Enables a wide range of day-to-day activities to occur without the need for a consent. This reduces the cost for the operator and enabled these activities to be easily undertaken.</p> <p>Establishes a clear framework that activities or structures outside the Permitted Activities to be assessed against. This reduces costs for the operator and on the community.</p>
<b>Costs</b>	<p><b>Economic</b> – Administrative costs for Council associated with processing applications and assessing compliance. May limit the development of renewable energy facilities due to locational constraints – for example near archaeological sites.</p> <p><b>Social &amp; Cultural</b> – There is the potential that network utilities and renewable energy may be developed in locations that have value to the community.</p>
<b>Effectiveness</b>	Recognising that network utilities are essential to the community has resulted in such activities being permitted, subject to compliance with the standards that protect the amenity and health of the community. This is an effective approach as it allows for minimal additional costs for the network utility operators and ensures developers have clarity about infrastructure requirements, without the loss of amenity. While renewable energy is currently permitted within the Plan, the additional rules will promote this fact



	and encourage greater take up of this technology at a domestic and commercial level.
<b>Efficiency</b>	Specifying effects and matters to consider for resource consent applications is efficient and avoids unnecessary consent processes and ensures that resources are efficiently targeted to the activities with implications for sustainable management.
<b>Appropriateness</b>	The rules allow for development ensuring that environmental effects are avoided, remedied or mitigated. This is considered to be an appropriate approach and in line with the National Policy Statements.
<b>Principal Alternative</b>	<p>Council considers that there is sufficient information regarding the subject matter of the above rules that support the objectives and policies relating to network utilities. The risks of not establishing methods to ensure the efficiency of the utilities far outweigh the risks of doing so. Not acting would increase the likelihood of an inefficient utility network and therefore not achieve the objectives of the plan or the National Policy Statements.</p> <p>The principal alternative would be to increase or reduce the level of restriction. However no parties have indicated that the proposed regulation is less than effective or should be improved beyond what is proposed by this plan change.</p>

## ARTS AND COMMERCE ZONE

### 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 100m<sup>2</sup> of site area.

## RIVERFRONT ZONE

### 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, which is accessed from a service lane.
  - iii. Parking areas, associated pedestrian routes and vehicle access

shall comply with the standards in Chapter 12

## **CENTRAL COMMERCIAL ZONE**

### **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 100m<sup>2</sup> 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.

## **12.4 RULES**

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 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 Roading Powers Act 1989.

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

### **12.4.2 Restricted Discretionary Activities.**

The following are restricted discretionary activities throughout the District

- 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.

## 12.5 PERFORMANCE STANDARDS

### 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
<b>Residential activities</b>	
Dwelling units	1 space per dwelling unit.
Dwelling units, including Aircraft Hangar Dwellings	1 space per dwelling unit.
Home Occupation	1 per employee not residing at the site
Residential care facilities	1 space per 5 beds plus 1 space per FTE staff member.
<b>Community activities</b>	

Places of assembly	1 space per 10 seats or 3 per 100 m <sup>2</sup> gross floor area where facility not intended for seating.
Pre-school and primary educational facilities	1 space per FTE staff member..
Secondary and tertiary educational facilities	1 space per FTE 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 <sup>2</sup> 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 FTE staff member.
Marae	1 space per 100 m <sup>2</sup> gross floor area.
<b>Commercial activities</b>	
All commercial activities other than those specified below	2 spaces per 100 m <sup>2</sup> gross floor area.
Supermarkets	5.5 spaces per 100 m <sup>2</sup> gross floor area.
Restaurants	1 space per 4 seats plus 2 spaces per 100 m <sup>2</sup> gross floor area.
Taverns	1 space per 10 people (based on maximum occupancy stated in the fire design analysis).
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 <sup>2</sup> of gross floor area used for servicing vehicles plus 2 space per 100 m <sup>2</sup> of gross floor area used for retailing.
Offices	3 per 100 m <sup>2</sup> gross floor area.
<b>Manufacturing activities</b>	
Funeral Parlours	1 space per 10 seats.
Manufacturing activities	1 space per 100 m <sup>2</sup> gross floor area or 1 space per 4 FTE employees, whichever is greater.
<b>Rural activities</b>	



