

## Appendix 1 - Recommended Amendments

Where I recommend changes in response to submissions, these are shown as follows:

Text recommended to be added to the Proposed Plan is underlined.

Text recommended to be deleted from the Proposed Plan is ~~struck through~~.

## ENERGY AND INFRASTRUCTURE

### Introduction

The Infrastructure and Energy Chapter contains district-wide provisions that cover Regionally Significant Infrastructure, Lifeline Utilities<sup>1</sup> and other infrastructure. It also contains provisions applying to amateur radio and to protect the operation of Richard Pearse Airport (Timaru Airport). Transport-related infrastructure is also covered by ~~contained in~~<sup>2</sup> the Transport Chapter. Provisions relating to the Port activities at the Port of Timaru are also covered by ~~contained in~~<sup>3</sup> the Port Zone Chapter.

Regionally Significant Infrastructure, Lifeline Utilities<sup>4</sup> and other infrastructure have important functions and enable people and communities to provide for their social, economic and cultural wellbeing. The positive effects of Regionally Significant Infrastructure, Lifeline Utilities<sup>5</sup> and other infrastructure may be realised locally, regionally or nationally. However, they can also have adverse effects, especially on sensitive environments.

Amateur radio is a personal recreational and technical activity that encourages experimentation in radio technology and related topics, self-training, and personal communications across wide geographic areas. Amateur radio operators do not fit within the definition of network utility operators under the RMA and the structures they use are not defined as infrastructure under the RMA; however, their activities involve radio-communication and amateur radio configurations that involve masts, aerials and supporting structures similar to some infrastructure.

With reference to Part 1 — National Direction Instruments, the provisions in this chapter (in combination with the other chapters cross-referenced below):

Give effect to the following national documents:

1. the National Policy Statement for Renewable Electricity Generation 2011 (NPSREG);
2. the National Policy Statement on Electricity Transmission 2008 (NPSET); and
3. the New Zealand Coastal Policy Statement 2010 (NZCPS).

Are consistent with:

4. the National Environmental Standards on Electricity Transmission Activities 2009 (NESETA); and
5. the National Environmental Standards for Telecommunications Facilities 2016 (NESTF).

<sup>1</sup> TDC [42.15] and Radio NZ [152.27]

<sup>2</sup> Waka Kotahi [143.20]

<sup>3</sup> A consequential amendment following Waka Kotahi [143.20]

<sup>4</sup> TDC [42.15] and Radio NZ [152.27]

<sup>5</sup> TDC [42.15] and Radio NZ [152.27]

Notwithstanding any other rules in the District Plan:

1. the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009 apply to the operation, maintenance, upgrading, relocation or removal of National Grid transmission lines that were operating or able to be operated on, or prior to, 14 January 2010 and remain part of the National Grid;
2. the Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2016 apply to telecommunications facilities;

In the case of conflict with any other provision in the District Plan, the NESETA and NESTF prevail. The objectives and policies in this chapter take precedence over the objectives and policies in any Zone Chapter of Part 3 – Area Specific Matters.<sup>6</sup> In managing the effects of Regionally Significant Infrastructure and other infrastructure, the provisions in Part 2 – District Wide Matters also apply. The application of the rules in relation to other chapters is set out in the Rules section.<sup>7</sup>

Because of the broad and overlapping definitions of infrastructure, regionally significant infrastructure and lifeline utilities, the objectives and policies apply these general terms, whereas the rules apply more specific definitions such as network utilities and reference specific subtypes of infrastructure as required.<sup>8</sup>

Objective	
<b>EI-01</b>	<b><u>Regionally Significant Infrastructure and Lifeline Utilities</u></b> <sup>9</sup>
	<p><u>Regionally Significant Infrastructure and Lifeline Utilities</u><sup>10</sup> are Effective, resilient, efficient and safe <del>Regionally Significant Infrastructure and Lifeline Utilities that and:</del><sup>11</sup></p> <ol style="list-style-type: none"> <li>1. provides essential and secure services, including in emergencies; and</li> <li>2. facilitates local, regional, national or international connectivity; and</li> <li>3. contributes to the economy, <u>support emissions reduction</u><sup>12</sup> and supports a high standard of living; and</li> <li>4. <u>is are</u> aligned and integrates with the timing and location of urban development; and</li> <li>5. enables<sup>13</sup> people and communities to provide for their health, safety and wellbeing.</li> </ol>
<b>EI-02</b>	<b><u>Adverse effects of Regionally Significant Infrastructure and Lifeline Utilities and other infrastructure</u></b> <sup>14</sup>
	<p>The adverse effects of <u>Regionally Significant Infrastructure, and Lifeline Utilities and other infrastructure</u><sup>16</sup>:</p> <ol style="list-style-type: none"> <li>1. are avoided in <del>sensitive environments</del> <u>the areas identified in EI-P2.1.a</u><sup>17</sup> unless there is a functional <u>need</u><sup>18</sup> or operational need for the infrastructure to be in that location <u>and no practical alternative</u></li> </ol>

<sup>6</sup> Transpower [159.38] and The Telcos [176.34, 208.34, 209.34, 210.34]

<sup>7</sup> Forest and Bird [156.49, 156.50, 156.51]

<sup>8</sup> Kāinga Ora [229.14], TDC [42.14] and Opuha Water [181.33], [181.43], [181.44]

<sup>9</sup> The Telcos [176.35, 208.35, 209.35, 210.35] and TDC [42.16]

<sup>10</sup> The Telcos [176.35, 208.35, 209.35, 210.35] and TDC [42.16]

<sup>11</sup> Waka Kotahi [143.21]

<sup>12</sup> Forest and Bird [156.52]

<sup>13</sup> Opuha Water [181.25] for all the singular to plural changes

<sup>14</sup> The Telcos [176.36, 208.36, 209.36, 210.36] and TDC [42.17]

<sup>15</sup> Forest and Bird [156.54] and The Telcos [176.37, 208.37, 209.37, 210.37]

<sup>16</sup> Forest and Bird [156.54] and The Telcos [176.37, 208.37, 209.37, 210.37]

<sup>17</sup> Opuha Water [181.26]

<sup>18</sup> Clause 16(2)

locations,<sup>19</sup> in which case they must be ~~remedied or mitigated~~ managed by applying the effects management hierarchy set out in EI-P2 or EI-PX for the National Grid;<sup>20</sup> and

2. are avoided, remedied or mitigated ~~to achieve~~ having regard to the relevant objectives for the underlying zone<sup>21</sup> in other areas.

#### **EI-O3      ~~Adverse effects of other infrastructure~~<sup>22</sup>**

~~The adverse effects of other infrastructure:~~

- ~~1. are avoided on the identified characteristics and values of the sensitive environments the infrastructure is located within; and~~
- ~~2. are avoided, remedied or mitigated to achieve the relevant objectives for the underlying zone in other areas.~~

#### **EI-O4      Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities**

The efficient operation, maintenance, repair, upgrading or development of Regionally Significant Infrastructure and lifeline utilities are not constrained or compromised by ~~the adverse effects of subdivision, use and development, including incompatible activities and~~<sup>23</sup> reverse sensitivity effects.

#### **EI-O5      Amateur radio configurations**

Amateur radio configurations are able to be efficiently established with no to<sup>24</sup> minimal adverse effects on the surrounding environment.

### **Policies**

#### **EI-P1      Recognising the benefits of Regionally Significant Infrastructure and Lifeline Utilities**

Recognise the benefits of Regionally Significant Infrastructure and Lifeline Utilities by:

1. ~~enabling providing for~~ their operation, maintenance, repair, removal<sup>25</sup>, upgrade, development in appropriate locations;<sup>26</sup> and
- ~~2. enabling their removal during an emergency; and~~<sup>27</sup>
3. recognising their functional needs or operational needs; and
4. ~~encouraging supporting~~ the coordination of their planning and delivery with land use, subdivision, development, and urban growth so that future land use and infrastructure and Lifeline Utilities are integrated, efficient and aligned; and
5. ~~enabling providing for~~ the investigation and development of new small-scale renewable electricity generation activities to support a reduction in greenhouse gas emissions and diversifying the type and/or location of electricity generation; and
6. ~~allowing providing for~~ large scale renewable generation ~~and non-renewable generation~~ activities where the adverse effects can be minimised or able to be remediated; and

<sup>19</sup> Dir. General Conservation [166.20] and Radio NZ [152.29]

<sup>20</sup> Dir. General Conservation [166.20] and Opuha Water [181.26] and TDC [42.17]

<sup>21</sup> The Telcos [176.36, 208.36, 209.36, 210.36]

<sup>22</sup> Forest and Bird [156.54] and The Telcos [176.37, 208.37, 209.37, 210.37]

<sup>23</sup> Kāinga Ora [229.18]

<sup>24</sup> Forest and Bird [156.56]

<sup>25</sup> TDC [42.18] and Opuha Water [181.28]

<sup>26</sup> Forest and Bird [156.57]

<sup>27</sup> TDC [42.18] and Opuha Water [181.28]

7. supporting Regionally Significant Infrastructure in adopting new technologies that:
  - a. improve access to, and efficient use of, networks and services;
  - b. allow for the re-use of redundant services and structures and construction materials<sup>28</sup>;
  - c. increase resilience, safety or reliability of networks and services;
  - d. result in environmental benefits and enhancements; or
  - e. promote environmentally sustainable outcomes including green infrastructure and the increased utilisation of renewable resources.

## **EI-P2 Managing adverse effects of Regionally Significant Infrastructure, Lifeline Utilities<sup>29</sup> and other infrastructure**

1. Except as provided for by Policy EI-PX,<sup>30</sup> provide for Regionally Significant Infrastructure, Lifeline Utilities<sup>31</sup> and other infrastructure where any adverse effects are appropriately managed by:
  - a. seeking to avoid adverse effects on the identified values and qualities of Outstanding Natural Landscapes and Outstanding Natural Features, Visual Amenity Landscapes, the Coastal Environment, Significant Natural Areas, High Naturalness Waterbodies Areas, Sites of Significance to Māori, historic heritage, cultural, and archaeological areas, riparian margins, bat protection areas<sup>32</sup> and notable trees in accordance with the relevant Part 2 - District Wide provisions applying to those areas; and
  - b. ~~controlling~~ managing<sup>33</sup> the height, bulk and location of ~~Regionally Significant Infrastructure and other~~ all infrastructure, consistent with taking into account<sup>34</sup> the role, function, character and identified qualities of the underlying zone; and
  - c. requiring compliance with recognised standards or guidelines relating to acceptable noise for noise sensitive activities, vibration, radiofrequency fields and electric and magnetic fields to minimise adverse effects on human health, wellbeing and amenity<sup>35</sup>; and
  - d. requiring the undergrounding of network utilities lines<sup>36</sup> in new areas of urban development; and
  - e. minimising adverse visual effects on the environment through landscaping and/or the use of recessive colours and finishes; and
  - f. ~~allow new water infrastructure, including open drains, ponds and structures for the reticulation and storage of water for agricultural and horticultural activities in sensitive environments where the adverse effects can be minimised; and~~<sup>37</sup>

<sup>28</sup> Forest and Bird [156.57] for all the changes after the deletion of clause 2, except where specified.

<sup>29</sup> The Telcos [176.40, 208.40, 209.40, 210.40] and Radio NZ [152.32]

<sup>30</sup> Transpower [159.36]

<sup>31</sup> The Telcos [176.40, 208.40, 209.40, 210.40] and Radio NZ [152.32]

<sup>32</sup> S42A Report Overarching matters Proposed Timaru District Plan: Part 1 - Introduction and General Definitions, dated 5 April 2024, paragraph 233, responding to a submission from Dir. General of Conservation [166.11]

<sup>33</sup> Radio NZ [152.32]

<sup>34</sup> The Telcos [176.40, 208.40, 209.40, 210.40]

<sup>35</sup> Kāinga Ora [229.20]

<sup>36</sup> The Telcos [176.40, 208.40, 209.40, 210.40]

<sup>37</sup> Opuha Water [181.29]

g. requiring other infrastructure to adopt sensitive design to integrate within the site, existing built form and/or landform and to ~~maintain~~ taking into account<sup>38</sup> the character and qualities of the surrounding area;

while:

2. recognising the functional need<sup>39</sup> or operational need of Regionally Significant Infrastructure, Lifeline Utilities<sup>40</sup> and other infrastructure activities, and having regard to:

a. the extent to which adverse effects have been addressed through site, route or method selection; and

b. the need to quickly repair and restore disrupted services; and

c. the impact of not operating, repairing, maintaining, replacing,<sup>41</sup> upgrading, removing or developing the regionally significant infrastructure or other infrastructure; and

d. the time, duration or frequency of adverse effects; and

e. their location, including:

i. the complexity and connectedness of the networks and services;

ii. the potential for co-location and shared use of infrastructure corridors; ~~and~~

iii. the extent to which there are feasible alternative sites, routes or methods available;<sup>42</sup> and

f. for renewable energy generation, the need to locate where the natural resources occur.; and

3. where due to functional needs or operational needs, RSI and other infrastructure must be located in the environments identified in EI-P2.1.a, apply the following effects management hierarchy:

a adverse effects are avoided where practicable; and

b. where adverse effects cannot be avoided, they are minimised where practicable; and

c. where adverse effects cannot be minimised, they are remedied where practicable; and

d. where more than minor residual adverse effects cannot be avoided, minimised, or remedied, offsetting is provided where possible; and

e. if offsetting of more than minor residual adverse effects is not possible, compensation is provided; and

f. if compensation is not appropriate, the activity itself must be avoided in the environments identified in EI-P2.1.a.<sup>43</sup>

### **EI-P3 Adverse effects on Regionally Significant Infrastructure and Lifeline Utilities**<sup>44</sup>

<sup>38</sup> The Telcos [176.40, 208.40, 209.40, 210.40]

<sup>39</sup> Clause 16(2)

<sup>40</sup> The Telcos [176.40, 208.40, 209.40, 210.40] and Radio NZ [152.32]

<sup>41</sup> Transpower [159.24], the Telcos [176.25, 208.25, 209.25 and 210.25]

<sup>42</sup> Opuha Water [181.29] and TDC [42.19]

<sup>43</sup> Dir. General Conservation [166.22]

<sup>44</sup> TDC [42.20]

1. Ensure new or modified<sup>45</sup> incompatible activities are appropriately located or designed so they do not compromise or constrain the safe, effective and efficient operation, maintenance, repair, development or upgrading of any Regionally Significant Infrastructure and lifeline utilities; and
2. Recognise and provide for the safe and efficient operation, maintenance, repair,<sup>46</sup> upgrading, removal and development of the National Grid by:
  - a. avoiding the establishment or expansion of activities sensitive to transmission lines in the National Grid Yard and avoiding incompatible activities subdivision, use and development that may be likely to<sup>47</sup> compromise the operation, maintenance, repair, upgrading, ~~renewal~~ replacement,<sup>48</sup> or development of the National Grid; and
  - b. providing security of supply and/or maintaining the integrity of National Grid assets; and
  - c. maintaining ongoing access to conductors and support structures for maintenance and upgrading works; and
  - d. minimising exposure to health and safety risks from the National Grid; and
  - e. managing activities, as far as reasonably practicable, to avoid the potential for reverse sensitivity effects on the National Grid.

#### **EI-P4 Amateur radio configurations**

1. Enable amateur radio configurations within the Rural, Residential, and Commercial and mixed-use zones, General Industrial Zone, Māori Purpose Zone and Port Zone, where:
  - a. they are of a size and scale that is compatible with the character and qualities of the zone; and
  - b. there are no adverse effects on the health and safety of people and communities.
2. Only allow amateur radio configurations within the Open Space Zone, Sport and Active Recreation Zone or any other zones not identified in EI-P4(1) where it can be demonstrated that:
  - a. they are compatible with the character and amenity values of the zone; and
  - b. any adverse effects are minimised.

#### **EI-PX Managing adverse effects of the National Grid**<sup>49</sup>

Provide for the operation, maintenance, repair, replacement, upgrade and development of the National Grid where any adverse effects are appropriately managed by:

1. enabling the ongoing operation, maintenance, repair, replacement and minor upgrading of existing National Grid assets;
2. providing for new, or upgrades that are more than minor to, the National Grid; while
  - a. In urban environments, minimising adverse effect on urban amenity and avoiding adverse effects of the National Grid on town centres, areas of high recreation value and existing sensitive activities;
  - b. in the coastal environment, avoiding adverse effects where required in order to protect the special values and characteristics of those areas;
  - c. where (a) and (b) do not apply, seeking to avoid adverse effects on the characteristics and values of the following;
    - i. significant natural areas listed in SCHED7 or other areas of significant indigenous vegetation and significant habitats of indigenous fauna;

<sup>45</sup> BP Oil, et al [196.24]

<sup>46</sup> Clause 16(2)

<sup>47</sup> Kāinga Ora [229.21]

<sup>48</sup> Transpower [159.24], the Telcos [176.25, 208.25, 209.25 and 210.25]

<sup>49</sup> Transpower [159.36]

- ii. outstanding natural features and landscapes listed in SCHED8 and SCHED9;
  - iii. High Naturalness Waterbodies Areas;
  - iv. areas of high or outstanding natural character;
  - v. historic heritage sites and areas listed in SCHED3-4;
  - vii. sites and areas of significance to Kāti Huirapa listed in SCHED6;
  - viii. visual amenity landscapes listed in SCHED10;
  - ix. bat protection areas listed in SCHEDXX; and
3. where it is not practicable to avoid adverse effects on the characteristics and values of the areas listed in (2), remedy or mitigate adverse effects having regard to:
- a. the operational needs or functional needs of the National Grid and the extent to which those requirements constrain measures to avoid, remedying or mitigating adverse effects;
  - b. the extent to which significant adverse effects are avoided;
  - c. the extent to which any adverse effects have been avoided, remedied or mitigated by route, site and method selection;
  - d. for substantial upgrades, the extent to which existing adverse effects have been reduced as part of the upgrade;
  - e. the extent to which adverse effects on urban amenity have been minimised; and
4. outside of the areas listed in (2), avoiding, remedying, or mitigating other adverse effects, having regard to the matters in (3);
5. prevailing clause 2(c) over SASM-P5, SASM-P6, SASM-P7 and SASM-8 in the event of conflict;
6. prevailing clause 2(c) over NATC-P4 and NATC-P6 in the event of conflict; and
7. using substantial upgrades of transmission infrastructure as an opportunity to reduce existing adverse effects of transmission including such effects on sensitive activities where appropriate.

## Rules

**Note:** *Activities not listed in the rules of this chapter are classified as a permitted under this chapter but may still require consent under other chapters.*<sup>50</sup>

*Rules in Sections A - Section F of this chapter take precedence over rules in any Zone Chapter of Part 3 — Area Specific Matters - Zone Chapters and the Zone Chapter rules do not apply.*<sup>51</sup> *Unless otherwise specified in this chapter, the provisions of Development Area Chapter, Designation Chapter and Chapters in Part 2 - District-wide Matters Chapters still apply to activities provided for in Sections A - Section F and therefore resource consent may be required by the rules in Part 2.*<sup>52</sup>

<sup>50</sup> Transpower [159.38] and The Telcos [176.34, 208.34, 209.34, 210.34]

<sup>51</sup> Transpower [159.38] and The Telcos [176.34, 208.34, 209.34, 210.34]

<sup>52</sup> Forest and Bird [156.50]

Rules in Section G of this chapter do not take precedence over rules in the Zones chapter. Consent may be required by rules the Part 2 - District-wide Matters Chapters and Part 3 — Area Specific Matters - Zone Chapters. Unless expressly stated otherwise by a rule, consent is required under each of those rules.

Large infrastructure may have multiple components covered by more than one section of these rules.<sup>53</sup>

The steps plan users should take to determine which rules apply to any activity, and the status of that activity, are provided in Part 1, HPW — How the Plan Works - General Approach.

### Section A - Rules for Energy and Infrastructure Activities (not listed in other Sections of this chapter)

<b>EI-R1</b>	<b>Operation, Maintenance<sup>54</sup> and repair, or removal of infrastructure not otherwise addressed by another rule in this chapter</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>  <b>Where:</b>  <b>PER-1</b> EI-S1 is complied with.	<b>Activity status when compliance not achieved: Restricted Discretionary</b>  <b>Matters of discretion are restricted to:</b> 1. the matters of discretion of any infringed standard.
<b>EI-R2</b>	<b>Upgrading of underground infrastructure, not otherwise addressed by another rule in this chapter</b> <sup>55</sup>	
<b>All Zones</b>	<b>Activity status: Permitted</b> - <b>Where</b> - <b>PER-1</b> EI-S2 is complied with.	<b>Activity status when compliance not achieved: Restricted Discretionary</b> - <b>Matters of discretion are restricted to:</b> 1. the matters of discretion of any infringed standard.
<b>EI-R3</b>	<b>New and upgrading existing<sup>56</sup> underground infrastructure (including customer connections) not otherwise addressed by another rule in this chapter</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>	<b>Activity status when compliance not achieved: Not applicable</b>

<b>EI-R4</b>	<b>Upgrading of above ground network utilities not otherwise addressed by another rule in this chapter</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>  <b>Where:</b>  <b>PER-1</b>	<b>Activity status when compliance not achieved: Restricted Discretionary</b>  <b>Matters of discretion are restricted to:</b>

<sup>53</sup> Opuha Water [181.32]

<sup>54</sup> KiwiRail [187.24] and Radio NZ [152.34]

<sup>55</sup> Transpower [159.40]

<sup>56</sup> Transpower [159.40]



	EI-S1 and EI-S2 are complied with.	1. the matters of discretion of any infringed standard.
<b>EI-R5</b>	<b>Vehicle access tracks for network utilities, including ancillary access tracks</b>	
<b>All Zones</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The access track is unsealed; and</p> <p><b>PER-2</b> The access track, including unformed paper roads, is not classified as a road under the District Plan; and</p> <p><b>PER-3</b> The access track is 6m or less in width.</p>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the purpose, necessity and location of the vehicle access track; and</li> <li>2. the impact on the character and qualities of the surrounding area.</li> </ol>
<b>EI-R6</b>	<b>Above ground customer connections</b>	
<p>1.</p> <p><b>Residential Zones</b></p> <p><b>Commercial and Mixed Use Zones</b></p> <p><b>Open Space and Recreation Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The connection does not require a new tower; and</p> <p><b>PER-2</b> The connection does not exceed three additional poles; and</p> <p><b>PER-3</b> EI-S1 is complied with.</p>	<p><b>Activity status when compliance not achieved with PER-1 or PER-2: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the purpose, necessity and location of the aboveground customer connection; and</li> <li>2. the extent to which the design integrates the activity within the site, existing built form and/or landform in a way that assists to maintain the character and qualities of the surrounding area; and</li> <li>3. the extent to which landscaping and/or recessive colours and finishing mitigates any adverse effects.</li> </ol>
		<p><b>Activity status when compliance not achieved with PER-3: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard.</li> </ol>
<p>2.</p> <p><b>Rural Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p>	<p><b>Activity status when compliance not achieved with PER-1: Restricted Discretionary</b></p>

<p><b>General Industrial Zone</b></p> <p><b>Port Zone</b></p> <p><b>Māori Purpose Zone</b></p>	<p><b>PER-1</b> EI-S1 is complied with.</p>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard.</li> </ol>
<p><b>EI-R7 Temporary network utilities, including generators</b></p>		
<p><b>All Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The temporary network utility operates for a maximum of up to 12 consecutive months; and</p> <p><b>PER-2</b> Any temporary network utilities, and associated buildings and structures, are removed from the site within two months of completion of the associated works; and</p> <p><b>PER-3</b> Any electricity generator, excluding those covered under EI-R21:</p> <ol style="list-style-type: none"> <li>1. is transportable;</li> <li>2. operates for a maximum of up to 12 consecutive months in any two year period; and</li> <li>3. is removed from the site within one month of when it ceases to be used; and</li> </ol> <p><b>PER-4</b> EI-S1 is complied with.</p> <p><b>Note:</b> <i>Where relevant, the area must be reinstated in accordance with conditions specified in the National Code of Practice for Utility Operators' Access to Transport Corridors.</i></p>	<p><b>Activity status when compliance not achieved with PER-1, PER-2 or PER-3: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs and <sup>57</sup>operational needs of, and benefits from, the temporary network utility, including the potential impact on the levels of service or health and safety if the work is not undertaken; and</li> <li>2. the bulk, height, location and design of the temporary network utility, including any associated buildings or structures; and</li> <li>3. the impact on the character and qualities of the surrounding area.</li> </ol> <p><b>Activity status when compliance not achieved with PER-4: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard.</li> </ol>
<p><b>EI-R8 Substations (including switching stations) and energy storage batteries not enclosed within a building</b></p>		
<p><b>All Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p>	<p><b>Activity status when compliance not achieved with PER-1, PER-2 or PER-3: Restricted Discretionary</b></p>

<sup>57</sup> Waka Kotahi [143.31]

	<p><b>PER-1</b> The maximum building and structure height for a network utility structures is:</p> <ol style="list-style-type: none"> <li>1. 2.5 metres; or</li> <li>2. in the General Rural Zone, Rural Lifestyle Zone or General Industrial Zone, the maximum building and structure height for network utility structures is the maximum building height for the underlying zone; and</li> </ol> <p><b>PER-2</b> The maximum area of the substation, or energy storage batteries is:</p> <ol style="list-style-type: none"> <li>1. 20m<sup>2</sup> in Residential Zones; or</li> <li>2. 30m<sup>2</sup> in all other zones; and</li> </ol> <p><b>PER-3</b> The substation, or energy storage batteries are set back at least 2 metres from any Residential Zone site boundary; and</p> <p><b>PER-4</b> EI-S1 is complied with.</p> <p><b>Note:</b> <u>Height shall be measured from the existing ground level prior to any works commencing.</u><sup>58</sup></p>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs <del>and</del> <u>or</u><sup>59</sup> operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken; and</li> <li>2. the bulk, height, location and design of the activity, including any associated buildings or structures; and</li> <li>3. the impact on the character and qualities of the surrounding area; and</li> <li>4. any adverse effects on public health and/or safety.</li> </ol>
		<p><b>Activity status when compliance not achieved with PER-4: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard.</li> </ol>
<p><b>EI-R9</b></p>	<p><b>New network utilities within existing fully enclosed buildings</b></p>	
<p><b>All Zones</b></p>	<p><b>Activity status: Permitted</b></p>	<p><b>Activity status when compliance not achieved: Not applicable</b></p>
<p><b>EI-R10</b></p>	<p><b>Navigational aids, sensing and environmental monitoring equipment (including air quality and meteorological)</b></p>	
<p><b>All Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The activity complies with the height, setback, and height in relation to boundary standards for the zone.</p>	<p><b>Activity status when compliance not achieved with PER-1: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard.</li> </ol>

<sup>58</sup> ECan [183.4]

<sup>59</sup> Waka Kotahi [143.31]

<b>EI-R11 New overhead lines and associated support structures that convey electricity excluding customer connections</b>		
<b>General Rural Zone</b>	<b>Activity status: Permitted</b>	<b>Activity status when compliance not achieved: Restricted Discretionary</b>
<b>General Industrial Zone</b>	<b>Where:</b>	<b>Matters of discretion are restricted to:</b>
<b>Port Zone</b>	<b>PER-1</b> EI-S1 is complied with.	1. the matters of discretion of any infringed standard.
<b>All zones other than the General Rural Zone; General Industrial Zone and Port Zone</b>	<b>Activity status: Restricted Discretionary</b> <b>Matters of discretion are restricted to:</b> 1. the functional needs and <u>or</u> <sup>60</sup> operational needs of, and benefits from, the network utility, including the potential impact on the levels of service or health and safety if the work is not undertaken; and 2. the bulk, height, location and design of the network utility, including any associated buildings or structures; and 3. the impact on the character and qualities of the surrounding area; and any adverse effects on public health and/or safety.	<b>Activity status when compliance not achieved: Not applicable</b>
<b>EI-RX Network utilities emitting electric and magnetic fields<sup>61</sup></b>		
<b>All Zones</b>	<b>Activity status: Permitted</b>	<b>Activity status when compliance not achieved: Non-complying</b>
	<b>Where:</b>	
	<b>PER-1</b> <u>Any activity that generates electric or magnetic fields does not exceed:</u> 1. <u>the International Commission on Non-ionising Radiation Protection Guidelines for limiting exposure to time varying electric and magnetic fields (1Hz - 100kHz) (Health physics, 2010, 99(6); 818-836); and</u> <u>recommendations from the World Health Organisation monograph Environmental Health Criteria (No 238, June 2007).</u>	
<b>EI-R12</b>	<b>New electricity generation from a non-renewable source not otherwise addressed in this chapter</b>	

<sup>60</sup> Waka Kotahi [143.31]<sup>61</sup> Transpower [159.48]

<b>All Zones</b>	<b>Activity status: Discretionary</b>	<b>Activity status when compliance not achieved: Not applicable</b>
------------------	---------------------------------------	---

Renumber all rules to take account of EI-RX

<b>Rules Section B - Rules for Telecommunication and radiocommunication activities</b>		
<b>EI-R13</b>	<b>New overhead telecommunications lines and associated support structures excluding customer connections</b>	
<b>1. General Rural Zone General Industrial Zone Port Zone</b>	<b>Activity status: Permitted</b>  <b>Where:</b>  <b>PER-1</b> EI-S1 is complied with.	<b>Activity status when compliance not achieved: Restricted Discretionary</b>  <b>Matters of discretion are restricted to:</b> 1. the matters of discretion of any infringed standard.
<b>2. All Zones, other than the General Rural Zone, General Industrial Zone, and Port Zone</b>	<b>Activity status: Restricted Discretionary</b> <b>Matters of discretion are restricted to:</b> 1. the functional needs and <u>or</u> <sup>62</sup> operational needs of, and benefits from, the network utility, including the potential impact on the levels of service or health and safety if the work is not undertaken; and 2. the bulk, height, location and design of the network utility, including any associated buildings or structures; and 3. the impact on the character and qualities of the surrounding area; and 4. any adverse effects on public health and/or safety.	<b>Activity status when compliance not achieved: Not applicable</b>
<b>EI-R14</b>	<b>Telecommunications kiosk</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>  <b>Where:</b>  <b>PER-1</b> The telecommunication kiosk does not exceed: 1. a height for network utility structures of 3.5 metres; and 2. a total area of 1.5m <sup>2</sup> ; and	<b>Activity status when compliance not achieved: Restricted Discretionary</b>  <b>Matters of discretion are restricted to:</b> 1. the functional needs and <u>or</u> <sup>64</sup> operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken; and

<sup>62</sup> Waka Kotahi [143.31]

<sup>64</sup> Waka Kotahi [143.31]

	<p><b>PER-2</b> If not located within a road reserve, the telecommunication kiosk is setback no less than 2m from all site boundaries; and</p> <p><b>PER-3</b> Any attached small cell unit or antenna is no greater than 1m in height for network utility structures and does not have a horizontal dimension greater than the horizontal dimensions of the telecommunication kiosk.</p> <p><b>Note:</b> <u>Height shall be measured from the existing ground level prior to any works commencing.</u><sup>63</sup></p>	<ol style="list-style-type: none"> <li>2. the bulk, height, location and design of the activity, including any associated buildings or structures; and</li> <li>3. the impact on the character and qualities of the surrounding area; and</li> <li>4. any adverse effect on public health and/or safety.</li> </ol>
<b>EI-R15</b>	<b>Telecommunications or radiocommunication activities (not otherwise listed in rules EI-R15 to EI-R22 and not regulated by the NESTF)</b>	
<b>All Zones</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> All telecommunications poles and antenna (except those located on the road reserve) do not project above a 45° height in relation to boundary recession plane that is measured from any point 3m above the site boundary when the adjoining property is zoned Residential (but not a road boundary); and</p> <p><b>PER-2</b> A panel antenna:  <ol style="list-style-type: none"> <li>1. does not exceed a width of 0.79 metres;<sup>65</sup> and</li> <li>2. when in a road reserve, fits within an envelope of 3.5 metres in length and 0.79 metres in width;<sup>66</sup> and</li> </ol> </p> <p><b>PER-3</b> A dish antenna does not exceed a diameter of 1.2 metres; and</p> <p><b>PER-4</b></p>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs <u>and or</u><sup>68</sup> operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken; and</li> <li>2. the bulk, height, location and design of the activity, including any associated buildings or structures; and</li> <li>3. the impact on the character and qualities of the surrounding area; and</li> <li>4. any adverse effect on public health and/or safety.</li> </ol>

<sup>63</sup> ECan [183.4]

<sup>65</sup> The Telcos [176.53, 208.53, 209.53, 210.53]

<sup>66</sup> The Telcos [176.53, 208.53, 209.53, 210.53]

<sup>68</sup> Waka Kotahi [143.31]

	<p>Omni directional 'whip' or dipole antenna do not exceed:</p> <ol style="list-style-type: none"> <li>1. 1.6 metres in vertical length; and</li> <li>2. 60mm in diameter; and</li> <li>3. 1.5 metres in horizontal length; and</li> </ol> <p><b>PER-5</b> A headframe does not exceed:</p> <ol style="list-style-type: none"> <li>1. 2.5 metres in diameter in Residential zones (except when located in a road as provided for by PER-2b. above); or</li> <li>2. 6 metres in diameter in all other zones; and</li> </ol> <p><b>PER-6</b> For antenna attached to a building, the antenna does not exceed a height for network utility structures of 5 metres above the point of attachment to the building; and</p> <p><b>PER-7</b> A telecommunications cabinet does not exceed:</p> <ol style="list-style-type: none"> <li>1. within a road corridor, a footprint of 2m<sup>2</sup> or height for network utility structures of 2 metres;</li> <li>2. outside of a road corridor, a footprint of 2.5m<sup>2</sup> or height for network utility structures of 2 metres;</li> </ol> <p><b>PER-8</b> A group of telecommunications cabinets does not exceed a footprint of 3m<sup>2</sup>.</p> <p><b>Note:</b> <u>Height shall be measured from the existing ground level prior to any works commencing.</u><sup>67</sup></p>	
<b>EI-R16</b>	<b>Small cell units</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>	<b>Activity status when compliance not achieved: Not Applicable</b>
<b>EI-R17</b>	<b>Other network utilities (including network utility buildings and enclosed substations) not otherwise addressed by another rule in EI-R12 to EI-R20 and not regulated by the NESTF.</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>  <b>Where:</b>	<b>Activity status when compliance not achieved with PER-1 or PER-2: Restricted Discretionary</b>

<sup>67</sup> ECan [183.4]

	<p><b>PER-1</b> The building or structure complies with the building height for network utility structures, setback, and height in relation to boundary standards for the zone; and</p> <p><b>PER-2</b> The building or structure does not exceed a maximum footprint of:</p> <ol style="list-style-type: none"> <li>1. 20m<sup>2</sup> in a Residential Zone or Open Space and Recreation Zone; or</li> <li>2. 50m<sup>2</sup> in any other zone, except the General Industrial Zone, which has no maximum footprint; and</li> </ol> <p><b>PER-3</b> EI-S1 is complied with.</p>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs and <u>or</u><sup>69</sup> operational needs of, and benefits from, the network utility, including the potential impact on the levels of service or health and safety if the work is not undertaken; and</li> <li>2. the bulk, height, location and design of the network utility, including any associated buildings or structures; and</li> <li>3. the impact on the character and qualities of the surrounding area; and</li> <li>4. any adverse effect on public health and/or safety.</li> </ol> <p><b>Activity status when compliance not achieved with PER-3: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard.</li> </ol>
<b>EI-R18</b>	<b>Network utilities emitting electric and magnetic fields<sup>70</sup></b>	
<b>All Zones</b>	<p><del>Activity status: Permitted</del></p> <p><del>Where:</del></p> <p><del>PER-1</del> Any activity that generates electric or magnetic fields does not exceed:</p> <ol style="list-style-type: none"> <li><del>2. the International Commission on Non-Ionising Radiation Protection Guidelines for limiting exposure to time varying electric and magnetic fields (1Hz – 100kHz) (Health physics, 2010, 99(6); 818-836); and</del></li> <li><del>3. recommendations from the World Health Organisation monograph Environmental Health Criteria (No 238, June 2007).</del></li> </ol>	<p><del>Activity status when compliance not achieved: Non-complying</del></p> <p><del>-</del></p> <p><del>-</del></p> <p><del>-</del></p>
<b>EI-R19</b>	<b>Network utilities generating radiofrequency fields</b>	
<b>All Zones</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> An activity that generates radiofrequency fields does not exceed the maximum</p>	<p><b>Activity status when compliance not achieved: Non-complying</b></p>