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

b. Interpretation of parking standards

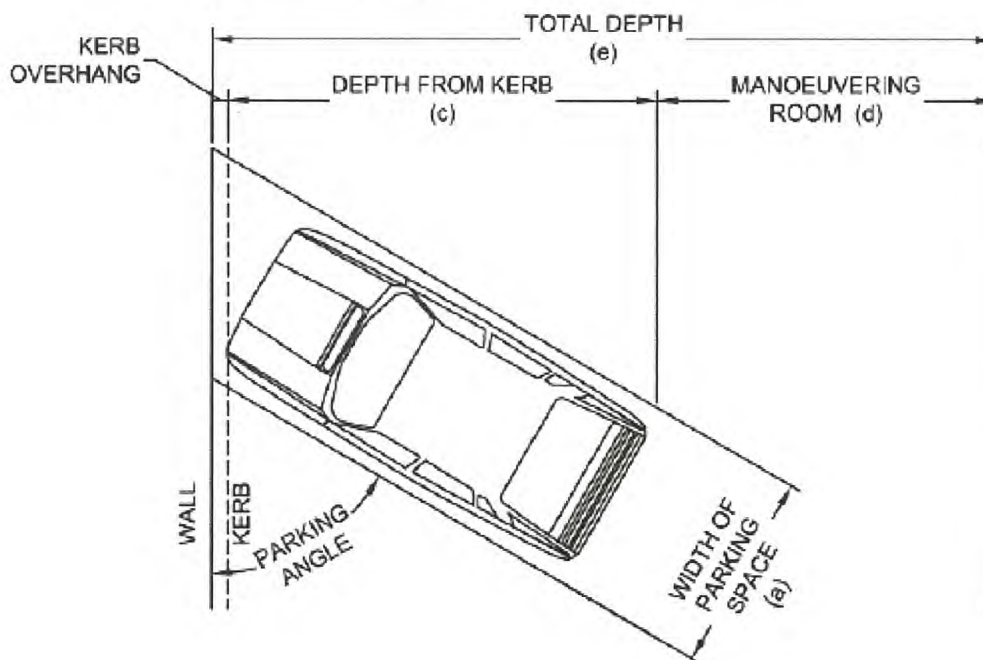
- i. Where an activity is not listed, the number of car parking spaces to be provided shall be the standard for the activity which most closely resembles the proposed activity in terms of car parking demand.
  - ii. In determining parking requirements, any fraction more than one-half shall be regarded as one space.
- 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.
- 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:

Degree of angle of parking	Parking type	Stall width (a)	Stall depth		Aisle width (d)	Total depth (e)	
			From wall (b)	From kerb (c)		1 row	2 rows
0°	Parallel	2.4m	See note 1	See note 1	3.5m	5.9m	8.3m
30°	Nose in	Min 2.4m	4.2m	4.0m	3.5m	7.7m	11.9m
45°	Nose in	Min 2.4m	4.9m	4.5m	3.5m	8.4m	13.3m
60°	Nose	2.4m			4.5m	9.9m	15.3m

	in	2.5m 2.6m 2.7m	5.4m	4.9m	4.1m 3.5m 3.5m	9.5m 8.9m 8.9m	14.9m 14.3m 14.3m
75°	Nose in	2.4m 2.5m 2.6m 2.7m	5.4m	4.9m	6.6m 6.3m 5.2m 4.6m	12.0m 11.7m 10.6m 10.0m	17.4m 17.1m 16.0m 15.4m
90°	Nose in	2.4m  2.7m	5.1m	4.6m	8.7m 7.7m 7.0m 6.8m	13.8m 12.8m 12.1m 11.9m	18.9m 17.9m 17.2m 17.0m

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 90<sup>th</sup> 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.

Total Number of Parking Spaces	Number to be Disability Spaces
--------------------------------	--------------------------------



required	
Less than 10	1
10-100	2
Greater than 100	3 (1 for every 50 parking spaces required)

- 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:

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

than specified below	
Outer Commercial Zone	Up to 10% of car parks can be exchanged
<b>Manufacturing Zone</b>	
Manufacturing activities	Up to 10% of car parks can be exchanged

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

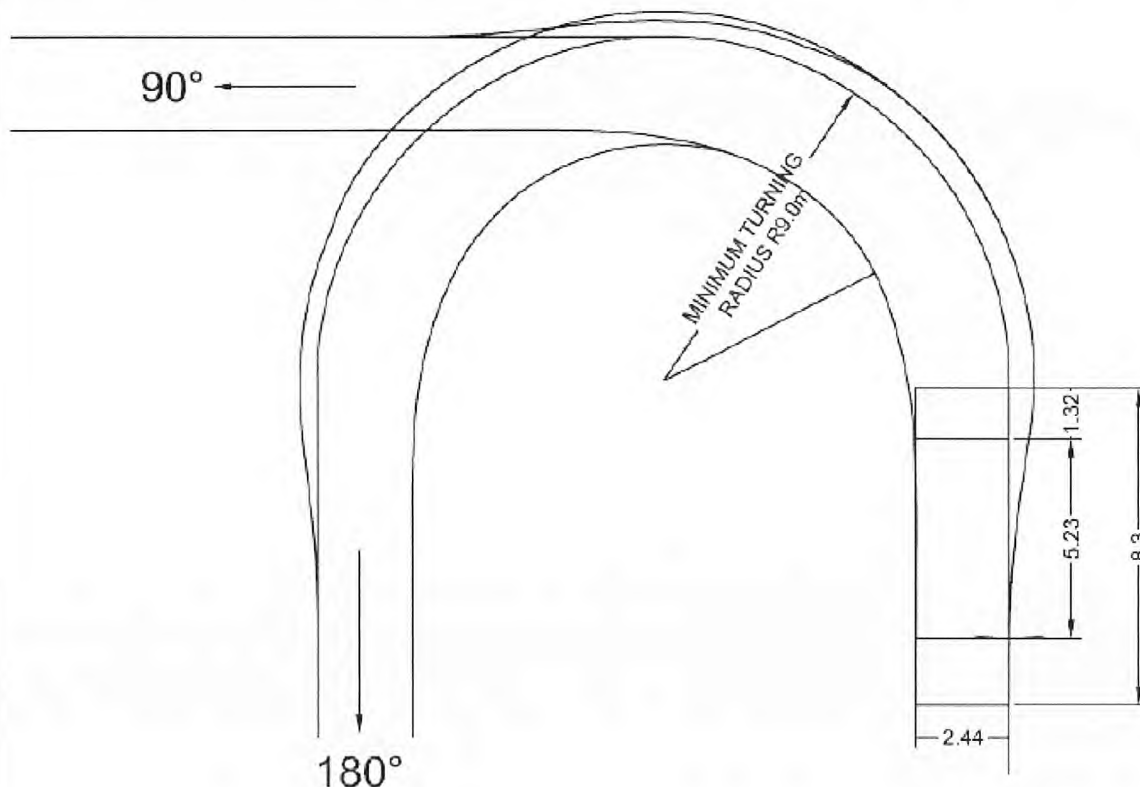
- b. Each Bicycle park created as an exchange for a car park must contain the following:
  - i. Space for at least 3 bicycles, with each space a minimum dimension of 1.7 metres in length, 1 metre in height and 1 metre between bike holding structures;
  - ii. Passive surveillance; and
  - iii. Protection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

#### **12.5.4 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 to accommodate a 90<sup>th</sup> percentile two-axle truck as shown below:





#### 12.5.5 Property access (Vehicle Crossings).

- a. Each new allotment and additional dwelling shall be serviced by at least one formed vehicle crossing onto a formed legal road.
- b. Shared access ways and Rights of Way to new dwellings, shall be constructed to the width stated in 13.5.9.

Note: All new or upgraded crossings are required to use the Wanganui District Council Corridor Access Request system, 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.