<sup>69</sup> Waka Kotahi [143.31]

<sup>70</sup> Transpower [159.48]



	exposure level of the general public in New Zealand Standards NZS2772.1: 1999 Radiofrequency fields - Maximum exposure levels - 3KHz to 300 GHz.	
<b>EI-R20</b>	<b>New emergency or permanent back-up electricity generation (including any associated energy storage batteries) for a utility or lifeline utility which is not the primary electricity supply to the site.</b>	
<b>All Zones</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> Buildings and structures comply with the height, boundary and height in relation to boundary standards for the relevant zone; and</p> <p><b>PER-2</b> Any permanent back-up generator or a self-contained power unit is:</p> <ol style="list-style-type: none"> <li>1. setback at least 2 metres from a site boundary with a residential activity; and</li> <li>2. operates for a maximum of 12 consecutive months.</li> </ol>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs and <u>or</u><sup>71</sup> operational needs of, and benefits derived from, the network utility; and</li> <li>2. the purpose and necessity of the generator or power unit; and</li> <li>3. any adverse visual or nuisance effects (including the effects of any outdoor lighting), particularly on the character and qualities of the surrounding area.</li> </ol>
<b>EI-R21</b>	<b>Telecommunications lines, cabinets, poles and new antennas regulated by the NESTF that do not meet the permitted activity standards in Regulations 20, 21, 22, 27, 29, 31, 33, 35 or 37 of the NESTF and are not expressly listed as a controlled activity in Part 3 of the NESTF Regulations.</b>	
<b>All Zones</b>	<p><b>Activity status: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs and <u>or</u><sup>72</sup> operational needs of, and benefits from, the network utility, including the potential impact on the levels of service or health and safety if the work is not undertaken; and</li> <li>2. the bulk, height, location and design of the network utility, including any associated buildings or structures; and</li> <li>3. the impact on the character and qualities of the surrounding area; and</li> <li>4. any adverse effects on public health and/or safety.</li> </ol>	<p><b>Activity status when compliance not achieved: Not applicable</b></p>

## Rules Section C - Rules for network utilities - Three Waters

<sup>71</sup> Waka Kotahi [143.31]

<sup>72</sup> Waka Kotahi [143.31]

<b>EI-R22</b>	<b>Construction, maintenance, repair and upgrading of underground water supply, wastewater systems, and stormwater infrastructure</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>  <b>Where:</b>  <b>PER-1</b> Any pipe is not located on or within a waterbody, except where it is: <ol style="list-style-type: none"> <li>attached to and/or incorporated within an existing bridge structure; or</li> <li>within an existing conduit or duct.</li> </ol>	<b>Activity status when compliance not achieved: Restricted Discretionary</b>  <b>Matters of discretion are restricted to:</b> <ol style="list-style-type: none"> <li>the functional needs and <u>or</u><sup>73</sup> operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken; and</li> <li>the impact on the character and qualities of the surrounding area.</li> </ol>
<b>EI-R23</b>	<b>New water, wastewater and stormwater connections to existing reticulated networks</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>	<b>Activity status when compliance not achieved: Not Applicable</b>
<b>EI-R24</b>	<b>Rainwater collection systems for non-potable use</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>  <b>Where:</b>  <b>PER-1</b> The rainwater tank complies with building height, setback and height in relation to boundary standards for the zone.	<b>Activity status when compliance not achieved: Restricted Discretionary</b>  <b>Matters of discretion are restricted to:</b> <ol style="list-style-type: none"> <li>the matters of discretion of any infringed standard.</li> </ol>
<b>EI-R25</b>	<b>Maintenance, repair and upgrading of existing <del>underground</del><sup>74</sup> and above ground water systems infrastructure, including:</b> <ul style="list-style-type: none"> <li>water supply, wastewater systems, stormwater infrastructure;</li> <li>open drains and channels, pipes, water reservoirs, storage ponds; and</li> <li>other ancillary facilities and structures for the reticulation and storage of water for agricultural and horticultural activities (excluding mobile irrigation equipment for agricultural and horticultural activities)</li> </ul>	
<b>All Zones</b>	<b>Activity status: Permitted</b>  <b>Where:</b>  <b>PER-1</b> Building <u>or structure</u> maintenance and upgrades occur within the existing building <u>or structure</u> <sup>75</sup> envelope; or  <b>PER-2</b>	<b>Activity status when compliance not achieved with PER-1 or PER-2: Restricted Discretionary</b>  <b>Matters of discretion are restricted to:</b> <ol style="list-style-type: none"> <li>the functional needs and <u>or</u><sup>76</sup> operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken.</li> </ol>

<sup>73</sup> Waka Kotahi [143.27]

<sup>74</sup> Opuha Water [181.34] and TDC [42.21]

<sup>75</sup> Opuha Water [181.35] and TDC [42.22, 42.80]

<sup>76</sup> Waka Kotahi [143.30]

	<p>New buildings and structures comply with the building height, setback, and height in relation to boundary for the zone.</p> <p><b>PER-3</b> EI-S1 and EI-S2 are complied with.</p>	<p>2. the bulk, height, location and design of the activity, including any associated buildings or structures.</p> <p>3. the impact on the character and qualities of the surrounding area.</p> <p><b>Activity status when compliance not achieved with PER-3: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <p>1. the matters of discretion of any infringed standard.</p>
<p><b>EI-R26</b></p>	<p><b>Construction of new <del>underground and</del><sup>77</sup> above ground water systems infrastructure, including involving:<sup>78</sup></b></p> <ul style="list-style-type: none"> <li>• <b>water supply, wastewater systems and stormwater infrastructure;</b></li> <li>• <del>open drains and channels, pipes, water reservoirs, storage ponds; and</del></li> <li>• <del>other ancillary facilities and structures for the reticulation and storage of water for agricultural and horticultural activities (excluding mobile irrigation equipment for agricultural and horticultural activities)</del></li> </ul>	
<p><b>1. Rural Zones</b></p>	<p><del>Activity status: Permitted</del></p> <p><del>Where:</del></p> <p><del><b>PER-1</b></del> <del>New buildings and structures comply with the building height, setback, and height in relation to boundary for the zone.</del></p> <p><del><b>PER-2</b></del> <del>EI-S1 is complied with.</del></p> <p>-</p>	<p><del>Activity status when compliance not achieved with PER-1: Restricted Discretionary</del></p> <p><del><b>Matters of discretion are restricted to:</b></del></p> <p><del>1. the functional needs and operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken.</del></p> <p><del>2. the bulk, height, location and design of the activity, including any associated buildings or structures.</del></p> <p><del>3. the impact on the character and qualities of the surrounding area.</del></p> <p><del>Activity status when compliance not achieved with PER-2: Restricted Discretionary</del></p> <p>-</p> <p><del><b>Matters of discretion are restricted to:</b></del></p> <p><del>1. the matters of discretion of any infringed standard.</del></p>
<p><b>2. 1. All Zones except</b></p>	<p><b>Activity status: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p>	<p><b>Activity status where compliance not achieved: Not applicable</b></p>

<sup>77</sup> Opuha Water [181.34] and TDC [42.21]

<sup>78</sup> Rooney, et al [249.14, 250.14, 251.14, 252.14, 191.14, 174.14] for all these changes except where separately referenced

<p><b>Rural Zones</b></p>	<ol style="list-style-type: none"> <li>1. the functional needs and <u>or</u><sup>79</sup> operational needs of, and benefits from, the activity, including the potential impact on the levels of service or health and safety if the work is not undertaken.</li> <li>2. the bulk, height, location and design of the activity, including any associated buildings or structures.</li> <li>3. the impact on the character and qualities of the surrounding area.</li> </ol> <p><u>Note: this rule does not apply to connections permitted under EI-R23.</u><sup>80</sup></p>	
---------------------------	--	--

**Rules Section D - Rules for the National Grid**

**EI-R27 Buildings or structures within the National Grid Yard**

<p><b>All Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> In the National Grid Yard:</p> <ol style="list-style-type: none"> <li>1. any alteration or addition to an existing building or structure for a sensitive activity does not involve an increase in the building height for <del>network utility structures</del><sup>81</sup> or footprint; or</li> <li>2. it is a network utility undertaken by a network utility operator (<del>other than for the reticulation and storage of water in canals, dams or reservoirs including for irrigation purposes</del>); or</li> <li>3. it is a non-habitable building or structure for primary production in the Rural Zones, including yards for milking/dairy sheds and artificial crop protection structures (but does not include any building for intensive primary production, commercial greenhouses or milking/dairy sheds); or</li> <li><del>4. it is a yard for milking/dairy sheds; or</del></li> <li><del>5. it is an artificial crop protection and support structure; or</del></li> <li><u>4.6.</u> it is not for the storage and/or handling of hazardous substances with</li> </ol>	<p><b>Activity status when compliance not achieved: Non-complying</b></p>
-------------------------	---	---

<sup>79</sup> Waka Kotahi [143.31]

<sup>80</sup> Clause 16(2).

<sup>81</sup> Transpower [159.49] for all the changes in EI-R27

	<p>explosive or flammable intrinsic properties; and</p> <p><b>PER-2</b>                  In the National Grid Yard, the building or structure is located at least 12m from the outer visible edge of any National Grid tower or pole and associated stay wire, unless it does not permanently physically obstruct existing vehicular access to a National Grid support structure and it is one of the following:</p> <ol style="list-style-type: none"> <li>1. a network utility undertaken by a network utility operator <del>(other than for the reticulation and storage of water in canals, dams or reservoirs including for irrigation purposes)</del>; or</li> <li>2. a fence no greater than 2.5m high and that is no closer than 5m to the nearest National Grid pole; or no closer than 6m to the nearest National Grid tower; or</li> <li>3. an artificial crop protection structure or crop support structure not exceeding 2.5 metres in height and located at least 8 metres from a National Grid transmission line pole that is removable or temporary to allow a clear working space of 12 metres from the pole for maintenance and allows all weather access to the pole and a sufficient area for maintenance equipment, including a crane; or</li> <li>4. a building or structure where Transpower has given written approval in accordance with clause 2.4.1 of NZECP34:2001; and</li> </ol> <p><b>PER-3</b>                  The building or structure meets the requirements of the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP24:2001).</p> <p><b>Note:</b>  <u>Height shall be measured from the existing ground level prior to any works commencing.</u><sup>82</sup></p>	
<p><b>EI-R28</b></p>	<p><b>Earthworks, and land disturbance for the installation of fence posts<sup>83</sup> within the National Grid Yard</b></p>	

<sup>82</sup> ECan [183.4]

<sup>83</sup> Hort NZ [245.47]

<p><b>All Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b></p> <p>The <del>depth of the</del> earthworks or land disturbance is no greater than 300mm <u>deep</u> within <u>6.12 metres</u> of the outer visible edge of a foundation of a National Grid transmission line tower or pole; and<sup>84</sup></p> <p><b><u>PER-2</u></b></p> <p>The <u>earthworks or land disturbance work</u> does not compromise the stability of a National Grid transmission line tower or pole; <u>and</u></p> <p><b><u>PER-3</u></b></p> <p>The <u>earthworks or land disturbance does not result in a reduction in the ground to conductor clearance distances below what is required by Table 4 of NZECP34:2001 (New Zealand Electrical Code of Practice for Electrical Safe Distances); and</u></p> <p><b><u>PER-4</u></b></p> <p>The <u>earthworks or land disturbance does not result in existing vehicle access to a National Grid support structure being permanently obstructed.</u></p> <p><u>Note: PER-1 to PER-4 clauses (a) and (b) do not apply to:</u></p> <p>a. the repair or resealing of a road, footpath, driveway or farm track; and</p> <p>b. excavation of a vertical hole, not exceeding 500mm in diameter, that is more than 1.5m from outer visible</p>	<p><b>Activity status when compliance not achieved <u>with PER-1</u>: Restricted Discretionary</b></p> <p><b><u>Where:</u></b></p> <p><b><u>RDIS-1</u></b></p> <p><u>The earthworks or land disturbance is greater than 300mm deep and less than 3 metres deep between 6 metres and 12 metres of the outer visible edge of a foundation of a National Grid transmission line tower or pole.</u></p> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>1. effects on the operation, maintenance, upgrading and development of the National Grid; and</li> <li>2. the risk to the structural integrity of the National Grid support structure(s) ; and</li> <li>3. any impact on the ability to access the National Grid; and</li> <li>4. the risk of electrical hazards affecting public or individual safety and the risk of property damage; and</li> <li>5. the outcome of any consultation with the owner and operator of the National Grid.</li> </ol> <p><b><u>Activity status when compliance not achieved with RDIS-1, PER-2, PER-3 or PER-4: Non-Complying</u></b></p>
-------------------------	---	--

<sup>84</sup> Transpower [159.50] for all the changes to EI-R28 except where specified.

	<p>edge of foundation of a National Grid transmission line pole or stay wire.</p>	
<p><b><u>All Zones</u></b></p>	<p><b><u>Activity status:</u></b><sup>85</sup></p> <p><b><u>Restricted Discretionary Where:</u></b></p> <p><b><u>RDIS-1</u></b></p> <p><b><u>The earthworks or land disturbance:</u></b></p> <ol style="list-style-type: none"> <li><b><u>1. is greater than 300mm deep and less than 3 metres deep between 6 metres and 12 metres of the outer visible edge of a foundation of a National Grid transmission line tower or pole;</u></b></li> <li><b><u>2. does not compromise the stability of a National Grid transmission line tower or pole;</u></b></li> <li><b><u>3. does not result in a reduction in the ground to conductor clearance distances below what is required by Table 4 of NZECP34:2001 (New Zealand Electrical Code of Practice for Electrical Safe Distances); or</u></b></li> <li><b><u>4. does not result in existing vehicle access to a National Grid support structure being permanently obstructed;</u></b></li> </ol> <p><b><u>except that clauses (1) to (4) do not apply to:</u></b></p> <ol style="list-style-type: none"> <li><b><u>a. the repair or resealing of a road, footpath, driveway or farm track;</u></b></li> <li><b><u>and</u></b></li> </ol>	<p><b><u>Activity status when compliance not achieved: Non-complying</u></b></p>

<sup>85</sup> Transpower [159.50] for all these changes

	<p><u>b. excavation of a vertical hole, not exceeding 500mm in diameter, that is more than 1.5m from outer visible edge of foundation of a National Grid transmission line pole or stay wire.</u></p> <p><b><u>Matters over which discretion is restricted:</u></b></p> <ol style="list-style-type: none"> <li><u>1. effects on the operation, maintenance, upgrading and development of the National Grid; and</u></li> <li><u>2. the risk to the structural integrity of the National Grid support structure(s); and</u></li> <li><u>3. any impact on the ability to access the National Grid; and</u></li> <li><u>4. the risk of electrical hazards affecting public or individual safety and the risk of property damage; and</u></li> <li><u>5. the outcome of any consultation with the owner and operator of the National Grid.</u></li> </ol>	
<b>EI-R29</b>	<b>Subdivision of land within the National Grid Subdivision Corridor</b>	
<b>All Zones</b>	<p><b>Activity status: Restricted Discretionary</b></p> <p><b>Where:</b></p> <p><b>RDIS-1</b>                  All resulting allotments can accommodate a building platform for the likely principal building(s) and any building(s) for sensitive activities outside the National Grid Yard (other than where the allotments are for roads, access ways and network utilities).</p>	<p><b>Activity status when compliance not achieved: Non-complying</b></p>



	<p><b>RDIS-2</b> Existing vehicle access way to National Grid assets is maintained.</p> <p><b>Matters over which discretion is restricted:</b></p> <ol style="list-style-type: none"> <li>1. the extent to which the subdivision allows for the ongoing efficient operation, maintenance and upgrading of the National Grid, including the ability for continued reasonable access for inspections, maintenance and upgrading; and</li> <li>2. the location of any future building platform as it relates to the National Grid Yard; and</li> <li>3. the extent to which the subdivision design allows for any future sensitive activity to be setback from the National Grid; and</li> <li>4. the nature and location of any vegetation to be planted in the vicinity of the National Grid; and</li> <li>5. the ability of future development to comply with NZECP 34:2001 New Zealand Electricity Code of Practice for Electricity Safe Distances; and</li> <li>6. the risk of electrical hazards affecting public or individual safety, and the risk of property damage; and</li> <li>7. the outcome of any consultation with the owner and operator of the National Grid.</li> </ol>	
<b>EI-R30</b>	<b>Sensitive activities, including within an existing building or the erection of buildings for sensitive activities, within the National Grid Yard</b>	
<b>All Zones</b>	<b>Activity status: Non-complying</b>	<b>Activity status when compliance not achieved: Not applicable</b>
<b><u>EI-RXX</u></b>	<b><u>The storage and/or handling of hazardous substances with explosive or flammable intrinsic properties in the National Grid Yard</u></b> <sup>86</sup>	
<b><u>All Zones</u></b>	<p><b><u>Activity Status: Non Complying</u></b></p> <p><u>Notification:</u> <u>Any application arising from EI-RXX shall not be subject to public notification and shall be limited notified to the following parties:</u> <u>Transpower, unless their written approval is provided.</u></p>	<b><u>Activity status when compliance not achieved: Not applicable</u></b>

<sup>86</sup> Transpower [159.66]

**Rules Section E - Rules for Renewable Electricity Generation**

<b>EI-R31</b>	<b>Installation, operation, maintenance, repair, upgrading and removal of new utility equipment for investigating a site for suitability for renewable electricity generation</b>	
<b>All Zones</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The utility equipment is not on-site for more than 18 months within any 36-month period; and</p> <p><b>PER-2</b> The utility equipment complies with NZS6808:2010 Acoustics — Wind farm noise, or when not a wind turbine, it must comply with the underlying zone noise standards; and</p> <p><b>PER-3</b> An anemometer does not exceed 90m in height for network utility structures; and</p> <p><b>PER-4</b> All masts are removed at the end of the investigation period.</p> <p><b>PER-5</b> The site is restored to its pre-works condition after completion of all investigation activities, and the removal of all investigation equipment.</p> <p><b>PER-6</b> Other than as provided by PER-3, any other utility equipment does not exceed the permitted height for network utility structures in relation to boundary and setback standards for the underlying zone.</p> <p><b>Note:</b> <u>Height shall be measured from the existing ground level prior to any works commencing.</u><sup>87</sup></p>	<p><b>Activity status when compliance not achieved with PER-1 to PER-5: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs and <u>or</u><sup>88</sup> operational needs of, and benefits from, the activity; and</li> <li>2. the impact on the character and qualities of the surrounding area; and</li> <li>3. Noise; and</li> <li>4. site restoration.</li> </ol> <p><b>Activity status when compliance not achieved with PER-6: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard;</li> <li>2. Noise; and</li> <li>3. site restoration.</li> </ol>

<sup>87</sup> ECan [183.4]

<sup>88</sup> Waka Kotahi [143.31]

<p><b>EI-R32</b></p>	<p><b>The installation, operation, maintenance, <u>repair</u>,<sup>89</sup> upgrading and removal of a solar cell or an array of solar cells for small scale renewable electricity generation and its use</b></p>	
<p><b>1. Rural Lifestyle Zone</b></p>	<p><b>Activity status: Permitted</b><sup>90</sup></p> <p>-</p> <p><b>Where:</b></p> <p>-</p> <p><b>PER-1</b> The electricity generated is solely for use on the site and ancillary to the principal use of the site; and</p> <p>-</p> <p><b>PER-2</b> Buildings and structures comply with the building height, setback, and height in relation to boundary standards for the zone.</p>	<p><b>Activity status when compliance not achieved with PER-1: Restricted Discretionary</b></p> <p>-</p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs and operational needs of, and benefits from, the activity; and</li> <li>2. the impact on the character and qualities of the surrounding area; and</li> <li>3. overshadowing on surrounding sites.</li> </ol> <p><b>Activity status when compliance not achieved with PER-2: Restricted Discretionary</b></p> <p>-</p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard.</li> </ol>
<p><b>2. 1. All Zones except the Rural Lifestyle Zone</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The electricity generated is either:</p> <ol style="list-style-type: none"> <li>1. solely for use on the site and ancillary to the principal use of the site; or</li> <li>2. for use on the site and ancillary to the principal use of the site, and             <ol style="list-style-type: none"> <li>a. for supply to not more than 20 other properties; and</li> <li>b. for supply of any excess electricity to the electricity distribution network or the National Grid; and</li> </ol> </li> </ol> <p><b>PER-2</b> Buildings and structures comply with the building height, setback, and height in relation to boundary standards for the zone.</p>	<p><b>Activity status when compliance not achieved with PER-1: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs and operational needs of, and benefits from, the activity; and</li> <li>2. the impact on the character and qualities of the surrounding area; and</li> <li>3. overshadowing on surrounding sites.</li> </ol> <p><b>Activity status when compliance not achieved with PER-2: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard.</li> </ol>
<p><b>EI-R33</b></p>	<p><b>The installation, operation, maintenance, <u>repair</u>,<sup>91</sup> upgrading and removal of a small-scale wind turbine/s for small-scale renewable electricity generation and its use</b></p>	
<p><b>All Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p>	<p><b>Activity status when compliance not achieved with PER-1 to PER-5: Restricted Discretionary</b></p>

<sup>89</sup> Clause 16(2)

<sup>90</sup> Rooney, et al [174.15, 191.15, 249.15, 250.15, 251.15, 252.15] and Bruce Spiers [66.20] for all these changes

<sup>91</sup> Clause 16(2)

	<p><b>PER-1</b> The electricity generated is either:</p> <ol style="list-style-type: none"> <li>1. solely for use on the site and ancillary to the principal use of the site; or</li> <li>2. for use on the site and ancillary to the principal use of the site, and             <ol style="list-style-type: none"> <li>a. for supply to not more than 20 other properties; and</li> <li>b. for supply of any excess electricity to the electricity distribution network or the National Grid; and</li> </ol> </li> </ol> <p><b>PER-2</b> If PER-1.2. a.<sup>92</sup> applies, no more than one wind turbine is erected on a site; and</p> <p><b>PER-3</b> If PER-1.2.b.<sup>93</sup> applies, the wind turbines are either erected on a single site or clustered on one or more of sites; and</p> <p><b>PER-4</b> The maximum permitted height for network utility structures of each wind turbine (including the full extent of blades) is:</p> <ol style="list-style-type: none"> <li>1. 20m in the General Rural Zone and General Industrial Zone; and</li> <li>2. 15m in all other zones; and</li> </ol> <p><b>PER-5</b> The utility equipment complies with NZS6808:2010 Acoustics — Wind farm noise, or when not a wind turbine, it must comply with the underlying zone noise standards; and</p> <p><b>PER-6</b> Each wind turbine (including the full extent of blades) complies with road and internal boundary building setback standards for the zone.</p> <p><b>Note:</b> <u>Height shall be measured from the existing ground level prior to any works commencing.</u><sup>94</sup></p>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs and operational needs of, and benefits from, the activity; and</li> <li>2. the impact on the character and qualities of the surrounding area; and</li> <li>3. noise.</li> </ol> <p><b>Activity status when compliance not achieved with PER-6: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion of any infringed standard; and</li> <li>2. noise.</li> </ol>
<p><b>EI-R34</b></p>	<p><b>Solar hot water systems</b></p>	

<sup>92</sup> Bruce Spiers [66.19]

<sup>93</sup> Bruce Spiers [66.19]

<sup>94</sup> ECan [183.4]

All Zones	Activity status: Permitted	Activity status when compliance not achieved: Not Applicable
EI-R35	The installation and upgrading of large scale renewable electricity generation activities	
All Zones	Activity status: Discretionary	Activity status when compliance not achieved: Not Applicable

## Rules Section F - Rules for amateur radio configurations

EI-R36	Amateur radio configurations	
All Zones	<p>Activity status: Permitted</p> <p><b>Where:</b></p> <p><b>PER-1</b> The amateur radio configuration must be owned and operated by a licensed amateur radio operator.</p> <p><b>PER-2</b> All amateur radio configurations must be designed and operated in compliance with New Zealand Standard NZS 2772.1:1999.</p> <p><b>PER-3</b> There are no more than 12 antennas and aerials per site.</p> <p><b>PER-4</b> The relevant zone setback standards are complied with.</p> <p><b>PER-5</b> Within the Residential zones, no support structures, aerials and antennas are located between the road and the closest part of any building on the site, or within 1.5 m from any other boundary; and</p> <p><b>PER-6</b> The maximum height for network utility structures of aerials and associated support structures attached to buildings must not exceed the permitted building height for network utility structures for the relevant zone by more than 5m.</p> <p><b>PER-7</b></p> <ol style="list-style-type: none"> <li>Where antennas are attached to a building or other structure (including a mast), the radio and</li> </ol>	<p>Activity status when compliance not achieved: Restricted Discretionary</p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>visual amenity effects, including effects on landscape and streetscape values and neighbouring properties; and</li> <li>any positive effects of the activity; and</li> <li>cumulative effects associated with multiple devices and structures.</li> </ol>

telecommunications antenna do not exceed:

- a. for an antenna dish; 2m in diameter, or
  - b. for panel antenna: 4m<sup>2</sup> in area; and
2. provided there is no more than one pedestal mounted antenna per site, which:
- a. is pivoted less than 4m above the ground with a maximum diameter of 5m and a maximum height for network utility structures of 6.5m;
  - b. if guy wires are used, where these do not exceed 12mm in diameter.

**PER-8**

1. Provided any element making up an aerial does not exceed 80mm in diameter;
2. for horizontal HF yagi aerials, provided the maximum element length does not exceed 14.9m, and maximum boom length does not exceed 13m; and
3. for whip aerials, provided the maximum length does not exceed 3.5m in height for network utility structures above the maximum height for network utility structures for the support structure; and

**PER-9**

1. Provided there is only one primary mast per site, which does not exceed a maximum height for network utility structures of 20m. This mast may be a pole of lattice mast, and may be guyed or self-supporting. Lattice masts shall be no more than:
  - a. 1000mm in outside diameter up to 9m in height for network utility structures
  - b. 420mm in outside diameter above 9m in height for network utility structures;
2. provided there is only one secondary mast per site with a maximum height for network utility structures of 12m. This mast may be fitted with a rotator for VHF and/or UHF aerials;
3. provided all masts (except for as provided for in PER 6(a) above) shall be less than 115mm in outside diameter; and

	<p>4. in addition to the primary mast and the secondary mast, provided there are no more than six other masts per site, which do not exceed the maximum height for network utility structures for buildings within the zone in which it is located by more than 30% (except that one mast may be used as a vertical aerial up to 13.5m in height for network utility structures).</p>	
--	---	--

**Rules Section G - Flight Paths Protection for Richard Pearse Airport (Timaru Airport)**

<b>EI-R37</b>	<b>Fish processing or packing plants, abattoirs or freezing works</b>	
<b>Birdstrike Management Overlay</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> Storage, processing and disposal of all organic material takes place within enclosed buildings.</p> <p><b>PER-2</b> There is no disposal of effluent onto land associated with the plant or works.</p>	<p><b>Activity status where compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. Scale and significance of birdstrike risk likely to be created at the location proposed; and</li> <li>2. Mitigation of birdstrike risk including by design measures, operation or management procedures, direct intervention practices and monitoring.</li> </ol>
<b>EI-R38</b>	<b>Creation of a new stormwater basin; or water body (including wastewater oxidation pond) which exceeds 500m<sup>2</sup> in area</b>	
<b>Birdstrike Management Area Overlay</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The combined area of all existing and proposed stormwater basins and/or water bodies, that are wholly or partly within 0.75km of the centre of the proposed water body or stormwater basin's, shall not exceed 1,000m<sup>2</sup>;</p> <p><b>PER-2</b> Any stormwater basin has been designed by a suitably qualified person, with experience in stormwater management systems, to the following standards:</p> <ol style="list-style-type: none"> <li>1. Stormwater infiltration basins shall be designed to fully drain within 48 hours of the cessation of a 2% AEP storm event;</li> <li>2. Sufficient rapid soakage overflow capacity shall be provided to minimise</li> </ol>	<p><b>Activity status where compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. Scale and significance of birdstrike risk likely to be created at the location proposed; and</li> <li>2. Mitigation of birdstrike risk including by design measures, operation or management procedures, direct intervention practices and monitoring.</li> </ol>

- any ponding of stormwater outside the infiltration area(s); and
3. Plant species used shall be limited to those listed in Table 3 below

**PER-3**

Any water body has been designed by a suitably qualified and experienced practitioner ~~person~~, with experience in managing avian fauna within and around waterbodies ~~stormwater management systems~~,<sup>95</sup> to the following standards:

1. No permanent island features shall be included, that could provide perching sites for birds; and
2. Plant species used shall be limited to those listed in Table 3 below.

**Table 3 — Plant Species for water bodies and stormwater basins in the Birdstrike Management Area**

Edge of Water body / Stormwater basin	
Botanical name	Common name
<i>Schoenoplectus validus / tabernaemontani</i>	lake club rush / kapungawha
<i>Eleocharis acuta</i>	spike sedge
<i>Carex germinata</i>	makura
<i>Schoenus pauciflorus</i>	bog rush
<i>Polystichum vestitum</i>	prickly shield fern
<i>Juncus pallidus</i>	tussock rush / wiwi
<i>Cyperus ustulatus</i>	umbrella sedge
Lower Bank	
Botanical name	Common name
<i>Anemanthele lessoniana</i>	wind grass

<sup>95</sup> Road Metals [169.10] and Fulton Hogan [170.11]



<i>Astelia fragrans</i>	bush lily / kakaha
<i>Coprosma propinqua</i>	mikimiki
<i>Dianella nigra</i>	ink berry / turutu
<i>Plagianthus divaricatus</i>	swamp ribbonwood
<b>Upper Bank</b>	
<b>Botanical name</b>	<b>Common name</b>
<i>Aristotelia serrata</i>	makomako / wineberry
<i>Carpodetus serratus</i>	marbleleaf / putaputaweta
<i>Coprosma rotundifolia</i>	roundleaved coprosma
<i>Dodonea viscosa</i> (frost tender)	akeake
<i>Eleocarpus hookerianus</i>	pokaka
<i>Griselinia littoralis</i>	kapuka / broadleaf
<i>Hebe salicifolia</i>	koromiko
<i>Hoheria angustifolia</i>	narrow leaved lacebark
<i>Kunzea ericoides</i>	kanuka
<i>Leptospermum scoparium</i>	manuka
<i>Lophomyrtus obcordata</i>	rohutu / NZ myrtle
<i>Myrsine australis</i>	mapou
<i>Myrsine divaricata</i>	weeping mapou
<i>Pittosporum eugenioides</i>	lemonwood
<i>Pittosporum tenuifolium</i>	matipo
<i>Plagianthus regius</i>	lowland ribbonwood
<i>Podocarpus totara</i>	totara
<i>Prumnopitys taxifolia</i>	matai

	<table border="1"> <tr> <td data-bbox="308 185 600 293"><i>Pseudowintera colorata</i></td> <td data-bbox="600 185 895 293">peppertree</td> </tr> <tr> <td data-bbox="308 293 600 378"><i>Sophora microphylla</i></td> <td data-bbox="600 293 895 378">kowhai</td> </tr> </table> <p><b>Note:</b> <u>This rule does not apply to replacements of existing stormwater basins or water bodies.</u><sup>96</sup></p>	<i>Pseudowintera colorata</i>	peppertree	<i>Sophora microphylla</i>	kowhai	
<i>Pseudowintera colorata</i>	peppertree					
<i>Sophora microphylla</i>	kowhai					
<b>EI-R39</b>	<b>Buildings, structures or trees within<sup>97</sup> the Aerodrome Flight Paths Protection Area Overlay</b>					
<b>Aerodrome Flight Paths Protection Area Overlay</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> Richard Pearce (Timaru) Airport has provided a <u>written certification statement</u><sup>98</sup> to Timaru District Council that the building, structure or tree complies with Appendix 10; or</p> <p><b>PER-2</b> The building, structure or tree is located in an <u>urban area of</u><sup>99</sup> Temuka or Timaru and is no higher than 10m above existing ground level.</p>	<b>Activity status where compliance not achieved: Non-complying</b>				
<b>EI-40</b>	<b>New landfills, excluding <u>cleanfills</u>, <u>landfills for cleanfill material</u>,<sup>100</sup> within the Birdstrike Management Overlay</b>					
<b>Birdstrike Management Area Overlay</b>	<p><b>Activity status: <u>Restricted</u></b><sup>101</sup> <b>Discretionary</b></p> <p><u>Matters of discretion</u></p> <p>1. <u>The nature of the proposed fill and the extent to which it includes material that could attract avian fauna directly, or</u></p>	<b>Activity status where compliance not achieved: Not applicable</b>				

<sup>96</sup> Road Metals [169.10] and Fulton Hogan [170.11]

<sup>97</sup> Bruce Spiers [66.21]

<sup>98</sup> North Meadows [190.6], Hilton Haulage [168.24], Southern Proteins [140.6]

<sup>99</sup> Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

<sup>100</sup> RMA Clause 16(2)

<sup>101</sup> Road Metals [169.11] and Fulton Hogan [170.12] for all these changes

<p><u>attract other wildlife that could attract avian fauna;</u></p> <p>2. <u>The methods proposed to avoid or minimise birdstrike risk on Richard Pearse Airport (Timaru Airport);</u></p>	
---	--

**Standards**

<b>EI-S1</b>	<b>Maximum structure height for network utility structures of poles, antenna, and towers and telecommunications poles<sup>102</sup> (including the combined height of poles and antenna)</b>	
<b>All Zones</b>	<p>5m above the permitted height limit for buildings in the applicable zone</p> <p><b>Notes:</b> <i>Omni directional 'whip' or dipole antenna that comply with dimensions in EI-R4 (4) are excluded from the 'combined height' (i.e. only the pole needs to comply with the maximum structure height for network utility structures) lighting rods are exempt from the maximum for network utility structures standard.</i></p> <p><u>EI-S1 does not apply to works and changes to existing network utility structures that already exceed the permitted height limit, provided that the works and changes do not increase the exceedance of the permitted height limit.<sup>103</sup></u></p>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. <u>changes in</u><sup>104</sup> visual dominance; and</li> <li>2. <u>changes in</u><sup>105</sup> the impact on the character and qualities of the surrounding area.</li> <li>3. the functional needs and operational needs of, and benefits derived from, the network utility, including the potential impact on the levels of service or health and safety if the work is not undertaken.</li> </ol>
<b>EI-S2</b>	<b>Upgrading infrastructure</b>	
<b>All Zones</b>	<ol style="list-style-type: none"> <li>1. The realignment, relocation or replacement of a line, pipe (excluding a liquid petroleum pipeline), telecommunication pole, pole, tower, conductor, switch, transformer or ancillary structure within 5m of the existing alignment or location.</li> <li>2. A pole is not replaced with a tower.</li> <li>3. A replacement pole, tower or telecommunication pole does not</li> </ol>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the functional needs and operational needs of, and benefits derived from, the network utility, including the potential impact on the levels of service or health and safety if the work is not undertaken; and</li> <li>2. <u>changes in</u><sup>106</sup> the bulk, height, location and design of the network utility,</li> </ol>

<sup>102</sup> The Telcos [176.58, 208.58, 209.58, 210.58]

<sup>103</sup> The Telcos [176.58, 208.58, 209.58, 210.58] and Radio NZ [152.45]

<sup>104</sup> Radio NZ [152.45]

<sup>105</sup> Radio NZ [152.45]

<sup>106</sup> Radio NZ [152.46]

	<p>exceed the height for network utility structures of the replaced pole or tower or telecommunication pole by the greater of:</p> <ol style="list-style-type: none"> <li>a. more than 15% across any 10-year period; or</li> <li>b. the maximum height for network utility structures of the underlying zone.</li> </ol> <ol style="list-style-type: none"> <li>4. The diameter or width of a replacement pole or telecommunications pole:       <ol style="list-style-type: none"> <li>a. does not exceed twice that of the replaced pole at its widest point; or</li> <li>b. where a single pole is replaced with a pi pole, the width of the pi pole structure must not exceed three times the width of the replaced pole at its widest point.</li> </ol> </li> <li>5. The footprint of a replacement tower does not exceed the width of the tower by more than 25% across any 10-year period.</li> <li>6. There are no additional towers.</li> <li>7. There are no more than two poles, which are necessary to achieve the conductor clearances required by NZECP 34:2001.</li> <li>8. The realignment, relocation of replacement of any other network utility structure or building:       <ol style="list-style-type: none"> <li>a. is within 5m of the alignment or location of the original structure or building; and</li> <li>b. does increase the footprint of the structure or building by greater than 25% across any 10-year period.</li> </ol> </li> <li>9. A replacement antenna does not increase the diameter of an existing dish antenna or the width of an existing panel antenna by more than 25% across any 10-year period.</li> <li>10. A replacement cabinet or building does not increase the footprint of the existing cabinet or building by more than 25% in any 10-year calendar period.</li> <li>11. The diameter of replacement pipes located aboveground must not exceed the diameter of the replaced pipe by more than 300mm.</li> </ol>	<p>including any associated buildings or structures; and</p> <ol style="list-style-type: none"> <li>3. <u>changes in</u><sup>107</sup> the impact on the character and qualities of the surrounding area; and</li> <li>4. site reinstatement and replanting; and</li> <li>5. the duration, timing, and frequency of adverse effects.</li> </ol>
--	--	---

---

<sup>107</sup> Radio NZ [152.46]



## STORMWATER MANAGEMENT

### Introduction

This chapter contains district-wide provisions that cover stormwater.