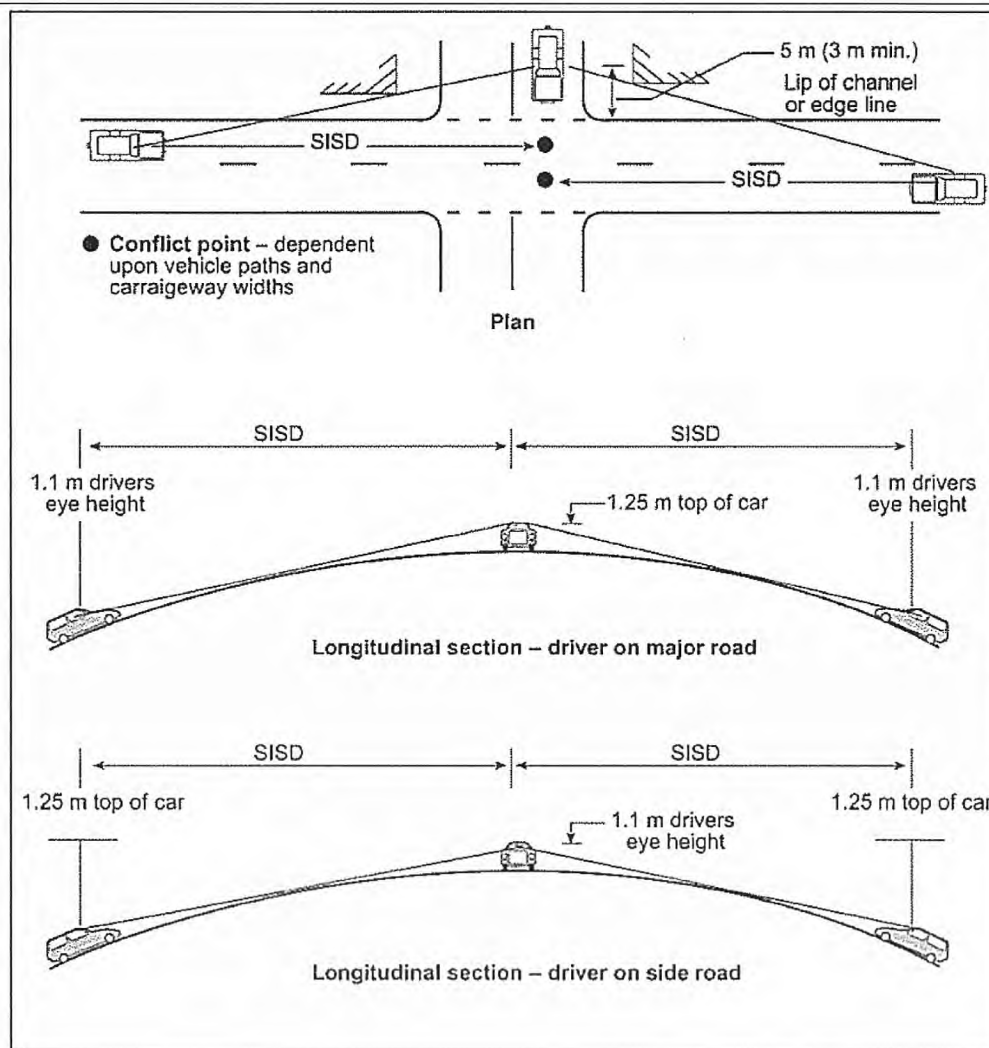
Note: The removal of street trees for the purpose of creating a vehicle crossing is not managed by the District Plan unless the tree is listed in Appendix C. The Parks and Property Department of the Wanganui District Council should be contacted whenever alteration or removal of a street tree is proposed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

- 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

- 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 Wanganui 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. 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.

#### 12.5.6 Restriction on new vehicle accesswayses.

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 Wanganui 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