Stormwater runoff generated from land use and development can have adverse effects on property, communities and the environments, for example nuisance effects, flooding and water contamination. Stormwater quantity is predicted to increase as a result of climate change. Stormwater can be managed through water sensitive design that manages the volume and quality of stormwater that runs off a site. The control of the discharge of contaminants to land or water and the control of the use of land for the purpose of the maintenance and enhancement of water quality are Canterbury Regional Council functions. Stormwater can, however, be a direct or potential effect of land use activities, and the District Council can manage land uses to avoid or mitigate these effects, and in order to support the achievement of integrated management.

In addition, under the Canterbury<sup>108</sup> Land and Water Regional Plan the District Council is required to manage the quantity and quality of all stormwater directed to and conveyed by the reticulated stormwater network, and from 1 January 2025 the quantity and quality of all stormwater discharged from that reticulated stormwater network. Accordingly, this chapter also seeks to address adverse effects on Council's stormwater network and the ability to obtain and comply with a discharge consent.

Recognising that water quality and quantity matters are also controlled by Environment Canterbury, the Canterbury Regional Council<sup>109</sup> this chapter includes exemptions for where an existing stormwater discharge consent is already held for the same activity from the Canterbury Regional Council.

The provisions in this chapter are intended to give effect to the following national documents:

1. the New Zealand Coastal Policy Statement 2010 (NZCPS);
2. the National Policy Statement for Freshwater Management 2020 (NPSFM).

### Objectives

#### SW-O1 Stormwater management

Subdivision, use and development within areas serviced by the Council's reticulated stormwater network do not increase peak demand on stormwater management systems or reduce water quality in the reticulated stormwater network.

### Policies

#### SW-P1 Stormwater quantity neutrality

Require subdivision, use and development to achieve stormwater neutrality or improvements in areas where there is a Council reticulated stormwater network, so that the reticulated stormwater network does not function beyond its capacity and cause or exacerbate flooding.

#### SW-P2 Water quality

Maintain ~~and~~ or<sup>110</sup> enhance stormwater quality by requiring:

1. restrictions on specified cladding materials that contribute to stormwater contamination; and

<sup>108</sup> TDC [42.23]

<sup>109</sup> TDC [42.23]

<sup>110</sup> Waka Kotahi [143.32]

2. the treatment of stormwater quality, if required,<sup>111</sup> for new or increased ~~impervious surfaces trafficked hardstand areas~~<sup>112</sup> created by subdivision, use or development.

**SW-P3 Connection to reticulated stormwater networks**

Require all subdivision, use and development to connect to the Council’s reticulated stormwater network within reticulated infrastructure boundaries, to:

1. ensure that stormwater does not create increased flood risk on other properties; and
2. manage stormwater quality impacts through an integrated management approach.

**SW-P4 Stormwater from roads**

Require stormwater from new roads to:

1. be treated to improve stormwater quality; and
2. reduce the peak flow entering the Council’s reticulated stormwater network.

**Rules**

**Note:** Activities not listed in the rules of this chapter are classified as a permitted under this chapter. For certain activities, consent may be required by rules in more than one chapter in the Plan. Unless expressly stated otherwise by a rule, consent is required under each of those rules. The steps plan users should take to determine what rules apply to any activity, and the status of that activity, are provided in Part 1, HPW — How the Plan Works - General Approach.

**Section A: Activities in the Residential Zones, Rural Lifestyle Zone, Settlement Zone and Māori Purpose Zone**

<b>SW-R1</b>	<b>All developments, other than a road, that result in an increase in impervious surfaces of greater than 30m<sup>2</sup> and less than 500m<sup>2</sup>, and where less than 70% of the site is impervious surface</b>	
<b>Where there is an available reticulated stormwater network in any of the:</b>	<b>Activity status: Permitted</b>	<b>Activity status when compliance not achieved: Restricted Discretionary</b>
<b>Residential Zones</b>	<b>Where:</b> <b>PER-1</b> All stormwater is captured and directed to the Council’s reticulated stormwater network; and <b>PER-2</b> Written permission has been obtained from the owner of the reticulated stormwater network in accordance with SW-S3 that allows entry of the stormwater into the reticulated stormwater network; or	<b>Matters of discretion are restricted to:</b> 1. the extent to which the stormwater neutrality device under PER-4 achieves stormwater neutrality; and 2. the extent of any potential flood risk from additional stormwater exceeding the capacity of the Council’s reticulated stormwater network; and 3. the adverse effects of stormwater on a neighbouring property or road; and 4. any relevant site or operational constraints; and 5. whether adequate compliance can be achieved by other means such as infiltration trenches, swales, ponds, drywells, permeable pavements or
<b>Rural Lifestyle Zone</b>	<b>PER-3</b> A rainwater storage system is provided that complies with SW-S1; and <sup>113</sup>	
<b>Settlement Zone</b>		

<sup>111</sup> BP Oil, et al [196.33]

<sup>112</sup> BP, et al [196.38]

<sup>113</sup> Rooney, et al [174.20, 191.20, 249.20, 250.20, 251.20, 252.20]

<p><b>Māori Purpose Zone</b></p>	<p><b>PER-4</b>                  The development achieves stormwater neutrality in accordance with SW-S2, <del>less the retention volume achieved under PER-3,</del><sup>114</sup> when the stormwater is discharged to the reticulated stormwater network.</p> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. <i>Guidance on stormwater management requirements can be found in the Timaru District Council Infrastructure Design Standards.</i></li> <li>2. <i>This rule does not apply where <u>stormwater management has already expressly been considered by the Timaru District Council for the site as part of a granted subdivision consent or as part of a community stormwater attenuation scheme.</u></i><sup>115</sup></li> </ol>	<p>other collection and filtration devices as set out in the Timaru District Council Infrastructure Design Standards; and</p> <ol style="list-style-type: none"> <li>6. the extent to which the stormwater neutrality device or other system proposed achieves a secondary function of treating stormwater quality prior to the water entering the wider reticulated stormwater network through the use of roadside swales, filter strips and rain gardens; constructed wetland treatment area or other in-situ treatment device; <u>and</u></li> <li>7. <u>for Regionally Significant Infrastructure, whether the stormwater is able to be adequately managed within the site.</u><sup>116</sup></li> </ol>
<p><b>SW-R2 All developments, other than a road, that result in an increase in impervious surfaces of 500m<sup>2</sup> or greater, or where 70% or more of the site is impervious surface</b></p>		
<p><b>Where there is an available reticulated stormwater network in any of the:</b></p> <p><b>Residential Zones</b></p> <p><b>Rural Lifestyle Zone</b></p> <p><b>Settlement Zone</b></p> <p><b>Māori Purpose Zone</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b>                  All stormwater is captured and directed to the Council’s reticulated stormwater network and does not flow onto neighbouring properties;<sup>117</sup> and</p> <p><b>PER-2</b>                  Written permission has been obtained from the owner of the reticulated stormwater network in accordance with SW-S3 that allows entry of the stormwater into the reticulated stormwater network.</p> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. <i>Guidance on stormwater management requirements can be found in the Timaru District Council Infrastructure Design Standards.</i></li> </ol>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the extent to which the design, location, capacity, type and construction of a stormwater neutrality device or other system proposed is sized, to ensure stormwater neutrality is achieved; and</li> <li>2. the extent of any potential flood risk from additional stormwater exceeding the capacity of the Council’s reticulated stormwater network; and</li> <li>3. the adverse effects of stormwater on a neighbouring property or road; and</li> <li>4. the consequences of a lack of maintenance of the stormwater neutrality device or other system proposed; and</li> <li>5. any relevant site or operational constraints; and</li> <li>6. the extent to which the stormwater neutrality device or system achieves a</li> </ol>

<sup>114</sup> Rooney, et al [174.20, 191.20, 249.20, 250.20, 251.20, 252.20]

<sup>115</sup> Rooney, et al [174.20, 191.20, 249.20, 250.20, 251.20, 252.20] and Kāinga Ora [229.24]

<sup>116</sup> Transpower [159.55]

<sup>117</sup> Milward Finlay Lobb [60.16]



		<p>secondary function of treating stormwater quality prior to the water entering the wider reticulated stormwater network through the use of roadside swales, filter strips and rain gardens; constructed wetland treatment area or other in-situ treatment device; <u>and</u></p> <p>7. <u>for Regionally Significant Infrastructure, whether the stormwater is able to be adequately managed within the site.</u><sup>118</sup></p>
<b>SW-R3</b>	<p><b>Non-residential activities that include <u>new</u><sup>119</sup> impervious surfaces of 500m<sup>2</sup> or greater for carparking, <del>excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant Regional Plan</del><sup>120</sup></b></p>	
<p><b>Where there is an available reticulated stormwater network in any of the:</b></p> <p><b>Residential Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> All stormwater is captured and directed to the Council’s reticulated stormwater network <del>and does not flow onto neighbouring properties;</del><sup>121</sup> and</p> <p><b>PER 2</b> 1. Written permission has been obtained from the owner of the reticulated stormwater network in accordance with SW-S4 that allows entry of the stormwater into the reticulated stormwater network; <u>or</u> 2. <u>the stormwater discharge is authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant Regional Plan.</u></p> <p><b>Note:</b></p> <p>1. Guidance on stormwater management requirements can be found in the Timaru District Council Infrastructure Design Standards.</p>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the adverse effects of stormwater on a neighbouring property, waterway or road; and</li> <li>2. the effects of any additional contaminants entering the Council’s reticulated stormwater network; and</li> <li>3. any relevant site or operational constraints; <u>and</u></li> <li>4. <u>for Regionally Significant Infrastructure, whether the stormwater is able to be adequately managed within the site.</u><sup>122</sup></li> </ol>

<sup>118</sup> Transpower [159.55]

<sup>119</sup> BP Oil, et al [196.35]

<sup>120</sup> BP Oil, et al [196.36]

<sup>121</sup> Milward Finlay Lobb [60.17]

<sup>122</sup> Transpower [159.55]

## Section B: Activities in the General Industrial Zone, Strategic Rural Industry Zone,<sup>123</sup> Port Zone and Open Space and Recreation zones

<b>SW-R4</b>	<b>All developments, other than a road, that result in an increase in impervious surfaces of greater than 30m<sup>2</sup>, <del>excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant regional plan</del><sup>124</sup></b>	
<b>Where there is an available reticulated stormwater network in any of the:</b>  <b>General industrial Zone</b>  <b>Port Zone</b>  <b>Open Space and Recreation Zones</b>  <b>Strategic Rural Industry Zone<sup>125</sup></b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> All stormwater is captured and directed to the Council's reticulated stormwater network <del>and does not flow onto neighbouring properties;</del><sup>126</sup> and</p> <p><b>PER-2</b> Written permission has been obtained from the owner of the reticulated stormwater network in accordance with SW-S3 <del>and SW-S4</del><sup>127</sup> that allows entry of the stormwater into the reticulated stormwater network; <u>and</u></p> <p><b>PER-3</b> <u>1. Written permission has been obtained from the owner of the reticulated stormwater network in accordance with SW-S4 that allows entry of the stormwater into the reticulated stormwater network; or</u> <u>2. the stormwater discharge is authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant regional plan.</u><sup>128</sup></p> <p><b>Note:</b></p> <p>1. <i>Guidance on stormwater management requirements can be found in the Timaru District Council Infrastructure Design Standards.</i></p> <p>2. <i>This rule does not apply where stormwater management has already expressly been considered by the Timaru District Council for the site as part of a</i></p>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the extent to which the design, location, capacity, type and construction of the stormwater neutrality device or other system proposed is sized, to ensure stormwater neutrality is achieved; and</li> <li>2. the extent of any potential flood risk from additional stormwater exceeding the capacity of the Council's reticulated stormwater network; and</li> <li>3. <u>the effectiveness of the maintenance plan that is in place for the consequences of a lack of maintenance of</u><sup>130</sup> the stormwater neutrality device; and</li> <li>4. the adverse effects of stormwater on a neighbouring property, waterway or road; and</li> <li>5. the effects of any additional contaminants entering the Council's reticulated stormwater network; and</li> <li>6. any relevant site or operational constraints; <u>and</u></li> <li>7. <u>for Regionally Significant Infrastructure, whether the stormwater is able to be adequately managed within the site.</u><sup>131</sup></li> </ol>

<sup>123</sup> Fonterra Limited [165.37], subject to the Panel recommending to create a new zone

<sup>124</sup> BP Oil, et al [196.36]

<sup>125</sup> Fonterra Limited [165.37], subject to the Panel recommending to create a new zone

<sup>126</sup> Milward Finlay Lobb [60.18]

<sup>127</sup> BP Oil, et al [196.36]

<sup>128</sup> BP Oil, et al [196.36]

<sup>130</sup> Silver Fern Farms [172.18] and BP Oil, et al [196.36]

<sup>131</sup> Transpower [159.55]

granted subdivision consent or as part of a community stormwater attenuation scheme.<sup>129</sup>

## Section C: Activities in the Commercial and mixed-use zones

<b>SW-R5</b>	<b>All developments, other than a road, that result in an increase in impervious surfaces of greater than 50m<sup>2</sup>, <del>excluding stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant Regional Plan</del><sup>132</sup></b>	
<b>Where there is an available reticulated stormwater network in the:</b>  <b>Commercial and Mixed-use Zones</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> All stormwater is captured and directed to the Council's reticulated stormwater network <del>and does not flow onto neighbouring properties;</del><sup>133</sup> and</p> <p><b>PER-2</b> Written permission has been obtained from the owner of the reticulated stormwater network in accordance with SW-S3 and <del>SW-S4</del><sup>134</sup> that allows entry of the stormwater into the reticulated stormwater network; <u>and</u></p> <p><b>PER-3</b> <u>1. Written permission has been obtained from the owner of the reticulated stormwater network in accordance with SW-S4 that allows entry of the stormwater into the reticulated stormwater network; or</u> <u>2. the stormwater discharge is authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant regional plan.</u><sup>135</sup></p> <p><b>Note:</b> 1. <i>Guidance on stormwater management requirements can be found in the Timaru District Council Infrastructure Design Standards.</i></p>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the extent to which the design, location, capacity, type and construction of the stormwater neutrality device or other system proposed is sized, to ensure stormwater neutrality is achieved; and</li> <li>2. the extent of any potential flood risk from additional stormwater exceeding the capacity of the Council's reticulated stormwater network; and</li> <li>3. <u>the effectiveness of the maintenance plan that is in place for the consequences of a lack of maintenance of</u><sup>137</sup> the stormwater neutrality device; and</li> <li>4. the adverse effects of stormwater on a neighbouring property, waterway or road; and</li> <li>5. the effects of any additional contaminants entering the Council's reticulated stormwater network; and</li> <li>6. any relevant site or operational constraints; <u>and</u></li> <li>7. <u>for Regionally Significant Infrastructure, whether the stormwater is able to be adequately managed within the site.</u><sup>138</sup></li> </ol>

<sup>129</sup> Rooney, et al [174.20, 191.20, 249.20, 250.20, 251.20, 252.20] and Kāinga Ora [229.24]

<sup>132</sup> BP Oil, et al [196.36]

<sup>133</sup> Milward Finlay Lobb [60.19]

<sup>134</sup> BP Oil, et al [196.36]

<sup>135</sup> BP Oil, et al [196.36]

<sup>137</sup> Silver Fern Farms [172.18] and BP Oil, et al [196.37]

<sup>138</sup> Transpower [159.55]

	<p><u>2. This rule does not apply where stormwater management has already expressly been considered by the Timaru District Council for the site as part of a granted subdivision consent or as part of a community stormwater attenuation scheme.</u><sup>136</sup></p>	
--	---	--

## Section D: Activities in all zones

<b>SW-R6</b>	<b>Any maintenance or upgrading of a road that results in an increase of greater than 100m<sup>2</sup> of impervious surfaces, or any new road, excluding footpaths and vehicle crossings and stormwater discharges that are authorised by a resource consent from the Canterbury Regional Council pursuant to the relevant Regional Plan</b>	
<b>All Zones</b>	<p><b>Activity status: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the effects of any additional stormwater on the Council's reticulated stormwater network, including any increase in flooding and any additional contaminants; and</li> <li>2. the ability to off-set stormwater requirements (treatment or attenuation) within the catchment that can mitigate the effects of what is being proposed; and</li> <li>3. the extent to which the proposed mitigation is the best practicable option; and</li> <li>4. any relevant site or operational constraints, and</li> <li>5. the ability to meet the Minimum Treatment Contaminant Removal Rates in SW-S4.</li> </ol>	<b>Activity status when compliance not achieved: Not applicable</b>
<b>SW-R7</b>	<b>The installation of any copper, galvanised metal, unpainted zincalume or any other unpainted metal, used in roof material, gutters, downpipes or external <u>sheet cladding of buildings or structures</u> but excluding fixings and flashings</b> <sup>139</sup>	
<b>All Zones where there is an available reticulated stormwater network</b>	<p><b>Activity status: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the effects of any contaminants on the Council's reticulated stormwater network; and</li> </ol>	<b>Activity status when compliance not achieved: Not applicable</b>

<sup>136</sup> Rooney, et al [174.20, 191.20, 249.20, 250.20, 251.20, 252.20] and Kāinga Ora [229.24]

<sup>139</sup> PrimePort [175.24], Timaru District Holdings [186.10] and BP Oil, et al [196.38]

<ol style="list-style-type: none"> <li>2. the ability to off-set stormwater treatment requirements within the catchment that can mitigate the effects of what is being proposed; and</li> <li>3. the extent to which the proposed mitigation is the best practicable option; and</li> <li>4. any relevant site or operational constraints.</li> </ol>	
---	--

**Standards**

<b>SW-S1</b>	<b>Rainwater Storage Systems</b>									
<b>Residential Zones</b>	<ol style="list-style-type: none"> <li>1. <del>Rainwater storage systems must be provided and sized in accordance with the following specifications:</del> <ol style="list-style-type: none"> <li>a. <del>10 — 49m<sup>2</sup> of additional impervious surface: 250 litre storage.</del></li> <li>b. <del>50 — 99m<sup>2</sup> of additional impervious surface: 500 litre storage.</del></li> <li>c. <del>100 — 199m<sup>2</sup> of additional impervious surface: 1,000 litre storage.</del></li> <li>d. <del>200 — 499m<sup>2</sup> of additional impervious surface: 2,500 litre storage.</del><sup>140</sup></li> </ol> </li> </ol>									
<b>SW-S2<sub>1</sub></b>	<b>Stormwater neutrality devices or systems</b>									
<b>All Zones</b>	<ol style="list-style-type: none"> <li>1. A stormwater neutrality device or system must be:                     <ol style="list-style-type: none"> <li>a. sized, to ensure stormwater neutrality is achieved for the area of impervious surface that is increased; and</li> <li>b. fully operational prior to the use of the impervious area; and</li> <li>c. located and designed to provide access for maintenance.</li> </ol> </li> </ol> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. <i>a stormwater neutrality device or system may include rain tanks, infiltration trenches, swales, ponds, drywells, permeable pavements or other collection and filtration devices. A means of compliance can be found in the Timaru District Council Infrastructure Design Standards.</i></li> </ol>									
<b>SW-S3<sub>2</sub></b>	<b>Stormwater quantity permission requirements</b>									
<b>1 General Residential zone;</b>	The Council will grant <u>a stormwater discharge certificate under the Timaru District Council Consolidated Bylaw permission</u> <sup>141</sup> to connect to the Council's <u>Public</u> <sup>142</sup> reticulated stormwater network if the development meets the requirements set out in Table 4 below and in accordance with SW-S2.									
<b>Medium Density Residential Zone;</b>	<p><b>Table 4 — Stormwater Quantity Requirements for increased impervious surface in residential zones and areas</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #9e9e9e; color: white;"> <th rowspan="2" style="width: 50%;">Activity</th> <th colspan="2" style="width: 50%;">Requirements for increased impervious surface</th> </tr> <tr style="background-color: #9e9e9e; color: white;"> <th style="width: 25%;">Stormwater neutrality</th> <th style="width: 25%;">Event Duration</th> </tr> </thead> <tbody> <tr style="height: 40px;"> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		Activity	Requirements for increased impervious surface		Stormwater neutrality	Event Duration			
Activity	Requirements for increased impervious surface									
	Stormwater neutrality	Event Duration								

<sup>140</sup> Rooney, et al [174.20, 191.20, 249.20, 250.20, 251.20, 252.20]

<sup>141</sup> Clause 16(2)

<sup>142</sup> Clause 16(2)

<b>Rural Lifestyle Zone;</b>  <b>Māori Purpose Zone;</b>  <b>Settlement Zone</b>	Development results in: 2. an increase in impervious surface between 30m <sup>2</sup> and 500m <sup>2</sup> ; and 3. less than 70% of the site is covered by impervious surface	1 in 10-year	1-hour event
	Development result in: 3. an increase in impervious surface of 500m <sup>2</sup> or greater; or 4. 70% or more of the site is covered by impervious surface	1 in 10-year	24-hour event
<b>2 General Industrial Zone;</b>  <b>Port Zone;</b>  <b>Open Space and Recreation Zones</b>	The Council will grant <u>a stormwater discharge certificate under the Timaru District Council Consolidated Bylaw permission</u> <sup>143</sup> to connect to the Council's <u>Public</u> <sup>144</sup> reticulated stormwater network if the development meets below requirements set out in Table 5 below and in accordance with SW-S2.		
<b>Table 5 — Stormwater Quantity Requirements for increased impervious surface in the Industrial zone and Open space zones</b>			
<b>Activity</b>		<b>Requirements for increased impervious surface</b>	
		<b>Stormwater neutrality</b>	<b>Event Duration</b>
Development results in an increase in impervious surface between 30m <sup>2</sup> and 500m <sup>2</sup>		1 in 50-year	1-hour event
Development results in an increase in impervious surface of 500m <sup>2</sup> or greater		1 in 50-year	24-hour event
<b>3. Commercial and Mixed Use Zones</b>	The Council will grant <u>a stormwater discharge certificate under the Timaru District Council Consolidated Bylaw permission</u> <sup>145</sup> to connect to the Council's <u>Public</u> <sup>146</sup> reticulated stormwater network if the development meets below requirements set out in Table 6 below and in accordance with SW-S2.		
<b>Table 6 — Stormwater Quantity Requirements for increased impervious surface in the Commercial and mixed use zones</b>			
<b>Activity</b>		<b>Requirements for increased impervious surface</b>	
		<b>Stormwater neutrality</b>	<b>Event Duration</b>

<sup>143</sup> Clause 16(2)

<sup>144</sup> Clause 16(2)

<sup>145</sup> Clause 16(2)

<sup>146</sup> Clause 16(2)

	Development results in an increase in impervious surface between 50m <sup>2</sup> and 500m <sup>2</sup>	1 in 50-year	1-hour event																														
	Development results in an increase in impervious surface of 500m <sup>2</sup> or greater	1 in 50-year	24-hour event																														
<b>SW-S43 Stormwater quality permission requirements</b>																																	
<b>Commercial and Mixed-use Zones</b>	<p>1. The Council will grant a stormwater discharge certificate under the Timaru District Council Consolidated Bylaw to connect to the Public reticulated stormwater network following certification of a treatment system designed to improve contaminate levels of gross pollutants, total suspended solids and hydrocarbons discharged by activities increasing trafficked hardstand impervious areas greater than 30m<sup>2</sup> and less than 150m<sup>2</sup>.<sup>147</sup></p> <p>2. The Council will grant a stormwater discharge certificate under the Timaru District Council Consolidated Bylaw permission to connect to the Council's Public<sup>148</sup> reticulated stormwater network if the minimum standards identified in Table 7 below are met for activities additional trafficked hardstand impervious areas<sup>149</sup> exceeding the impervious surface threshold in the identified zones.</p> <p><b>Table 7 - Minimum Treatment Contaminant Removal Rates</b></p> <table border="1"> <thead> <tr> <th></th> <th>All Commercial and mixed-use zones</th> <th>General industrial zone and Port zone</th> <th>Open space and recreation zones, Māori Purpose zone, Rural lifestyle zone, Settlement zone and Residential zones</th> <th>Roads</th> </tr> </thead> <tbody> <tr> <td><b>Impervious surface threshold</b></td> <td>50 150m<sup>2</sup> <sup>150</sup></td> <td>30 150m<sup>2</sup> <sup>151</sup></td> <td>30 150m<sup>2</sup> <sup>152</sup></td> <td>---</td> </tr> <tr> <td><b>First Flush Depth</b></td> <td>10mm/hr 21 mm depth</td> <td>10mm/hr 21 mm depth</td> <td>10mm/hr 21 mm depth</td> <td>10mm/hr 21 mm depth</td> </tr> <tr> <td><b>Suspended Solids</b></td> <td>&gt; 80%</td> <td>&gt; 80%</td> <td>&gt; 80%</td> <td>&gt; 80%</td> </tr> <tr> <td><b>Total Zinc</b></td> <td>&gt; 70%</td> <td>&gt; 80%</td> <td>&gt; 70%</td> <td>&gt; 70%</td> </tr> <tr> <td><b>Total Copper</b></td> <td>&gt; 70 %</td> <td>&gt; 80 %</td> <td>&gt; 70 %</td> <td>&gt; 70 %</td> </tr> </tbody> </table>				All Commercial and mixed-use zones	General industrial zone and Port zone	Open space and recreation zones, Māori Purpose zone, Rural lifestyle zone, Settlement zone and Residential zones	Roads	<b>Impervious surface threshold</b>	50 150m <sup>2</sup> <sup>150</sup>	30 150m <sup>2</sup> <sup>151</sup>	30 150m <sup>2</sup> <sup>152</sup>	---	<b>First Flush Depth</b>	10mm/hr 21 mm depth	10mm/hr 21 mm depth	10mm/hr 21 mm depth	10mm/hr 21 mm depth	<b>Suspended Solids</b>	> 80%	> 80%	> 80%	> 80%	<b>Total Zinc</b>	> 70%	> 80%	> 70%	> 70%	<b>Total Copper</b>	> 70 %	> 80 %	> 70 %	> 70 %
				All Commercial and mixed-use zones	General industrial zone and Port zone	Open space and recreation zones, Māori Purpose zone, Rural lifestyle zone, Settlement zone and Residential zones	Roads																										
<b>Impervious surface threshold</b>				50 150m <sup>2</sup> <sup>150</sup>	30 150m <sup>2</sup> <sup>151</sup>	30 150m <sup>2</sup> <sup>152</sup>	---																										
<b>First Flush Depth</b>				10mm/hr 21 mm depth	10mm/hr 21 mm depth	10mm/hr 21 mm depth	10mm/hr 21 mm depth																										
<b>Suspended Solids</b>				> 80%	> 80%	> 80%	> 80%																										
<b>Total Zinc</b>	> 70%	> 80%	> 70%	> 70%																													
<b>Total Copper</b>	> 70 %	> 80 %	> 70 %	> 70 %																													
<b>General Industrial Zone</b>																																	
<b>Port Zone</b>																																	
<b>Open Space and Recreation Zones</b>																																	
<b>Residential Zones</b>																																	
<b>Māori Purpose Zone</b>																																	
<b>Rural Lifestyle Zone</b>																																	
<b>Settlement Zone</b>																																	

<sup>147</sup> PrimePort [175.24], Timaru District Holdings [186.10] and BP Oil, et al [196.38]

<sup>148</sup> Clause 16(2)

<sup>149</sup> BP, et al [196.38]

<sup>150</sup> PrimePort [175.24], Timaru District Holdings [186.10] and BP Oil, et al [196.38]

<sup>151</sup> PrimePort [175.24], Timaru District Holdings [186.10] and BP Oil, et al [196.38]

<sup>152</sup> PrimePort [175.24], Timaru District Holdings [186.10] and BP Oil, et al [196.38]

	<b>Total Petroleum Hydro-carbons</b>	> 70 %	> 70 %	> 70 %	> 70 %
	<b>Nutrients (Nitrogen, Phosphorus)</b>	> 50 %	> 50 %	> 50 %	> 50 %



**This section has rules that have legal effect. Please check the ePlan to see what the legal effect is or subject to appeal.**

## TRANSPORT

### Introduction

Safe and efficient land transport infrastructure assists in meeting the community's social, cultural and economic wellbeing. However, transportation, in its role as both a land use activity and as an effect of other activities, can adversely impact the environment of the District. The use of land transport infrastructure can result in noise that is not compatible with the receiving environment. The construction and ongoing use of land transport infrastructure can adversely affect existing communities, important landscapes, ecological habitats and storm water quality and quantity management. Road traffic as a prime component of transportation, and as an effect of land use activities, can impact adversely on the amenity values of an area in terms of noise, dust, dirt, fumes, visual intrusion and traffic congestion. This chapter seeks to address these matters.

This chapter is a district wide chapter that sits alongside the underlying zones and only regulates transport activities. The zoning of the road or rail corridor will be the same zone as that of the adjoining land (as shown on the District Plan maps). Where the zoning of the land that adjoins one side of the road or rail corridor is different to that of the land that adjoins the other side of the road or rail corridor, then the zoning of the adjoining land shall apply up to the centreline of the road or rail corridor.

Where the road or rail corridor crosses a waterbody the Transport provisions only apply to the bridge/road above the waterbody.

### Deeming rules for the road corridor

Any land vested in the District Council, or the New Zealand Transport Agency - Waka Kotahi or any other Crown entity, as road pursuant to either any enactment or provision in this District Plan, or held by any other party as road or for the purposes of road, shall be deemed to be part of the road and subject to the district-wide Transport provisions of the District Plan.

If a road has been lawfully stopped under any enactment, and any relevant roading designation removed, then the land shall no longer be part of the road but will instead be deemed to be included in the same zone or zones as that of the land that adjoins it (up to the centreline of the road) and subject to all the provisions for that zone or zones (as well as any relevant District-wide provisions) from the date of the road stopping and removal of any relevant roading designation.

### Objectives

#### **TRAN-O1 ~~Safe, efficient, integrated and sustainable~~ Land transport infrastructure<sup>153</sup>**

Land transport infrastructure that is well-connected, integrated and accessible, supports low emissions<sup>154</sup> and which:

1. is safe, efficient and ~~sustainable~~ effective<sup>155</sup> for all transport modes;
2. meets and is responsive to current and future needs, including projected population growth;

<sup>153</sup> RMA Clause 16(2)

<sup>154</sup> Forest and Bird [156.76]

<sup>155</sup> Waka Kotahi [143.36]

3. aligns and integrates with the timing and location of urban development;
4. promotes multi-modal transport options, including the use of active transport and public transport, and reduces dependency on private motor vehicles;
5. supports consolidated, well designed and sustainable growth in and around existing urban ~~areas~~ locations;<sup>156</sup>
6. encourages sustainable economic development; and
7. provides parking opportunities in an efficient, functional and sustainable manner and to avoid adverse effects on the environment.

#### **TRAN-O2 Transport related effects**

Adverse effects on the environment occurring from the use, construction, maintenance and development of land transport infrastructure are avoided, remedied or mitigated to achieve the character and qualities of the underlying zone or overlay.

#### **TRAN-O3 Adverse effects on land transport infrastructure**

Land transport infrastructure is not compromised by incompatible activities that ~~may~~ are likely to<sup>157</sup> result in conflict or reverse sensitivity effects.

### **Policies**

#### **TRAN-P1 Active transport**

Encourage active transport modes such as cycling and walking by:

1. ensuring safe pedestrian access to building entrances;
2. requiring permeable road layouts;
3. requiring footpaths and other active transport infrastructure;
4. requiring consolidated settlement patterns;
5. requiring secure, sheltered cycle parking that is located in a convenient and safe position and which ensures pedestrian safety; and
6. encouraging the provision of end-of-journey facilities for staff such as bicycle parking, showers, lockers and dedicated changing spaces.

#### **TRAN-P2 Public transport**

Support an efficient integrated public transport system through Council advocacy and by requiring:

1. new residential neighbourhoods to be designed to ensure convenient and safe walking distances to public transport connections;
2. a roading design that facilitates the provision of an efficient and convenient public transport system into, out of, and around the development; and
3. urban development that is consolidated in and adjoining the District's existing towns and urban ~~areas~~ locations.<sup>158</sup>

#### **TRAN-P3 Existing land transport infrastructure**

Enable the safe and<sup>159</sup> efficient use of existing land transport infrastructure by providing for its operation, maintenance and upgrading.

#### **TRAN-P4 New land transport infrastructure**

Only allow new land transport infrastructure:

<sup>156</sup> Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

<sup>157</sup> Kāinga Ora [229.27]

<sup>158</sup> Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

<sup>159</sup> Waka Kotahi [143.41] and KiwiRail [187.33]

1. within sensitive environments / overlays, where it can be demonstrated that:
  - a. ~~the adverse effects on~~ identified characteristics and values of the Overlay it is within ~~will be protected are avoided, remedied or mitigated~~; and
  - b. the relevant objectives and policies<sup>160</sup> for the Overlay will be achieved; and
  - c. there is a functional or operational need for the land transport infrastructure to be located in the Overlay; and<sup>161</sup>
2. in other locations, where it is consistent with or will not compromise achieving the relevant objectives of the zone(s) it is or will be situated.