### 12.5.7 Separation from railway level crossings.

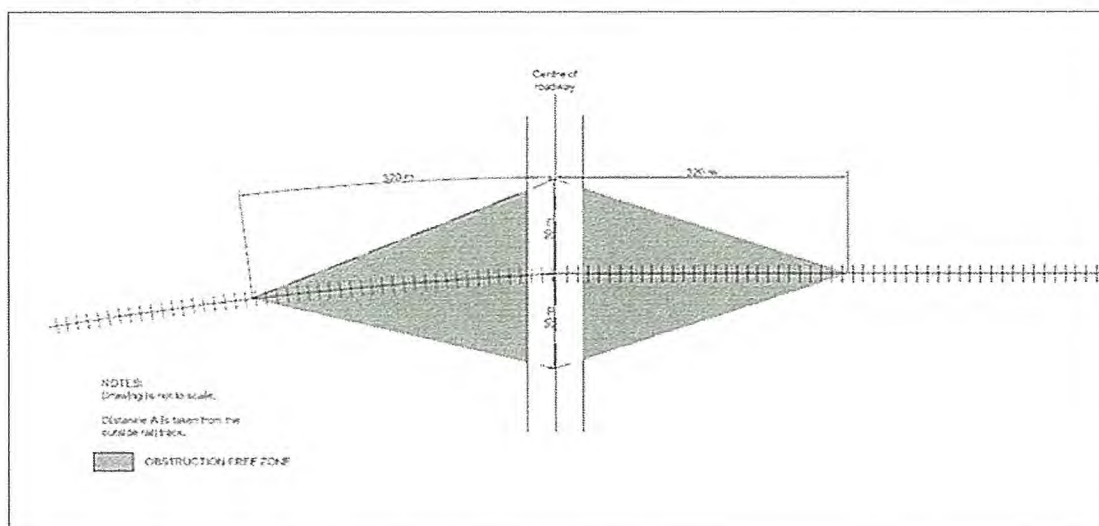
- a. New vehicle accessways shall be located a minimum of 30 metres from a railway level crossing.

### 12.5.8 Developments near existing level Railway crossings.

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



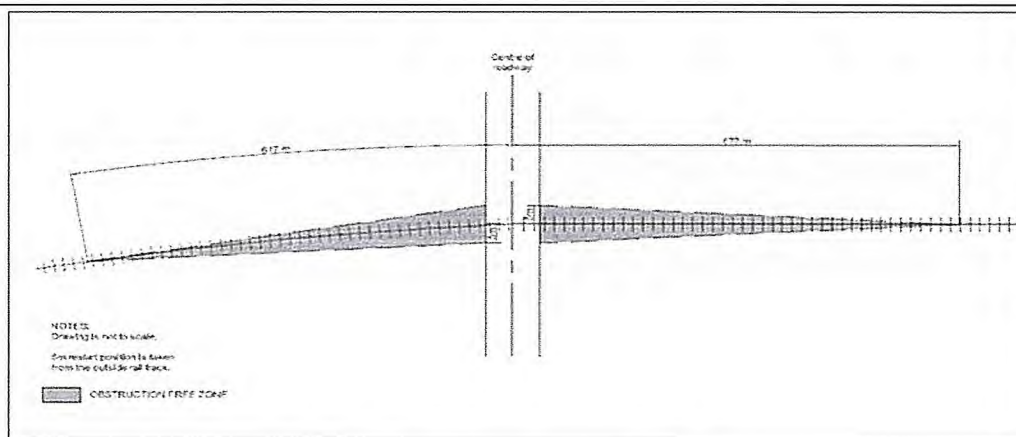


Table 3: Required Restart Sight Distances for Figure 2

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.

**12.5.9 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.

**12.5.10 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.

**Comment**

These are the updated provision for parking, loading and vehicle crossings, in an amended format. The parking, loading and vehicle crossing related activities are permitted provided they comply with the relevant standards.  
The commercial zones that do not require car parking (Arts