#### **TRAN-P5 Road classification**

Require the District's roads to be classified and built according to their anticipated function and maintained to enable land transport infrastructure to operate safely and<sup>162</sup> effectively.

#### **TRAN-P6 Effects on land transport infrastructure**

Require subdivision, use and development to be designed in a way that supports the safe and efficient operation and development of land transport infrastructure, including by locating activities on the most appropriate road in the District's road classification.

#### **TRAN-P7 High traffic generating activities**

Only allow high traffic generating activities where these activities:

1. support the safe, efficient and effective use of land transport infrastructure, as demonstrated through an integrated transport assessment; and
2. encourage accessibility by a range of transport modes, including public transport and active transport use.

#### **TRAN-P8 Parking, loading and manoeuvring**

Require land use activities to provide:

1. efficient, effective and safe servicing and vehicle manoeuvring facilities on-site (where provided),<sup>163</sup> including for emergency service vehicles;
2. accessible parking spaces on-site for non-residential activities with a large building footprint floor area;<sup>164</sup>
3. safe access for pedestrians and cyclists through parking areas, that are designed to reduce opportunities for crime through the demonstrated implementation of CPTED; and
4. landscaping in provided parking areas that visually softens the dominant effect of hard surfaces and positively contributes to amenity values anticipated for the receiving environment.<sup>165</sup>

#### **TRAN-P9 Non-transport related activities**

Encourage road and railway corridors<sup>166</sup> to be used for:

1. Other co-located network utilities;
2. Non-transport related activities which contribute to public amenity values and well-being (excluding in any state highway)<sup>167</sup> while:

<sup>160</sup> Forest and Bird [156.79]

<sup>161</sup> KiwiRail [187.34] for all these changes except where specified

<sup>162</sup> Kāinga Ora [229.30]

<sup>163</sup> Kāinga Ora [229.33]

<sup>164</sup> ECAN [183.1]

<sup>165</sup> Fonterra [165.40]

<sup>166</sup> RMA Clause 16(2)

<sup>167</sup> Waka Kotahi [143.47]

- a. Mitigating any adverse effects on the safety, efficiency and functionality of the transport corridor, including in the future; and
- b. Being consistent with the character and qualities of adjoining zones.

### **TRAN-P10 EV charging facilities**

Encourage existing and new land uses to support an integrated and sustainable transport network by enabling charging stations for electric vehicles.<sup>168</sup>

## **Rules**

**Note:** Activities not listed in the rules of this chapter are classified as a<sup>169</sup> permitted under this chapter. Rules TRAN-R1 to TRAN-R11 in this chapter take precedence over rules in any Zone Chapter of Part 3 – Area Specific Matters - Zone Chapters. Unless otherwise specified in this chapter, the provisions of the Development Area chapter, Designation Chapter and chapters in Part 2 - District-wide Matters Chapters still apply to activities provided for in the TRAN Chapter and therefore resource consent may be required by these chapters. For certain activities, consent may be required by rules in more than one chapter in the Plan. Unless expressly stated otherwise by a rule, consent is required under each of those rules.<sup>170</sup> The steps plan users should take to determine what rules apply to any activity, and the status of that activity, are provided in Part 1, HPW — How the Plan Works - General Approach.

<b>TRAN-R1</b>	<b>Maintenance of existing land transport infrastructure</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>	<b>Activity status when compliance not achieved: Not applicable</b>
<b>TRAN-R2</b>	<b>Upgrading any existing land transport infrastructure</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>  <b>PER-1</b> All upgrading is contained within a road; or  <b>PER-2</b> Any upgrading is within 5m of the outer edge of an existing railway line.	<b>Activity status when compliance not achieved: Discretionary</b>
<b>TRAN-R3</b>	<b>New vVehicle access way</b>	
<b>All Zones</b>	<b>Activity status: Permitted</b>  <b>Where:</b>  <b>PER-1</b>	<b>Activity status when compliance not achieved: Restricted Discretionary</b>  <b>Matters of discretion are restricted to:</b> <ol style="list-style-type: none"> <li>the matters of discretion for any infringed standard.</li> </ol>

<sup>168</sup> Z Energy [116.6] and BP Oil, et al [196.40]

<sup>169</sup> Clause 16(2)

<sup>170</sup> Waka Kotahi [143.20]

	TRAN-S9, TRAN-S10, <u>TRAN-S12</u> , <u>TRAN-S14</u> , <u>TRAN-S15</u> , <u>TRAN-S16</u> and TRAN-S18 are complied with. <sup>171</sup>	
<b>TRAN-R4</b>	<b>New<sup>172</sup> Vehicle Crossings</b>	
<b>All Zones</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The vehicle crossing is not located on the site between Tiplady Road and the Winchester Geraldine Road <u>zoned GIZ and<sup>173</sup></u> legally described as Lot 1 DP8102 (or its successor); and</p> <p><b>PER-2</b> TRAN-S9, TRAN-S10, TRAN-S12, TRAN-S13, TRAN-S14, TRAN-S15, TRAN-S16, TRAN-S17 and TRAN-S18 are complied with.</p>	<p><b>Activity status when compliance not achieved with PER-1: Controlled</b></p> <p><b>CON-1</b> There is a maximum of two vehicle crossings from each road frontage of the land legally described as Lot 1 DP8102 (or its successor).</p> <p><b>Matters of control are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the number and location of access points onto roads;</li> <li>2. boundary screening and landscaping.</li> </ol> <p><b>Activity status when compliance not achieved with CON-1: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. traffic safety and impact on public road.</li> </ol> <p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion for any infringed standard.</li> </ol>
<b>TRAN-R5</b>	<b>Loading and manoeuvring areas for all new activities</b>	
<b>All Zones</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> TRAN-S7, TRAN-S8, TRAN-S11, TRAN-S17 and TRAN-S18 are complied with.</p>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion for any infringed standard.</li> </ol>
<b>TRAN-R6</b>	<b>Vehicle parking <u>and manoeuvring<sup>174</sup></u> areas</b>	
<b>1. All zones except the</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p>	<b>Activity status when compliance not achieved: Restricted Discretionary</b>

<sup>171</sup> Waka Kotahi [143.49]

<sup>172</sup> Waka Kotahi [143.49]

<sup>173</sup> JR Livestock [241.33]

<sup>174</sup> Bruce Spiers [66.11]

<p><b>General Rural Zone</b></p>	<p><b>PER-1</b> TRAN-S1, TRAN-S4, TRAN-S5, TRAN-S6, TRAN-S7, TRAN-S8, TRAN-S11 and TRAN-S19 are complied with.</p>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion for any infringed standard.</li> </ol>
<p><b>2. General Rural Zone</b></p>	<p><b>PER-1</b> Vehicle parking areas accommodate less than 20 car parking spaces; and</p> <p><b>PER-2</b> TRAN-S1, TRAN-S4, TRAN-S7, TRAN-S8, TRAN-S11 and TRAN-S19 are complied with.</p>	<p><b>Activity status when compliance not achieved with PER-1: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. public safety, including consistency with the APP3 - National Guidelines for Crime Prevention through Environmental Design in New Zealand (CPED); and</li> <li>2. the safety and efficiency of pedestrian access through vehicle parking areas; and</li> <li>3. measures used on-site to address adverse effects from stormwater discharge or runoff on the Council's reticulated network.</li> </ol> <p><b>Activity status when compliance not achieved with PER-2: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion for any infringed standard.</li> </ol>
<p><b>TRAN-R7 Structures, buildings or planting and vehicular access in relation to a road-rail level crossings</b></p>		
<p><b>All Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The structure is for post and wire fences only; or</p> <p><b>PER-2</b> For any other activity, it activity complies with TRAN-S9; or</p>	<p><b>Activity status when compliance not achieved with PER-1: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion for any infringed standard.</li> </ol>
<p><b>TRAN-R8 New private ways</b></p>		
<p><b>All Zones</b></p>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> TRAN-S10, TRAN-S11, TRAN-S12, TRAN-S13, TRAN-S14, TRAN-S15, TRAN-S16,</p>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the matters of discretion for any infringed standard.</li> </ol>

	TRAN-S17 and TRAN-S18 are complied with.	
<b>TRAN-R9</b>	<b>Installation of new or replacement charging facilities for electric vehicles</b>	
<b>All Zones</b>	<p><b>Activity status: Permitted</b></p> <p><b>Where:</b></p> <p><b>PER-1</b> The new charging facility is installed immediately adjacent to an existing, permitted or consented vehicle parking <u>and manoeuvring areas</u><sup>175</sup> space.</p>	<p><b>Activity status when compliance not achieved: Restricted Discretionary</b></p> <p><b>Matters of discretion are limited to:</b></p> <ol style="list-style-type: none"> <li>the potential for adverse effects on the safety and efficiency of land transport infrastructure.</li> </ol>
<b>TRAN-R10</b>	<b>High trip generation activities</b>	
<b>All Zones</b>	<p><b>Activity status: Restricted Discretionary</b></p> <p><b>Where:</b></p> <p><b>RDIS-1</b> Any <u>new or additional</u><sup>176</sup> use or development which generates vehicle trips that meet or exceed the thresholds in TRAN-S20.</p> <p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>for a basic Integrated Transport Assessment (ITA): <ol style="list-style-type: none"> <li>safety and efficiency <ol style="list-style-type: none"> <li>the extent to which the provision of access and on-site manoeuvring areas associated with the activity including vehicle loading and servicing deliveries <u>and heavy vehicle movements</u>,<sup>177</sup> affects the safety, efficiency, and accessibility of the site (by all modes including active transport, and for people whose mobility is restricted), and land transport infrastructure (including considering the road classification of the frontage road); and</li> <li>any mitigation proposed.</li> </ol> </li> <li>design and layout</li> </ol> </li> </ol>	<p><b>Activity status when compliance not achieved: Not applicable</b></p>

<sup>175</sup> Bruce Spiers [66.11]

<sup>176</sup> Z Energy [116.9], BP Oil, et al [196.42]

<sup>177</sup> TDC [42.28]

	<ul style="list-style-type: none"> <li>i. the extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private car, including providing safe and convenient access for travel by such modes; and</li> <li>ii. any mitigation proposed.</li> </ul> <p><u>c. financial contributions</u></p> <ul style="list-style-type: none"> <li>i. <u>where an increase in vehicle traffic by an activity has potential to generate adverse effects on the road network, any financial contributions provided in accordance with APP7-Financial Contribution.</u><sup>178</sup></li> </ul> <p>2. For a full ITA:</p> <ul style="list-style-type: none"> <li>a. safety and efficiency             <ul style="list-style-type: none"> <li>i. the extent to which the provision of access and on-site manoeuvring areas associated with the activity including vehicle loading and servicing deliveries <u>and heavy vehicle movements</u>,<sup>179</sup> affects the safety, efficiency, and accessibility of the site (by all modes including for people whose mobility is restricted), and land transport infrastructure (including considering the road classification of the frontage road); and</li> <li>ii. any mitigation proposed;</li> </ul> </li> <li>b. design and layout             <ul style="list-style-type: none"> <li>i. the extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private car, including providing safe and convenient access for travel by such modes; and</li> <li>ii. any mitigation proposed;</li> </ul> </li> </ul>	
--	--	--

<sup>178</sup> TDC [42.27]

<sup>179</sup> TDC [42.28]



	<p>c. network impacts</p> <ul style="list-style-type: none"> <li>i. having particular regard to the level of additional traffic generated by the activity and the extent to which measures are proposed to adequately mitigate the actual or potential effects on land transport infrastructure arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.</li> <li>ii. any mitigation proposed.</li> </ul> <p>d. <u>financial contributions</u></p> <ul style="list-style-type: none"> <li>i. <u>where an increase in vehicle traffic by an activity has potential to generate adverse effects on the road network, any financial contributions provided in accordance with APP7-Financial Contribution.</u><sup>180</sup></li> </ul> <p><b>Note:</b> If an Integrated Transport Assessment has already been approved for the site as part of a granted resource consent, then these rules do not apply to any development that is within the scope of that Integrated Transport Assessment and in accordance with the resource consent, unless the resource consent has lapsed.</p>	
<b>TRAN-R11</b>	<b>New private roads, roads and other land transport infrastructure outside of existing road or rail corridors</b>	
<b>All Zones</b>	<p><b>Activity status: Discretionary</b></p> <p><b>Where</b></p> <p><b>DIS-1</b> TRAN-S2, TRAN-S3 are complied with.</p>	<p><b>Activity status when compliance not achieved: Non-Complying</b></p>

**Standards**

<sup>180</sup> TDC [42.27]

TRAN-S1 Landscaping where five or more at grade car parking spaces are provided <u>and grouped together</u> <sup>181</sup> for non-residential activities on a site		
<p><b>All Zones except the <u>PORTZ</u><sup>182</sup> and <u>Clandeboye Manufacturing Zone / Precinct</u><sup>183</sup></b></p>	<ol style="list-style-type: none"> <li>1. Where more than five at grade car parking spaces are provided for non-residential activities on a site, landscaping must be provided within a landscaping strip/s or within a planting protection area/s with a minimum dimension or diameter of 1.5 metres within, or immediately adjacent to, the parking area on the site.</li> <li>2. Landscaping must consist of a combination of trees, shrubs and ground cover species.</li> <li>3. <del>Planting must be limited to indigenous vegetation sourced from within the ecological district to enhance local or regional indigenous biodiversity.</del><sup>184</sup></li> <li>4. Landscaping may be integrated with stormwater management for the parking area, and may include the use of raingardens for stormwater collection and attenuation of stormwater runoff.</li> <li>5. Trees must:               <ol style="list-style-type: none"> <li>a. be spaced one tree every 10 metres of road frontage (excluding access ways and any other means of access to the building) on the side of a road boundary or within a parking area;</li> <li>b. have a minimum stem diameter of 40mm at the time of planting and be capable of reaching a height of at least three metres at maturity;</li> <li>c. be planted no closer than 2m from an underground service or 1m from a footpath or kerb.</li> </ol> </li> <li>6. Landscaping strips or planting protection areas adjacent to a road boundary, or within a parking area, must be protected from damage by vehicles through the use of wheel stop</li> </ol>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the extent of reduction in anticipated on-site and adjacent amenity values; and</li> <li>2. the extent to which the non-compliance is required for traffic safety reasons or due to impacts on underground services; and</li> <li>3. The landscaping design, type of species and height of landscaping; <u>and</u></li> <li>4. <u>the operational and functional requirements of the activity.</u><sup>186</sup></li> </ol>

<sup>181</sup> Z Energy [116.8]

<sup>182</sup> PrimePort [175.26] and Timaru District Holdings [186.12],

<sup>183</sup> Fonterra [165.41], subject to the Panel recommending to create a new zone

<sup>184</sup> Rooney, et al [174.24, 191.24, 249.24, 250.24, 251.24, 252.24]

<sup>186</sup> Woolworths [242.12]

	<p>barriers. Such wheel stop barriers must be located at least 1m from any tree.</p> <p><u>Note: This standard does not apply to Car Parks for refuelling lanes or EV Charging Stations.</u><sup>185</sup></p>	
<b>TRAN-S2</b>	<b>Road design requirements</b>	
<b>All Zones</b>	<ol style="list-style-type: none"> <li>1. Roads must meet the requirements specified in <i>Table 8— Road design requirements</i> and explained in <i>Figure 5 6</i><sup>187</sup> — <i>Transport corridor cross section example</i>.</li> <li>2. Cul de sacs must meet the Local Road requirements in Table 8 and the following additional requirements:                         <ol style="list-style-type: none"> <li>a. it must not exceed a maximum length of 150m.</li> <li>b. there must be a pedestrian link at the end of a cul-de-sac in all residential and commercial zones.</li> <li>c. there must be no cul-de-sac located off a cul-de-sac.</li> <li>d. there must be no more than one private way at the end of a cul-de-sac.</li> <li>e. the minimum turning head diameter requirements that must be met are as follows:                                 <ol style="list-style-type: none"> <li>i. 25m diameter with on-street parking permitted (Residential Zone);</li> <li>ii. 30m diameter with no on-street parking permitted (other zones).</li> </ol> </li> </ol> </li> </ol> <p>Note: Where classification of the roading hierarchy is required to read Table 8, refer to SCHED1 — Schedule of Roding Hierarchy.</p>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.</li> </ol>

**Table 8 — Road design requirements**

Zone	Minimum m	Minimum lane allocation and carriageway widths	Minimum sealed	Footpath requirem	Utility / Amenity
------	-----------	--	----------------	-------------------	-------------------

<sup>185</sup> Z Energy [116.8]

<sup>187</sup> Bruce Spiers [66.23]

	Road classification	Road reserve width (m) [A]	Traffic lane [B]	Shoulder	Parking [C]		Cycle lane [D]		carriageway width (m) [E]	ent (minimum 1.8m where provided) [F]	strip requirement (minimum 1.0m where provided) [G]
Residential zones	Collector	22	2 x 3.0m	n/a	Both sides	2.0 m	Both sides	Minimum 1.8m where provided	13.6	Both sides	Both sides
	Local	20	2 x 3.0m	n/a	Both sides		Optional		10.0	Both sides	Both sides
Open Space Zones (urban area not within or adjoining rural zones) <sup>188</sup>	Collector	22	2 x 4.0m	n/a	Both sides	2.5 m	Both sides		16.6	Both sides	Both sides
	Local	20	2 x 4.0m	n/a	Both sides		Optional		13.0	Both sides	Both sides
General Industrial Zone	Collector	20	2 x 3.0m	n/a	One side	2.2 m	Both sides		11.8	Both sides	Both sides
	Local	20	2 x 3.0m	n/a	One side		Optional		8.2	Both sides	Both sides
Port Zone	Collector	20	2 x 3.5m	2 x 1.5m (sealed)	No	n/a	No		10.0	No	One side
	Local	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No	8.0	No	One side	
Commercial and Mixed Use Zones	Collector	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No	8.0	One side	One side	
	Local	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No	8.0	One side	One side	
General Rural Zone	Collector	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No	8.0	One side	One side	
Open Space Zones (non-urban area within or adjoining rural zones) <sup>189</sup>	Collector	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No	8.0	One side	One side	
	Local	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No	8.0	One side	One side	
Rural Lifestyle Zone	Collector	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No	8.0	One side	One side	
	Local	20	2 x 3.5m	2 x 0.5m (sealed)	No	n/a	No	8.0	One side	One side	