	<p>and Commerce, Riverfront &amp; Central Commercial), are not proposed to be altered as the Parking Strategy and Parking Plan confirmed that no additional parking was required in this area. The policies for these zones also favour pedestrian movement over vehicles. The one exception to this is Community Activities in the Arts and Commerce Zone. This is because education is a main activity in this area and for education facilities the demand for parking occurs at the same time, instead of staggered throughout the day like most activities in these zones.</p> <p>The additional parking provisions will result in a better experience for developers as all the information required to achieve off-street car parking will be in one place, instead of in multiple Council documents.</p> <p>The option to provide for Bicycle parks ties into Council's cycling strategy as well as the Parking Plan and providing for tourist activities now that Wanganui is part of the national cycle trail.</p>
<b>Benefits</b>	<p><b>Environmental</b> – The permitted status is accompanied by landscaping, number and size minimum requirements to ensure that the car parking is appropriate for the activity it is supporting and in line with other legalisation and Council documents. For example the Building Act 2004 requirements for disabled car parking.</p> <p><b>Economic</b> – Enables a wide range of day-to-day activities to occur without the need for a consent. This reduces the cost for the developer and will enable these activities to be easily undertaken.</p> <p>Establishes a clear framework that parking or loading outside the Permitted Activities may be assessed against. This reduces costs for the operator and on the community and provides for alternative transport options such as campervans or bicycles.</p> <p><b>Social &amp; Cultural</b> – Ensures that access to the site and parking be provided. This reduces the impact and cost on the surrounding road network.</p>
<b>Costs</b>	<p><b>Economic</b> – Administrative costs for Council associated with processing applications and assessing compliance.</p> <p>May limit the re-development of some sites due to locational constraints – for example existing buildings covering the ideal parking or loading areas. The restriction on vehicle crossings could also prevent development in particular areas.</p> <p><b>Environmental</b> – There is the potential that the minimum number of sealed car parks could cause adverse visual amenity or storm water effects beyond what is envisioned by the plan.</p>
<b>Effectiveness</b>	<p>Recognising that parking, loading and vehicle crossing provisions are essential to the community has resulted in the rules being developed to provide the minimum requirements as opposed to the maximum. This is an effective approach as it allows for minimal additional costs for the developer when</p>



	<p>planning for transportation around the activity. This is highly effective as it is well understood and accepted by the affected parties and the community having been in place for a number of years.</p> <p>The restricted discretionary activity status for non-permitted activities will allow for more flexibility in parking, loading and vehicle crossing design based on the proposed activity.</p>
<b>Efficiency</b>	Specifying effects and matters to consider for resource consent applications is efficient and avoids unnecessary consent processes and ensures that resources are efficiently targeted to the activities with implications for sustainable management.
<b>Appropriateness</b>	The rules allow for development ensuring that environmental effects are avoided, remedied or mitigated. This is considered to be an appropriate approach and in line with the New Zealand Standards relating to parking, NZ Transport Agency documents and Council documents.
<b>Principal Alternative</b>	<p>Council considers that there is sufficient information regarding the subject matter of the above rules that support the objectives and policies relating to parking, loading and vehicle crossings. The risks of not establishing methods to ensure the efficiency of the parking, loading and vehicle crossing structures far outweigh the risks of doing so. Not acting would increase the likelihood of an inefficient transport network with certain parking requirements not provided for.</p> <p>The principal alternative would be to increase or reduce the level of restriction. However no parties have indicated that the proposed methods are less than effective or should be improved beyond what is proposed by this plan change.</p>

### 3.7 PROPOSED ACILLARY CHANGES

With the proposed changes to the rules, the Definitions will need to be altered to be consistent. The following changes have been identified as being suitable for achieving the relevant objectives and policies outlined above.

**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.

**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.

**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.



**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:

- Uncovered stairways.
- Floor space in terraces (open or roofed), external balconies, breezeways, canopies or porches.
- Lift towers and machinery rooms on the roof having a floor area of



not more than 200m<sup>2</sup>.

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, 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 Yard:**

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.

**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.

**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 Wanganui 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.

**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.

**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.

<b>Comment</b>	The changes to these sections reflect the new rules and performance standards.
<b>Benefits</b>	<b>Environmental &amp; Economic</b> – The Plan is clear and enables people to make clear decisions based on an established set of development constraints.
	<b>Social &amp; Cultural</b> - continuation of a clear message in the Plan about how to achieve compliance.
<b>Costs</b>	<b>Environmental &amp; Economic</b> – Existing costs for owners in the form of loss of development potential are retained with the Plan Change.
	<b>Social &amp; Cultural</b> – There will be less confusion as the definitions and information requirements are improved to include current working practices.
<b>Effectiveness</b>	Better definitions will make this plan more effective as there will be less confusion.
<b>Efficiency</b>	Better definitions provide certainty for land owners. It avoids unnecessary consent processes and ensures that resources are efficiently targeted to the activities with implications for sustainable management.



<b>Appropriateness</b>	This approach is mirrored in plans throughout the country. Therefore it is considered appropriate.
<b>Principal Alternative</b>	The main alternative to these definitions would be the status quo which leaves the public more confused as to their rights and a legal uncertainty which could prove costly to Council.