<sup>188</sup> Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

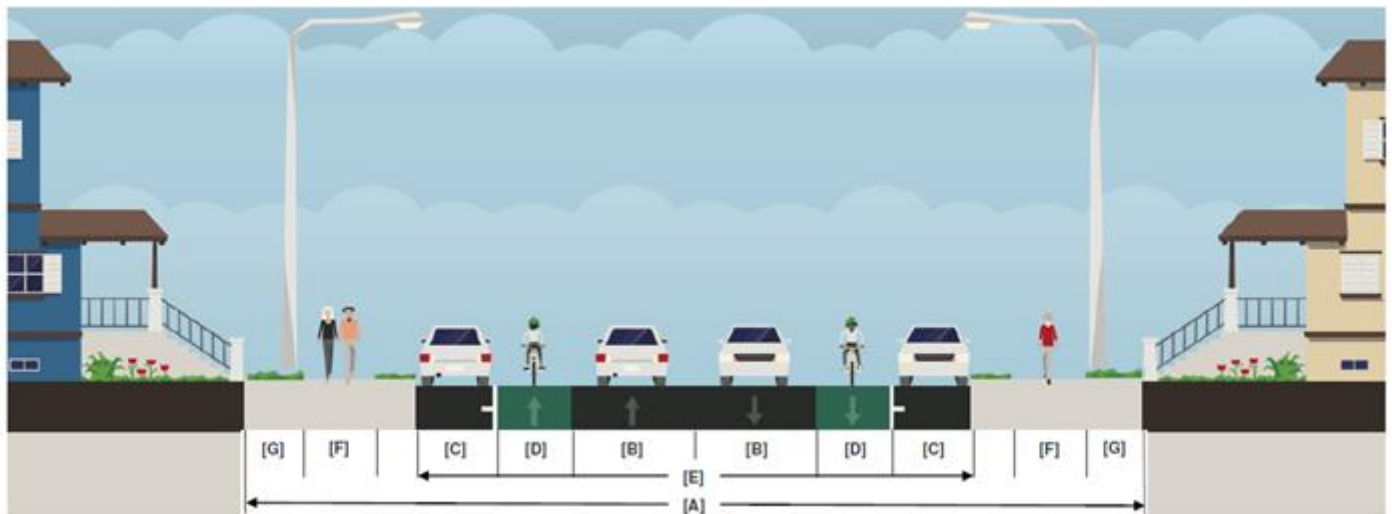
<sup>189</sup> Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

Settlement Zone											
Māori Purpose Zone											

Note:

1. Optional to mark on-street parking on Local Road but the space must be provided
2. Utility strip to be located at least 300mm, ideally 1.0m, from the kerb and channel or edge of seal.
3. Cycle lanes must be marked.

Figure 6 — Transport corridor cross section example



<b>TRAN-S3</b>	<b>Street lights</b>	
<b>All Zones</b>	Any development that creates a new road or which extends the requirement for street lighting must include a street lighting layout that is designed and constructed in accordance with AS/NZS 1158 Lighting for Roads and Public Spaces and all relevant parts of the standard.	<b>Matters of discretion restricted to:</b> 1. the potential for adverse effects on the safety and efficiency of the site and land transport infrastructure.
<b>TRAN-S4</b>	<b>Vehicle parking and manoeuvring areas<sup>190</sup> technical standards</b>	
<b>All zones</b>	<ol style="list-style-type: none"> <li>1. Where parking spaces are provided, they must comply with the dimensions set out in Table 9 — Car parking dimensions.</li> <li>2. On-site queuing spaces shall be provided for all vehicles entering a parking area or loading area in accordance with Table 10 — Queueing space requirements.</li> </ol>	<b>Matters of discretion are restricted to:</b> <ol style="list-style-type: none"> <li>1. the ability for people with disabilities to safely and effectively park and enter and exit a vehicle and manoeuvre around it; and</li> <li>2. the potential for adverse effects on the safety and efficiency of land transport infrastructure;</li> </ol>

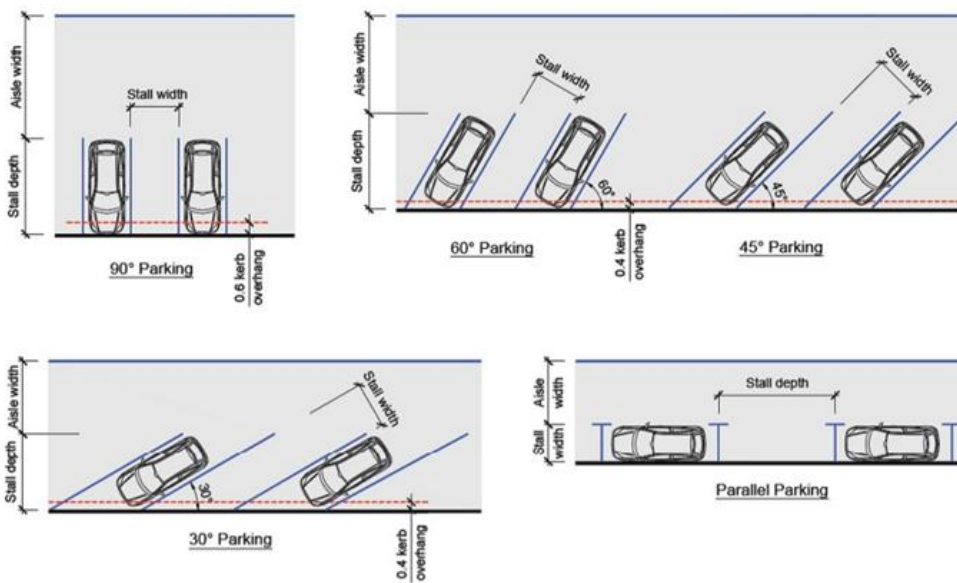
<sup>190</sup> Bruce Spiers [66.11]

- 3. Accessible parking spaces must be provided in accordance with Table 11 — Accessible parking spaces requirements.
- 4. All parking spaces and queuing spaces must be provided with vehicular access to a road by way of a vehicle crossing, driveway and/or right of way.

- 3. the safety and efficiency of the car-park, manoeuvring areas, vehicle access and vehicle crossings.

**Table 9 – Car parking dimensions**

**Car parking dimensions are to be measured in accordance with the diagram below**



**90 Degree Parking Angle**

Type of use	Stall Width (m)	Stall Depth (m)	Aisle Width (m)	Kerb Overhang (m)
Long term	2.4	5.0	6.7	0.6
Medium term	2.5		6.4	
Short term	2.6		6.3	
Accessible parking	3.6*	5.0	6.7	0.6

**60 Degree Parking Angle**

Type of use	Stall Width (m)	Stall Depth (m)	Aisle Width (m)	Kerb Overhang (m)
Long term	2.4	5.0	4.9	0.6
Medium term	2.5		4.6	
Short term	2.6		4.3	

**45 Degree Parking Angle**

Type of use	Stall Width (m)	Stall Depth (m)	Aisle Width (m)	Kerb Overhang (m)
Long term	2.4	5.0	3.9	0.4
Medium term	2.5		3.7	
Short term	2.6		3.5	
30 Degree Parking Angle				
Type of use	Stall Width (m)	Stall Depth (m)	Aisle Width (m)	Kerb Overhang (m)
Long term	2.1	4.0	3.1	0.4
Medium term	2.3		3.0	
Short term	2.5		2.9	
Parallel Parking				
Type of use	Stall Width (m)	Aisle Width (m)	Stall Depth (m)	
Long term	2.1	3.0	6.3	
Medium term		3.3	6.1	
Short term		3.6	5.9	
Accessible parking	3.5*	3.3	7.4	

Long term parking: generally all day parking.

Medium term parking: generally two to four hour parking.

Short term parking: generally two hour parking or less.

\*1.1m of which may be a shared area

1. Stall widths must be increased by 300mm where they abut permanent obstructions. If obstructions are present on both sides of the parking space, the width must be increased by 600mm.
2. Parking spaces must be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access way to any parking space, except for parallel parking spaces.
3. Parking spaces must be located so that vehicles are not required to undertake more than one reverse manoeuvre when manoeuvring out of any parking space.
4. Manoeuvring within car parking areas must be designed to accommodate an 85<sup>th</sup> percentile car except for critical areas where tracking must accommodate a 99<sup>th</sup> percentile car. Critical areas include all aisles, in or between major structures or locations where there is a change in grade.
5. The maximum gradient within car parking spaces must not exceed:
  - a. Measured parallel to angle of parking – 1 in 20 (5%)
  - b. Measured in any other direction – 1 in 16 (6.25%)
6. Any space required for parking must be available during the hours of operation of the related activity, and must not be obstructed by the subsequent erection of any structure, storage of goods, or any other use.
7. The whole of the parking area, vehicle access ways, manoeuvring areas and aisles must, before the commencement of the related activity, and thereafter for as long as that activity is undertaken, be formed, sealed and drained, provided with a sealed surface, drained, marked out or delineated, and maintained

**Table 10 — Queueing space requirements**

Number of parking spaces provided	Minimum queueing space (metres)
5-20	6
21-50	12
51-150	18
151 and over	24

**Table 11— Accessible parking spaces requirements**

Total GFA (excluding residential activities)	Minimum number of accessible parking spaces
less than 500m <sup>2</sup>	0
500m <sup>2</sup> to 1,000m <sup>2</sup>	1
more than 1,000m <sup>2</sup>	1 plus 1 space for every additional 2,500m <sup>2</sup> GFA or part thereof

**TRAN-S5****Cycle parking provision**

**All Zones, except the Clandeboye Manufacturing Zone / Precinct**<sup>191</sup>

1. An activity must provide a minimum number of cycle parks on the same site of the activity in accordance with *Table 12 — Minimum number of cycle parks*.
2. The total cycle parking requirement for any activity will be the sum of the parking requirements for each area.
3. Where the calculation of the required cycle parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space. The parking requirements for different types of cycle parks (i.e. short term and long term) must be calculated and rounded separately.
4. Where an activity falls under the definition of more than one activity in *Table 12 — Minimum number of cycle parks*, then the higher cycle parking requirement shall apply.
5. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
6. Network utilities that have no permanent staff do not require cycle parking.

**Matters of discretion are restricted to:**

1. the effects of the shortfall in the number of bicycle parking spaces; and
2. the extent to which the activity promotes active transport modes; and
3. the extent to which the activity promotes the integration of public transport modes.

**Table 12 — Minimum number of cycle parks**

<sup>191</sup> Fonterra [165.42], subject to the Panel recommending to create a new zone



Activity	Minimum cycle parking requirement	
	Short term (visitor)	Long term (student/staff/resident)
Preschool	1 space per 10 children	1 space per 3 FTE employees
Schools	Year 8 and below: 1 space per 30 students Year 9 and above: 1 space per 100 students	Year 8 and below: 1 space per 7 students Year 9 and above : 1 space per 5 students
Tertiary Education	1 space/ 100 FTE students	1 staff space per 4 FTE staff; and 1 student space per 4 FTE students
Places of Assembly	1 space per person the facility is designed to accommodate	10% of visitor requirements
Sports Fields	1 space per 15 participants the facility is designed to accommodate	Nil
Sports Courts	1 space per 15 participants the facility is designed to accommodate	Nil
Gymnasiums	1 space per 100m <sup>2</sup> GFA	1 space per 300 m <sup>2</sup> GFA
Visitor Accommodation	1 space per 20 beds	1 space per 50 beds (2 spaces minimum)
Health Care Facility	Hospital: 1 space per 1000 m <sup>2</sup> GFA Other health care facilities: 1 space per 200 m <sup>2</sup> GFA	1 space per 300m <sup>2</sup> GFA
Warehousing and Storage	Nil	1 space per 1,500m <sup>2</sup> GFA (2 spaces minimum)
Industrial Activity other than warehousing and storage	Nil	1 space per 1,000m <sup>2</sup> GFA (2 spaces minimum)
Residential Activity	Nil	1 residents' space per dwelling without a garage
Home Business	Nil	Nil
Retirement Village	1 space per 10 units, for developments with 10 or more units (for independent living units) 1 space per 50 clients (for supported residential care)	Nil (for independent living units) 1 space per 30 clients (for supported residential care)
Office (excludes commercial office)	1 space per 500 m <sup>2</sup> GFA (2 spaces minimum)	1 space per 100 m <sup>2</sup> GFA
Commercial Office and Personal Services	1 space per 500 m <sup>2</sup> GFA (2 spaces minimum)	1 space per 200 m <sup>2</sup> GFA

Food and beverage	1 space per 100 m <sup>2</sup> GFA (2 spaces minimum)	1 space per 100 m <sup>2</sup> GFA
Supermarkets	1 space per 300m <sup>2</sup> GFA (2 spaces minimum)	1 space per 500m <sup>2</sup> GFA
General Retail	1 space per 150 m <sup>2</sup> GFA (2 spaces minimum)	1 space per 500 m <sup>2</sup> GFA
Large format retail other than trade supplier	1 space per 600 m <sup>2</sup> GFA (2 spaces minimum)	1 space per 750m <sup>2</sup> GFA
Trade supplier	1 space per 1000 m <sup>2</sup> GFA (2 spaces minimum)	1 space per 750 m <sup>2</sup> GFA
Service station	2 spaces	Nil
Motor Garage	Nil	Nil
Emergency Service Facilities	Nil	1 space per emergency service vehicle bay

### TRAN-S6 Cycle parking technical standards

<p><b>All Zones</b></p> <p>Cycle parking spaces must meet the following minimum specifications:</p> <ol style="list-style-type: none"> <li>1. All stands must be securely anchored to an immovable object</li> <li>2. Stands must support the bicycle frame and front wheel</li> <li>3. Stands must allow the bicycle frame to be secured</li> <li>4. Long term parking must be located in a covered and secure area.</li> <li>5. Cycle parking must be constructed to allow at least 1.1m of clear space between parking stands or other obstruction</li> <li>6. Short term cycle parking must be clearly signposted or visible to cyclists entering the site</li> <li>7. If in a publicly accessible space, cycle parking must be detectable by visually impaired pedestrians through use of a kick stand or other method so as to not create a hazard.</li> <li>8. Cycle parking facilities must be located outside of vehicle manoeuvring areas and where there is no risk of damage from vehicle movements within the site.</li> <li>9. Short term cycle parking must be located as close as possible to and no more than 15m from at least one main pedestrian public entrance to the building/activity.</li> <li>10. Long term cycle parking facilities must be located so they are easily accessible for staff / residents / students of the activity</li> <li>11. All cycle parking spaces which are used during the hours of darkness must be illuminated in accordance with the Lighting Chapter.</li> </ol>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the ability to use the cycle parking facilities safely and efficiently;</li> <li>2. for staff parking, the extent to which the cycle parking space(s) and area is as close as practicable to a building entrance; and</li> <li>3. for visitor parking, the extent to which the cycle parking space(s) and area is located in a prominent location close to the entrance to encourage use; and</li> <li>4. the potential for adverse effects on the safety and efficiency of land transport infrastructure.</li> </ol>
---	--

	<p>12. Cycle parking facilities must be available during the hours of operation and must not be diminished by the subsequent erection of any structure, storage of goods, landscape planting or any other use.</p> <p><b>Notes:</b></p> <ol style="list-style-type: none"> <li>1. Where there is more than one public entrance to the building, it is recommended that visitor parking is apportioned between entrances in accordance with their potential usage.</li> <li>2. End of trip facilities are recommended as follows:             <ol style="list-style-type: none"> <li>a. 10 staff cycle parks or less required: none</li> <li>b. &gt;11 staff cycle parks required: 1 shower for every 10 staff cycle parks.</li> </ol> </li> </ol>							
<b>TRAN-S7 Minimum loading space requirements</b>								
<b>All Zones</b>	<p>Loading space requirements</p> <ol style="list-style-type: none"> <li>1. An activity must provide the minimum number of on-site loading spaces in accordance with <i>Table 13 — Minimum number of loading spaces</i>.</li> <li>2. The loading space requirements listed in Table 13 are categorised by activity. The loading space requirement for any activity will be the sum of the loading requirements for each area.</li> <li>3. The design requirements for different types of loading space (i.e. heavy vehicle bay, 99<sup>th</sup> percentile car bay in <i>Table 14 — Minimum dimension of Loading Space</i>) shall be calculated and rounded separately.</li> <li>4. Where an activity falls under the definition of more than one activity in Table 13, then the higher loading space requirement shall apply.</li> <li>5. Network utilities that have no permanent staff do not require loading spaces.</li> </ol> <p><b>Table 13 — Minimum number of loading spaces</b></p> <table border="1" data-bbox="284 1422 991 1984"> <thead> <tr> <th data-bbox="284 1422 512 1507">Activity</th> <th data-bbox="512 1422 991 1507">&gt;Minimum loading space number and design requirement</th> </tr> </thead> <tbody> <tr> <td data-bbox="284 1507 512 1697">Preschool</td> <td data-bbox="512 1507 991 1697"> <ol style="list-style-type: none"> <li>3. Preschool with less than 20 children enrolled: Nil</li> <li>4. Preschool with more than 20 children enrolled: 1 99<sup>th</sup> percentile car bay</li> </ol> </td> </tr> <tr> <td data-bbox="284 1697 512 1984">Schools</td> <td data-bbox="512 1697 991 1984"> <ol style="list-style-type: none"> <li>3. Schools with less than 100 students: 1 99<sup>th</sup> percentile car bay</li> <li>4. Schools with 100 or more students: 1 99<sup>th</sup> percentile car bay; and</li> <li>5. 1 heavy vehicle bay (to accommodate an 8m truck or the</li> </ol> </td> </tr> </tbody> </table>	Activity	>Minimum loading space number and design requirement	Preschool	<ol style="list-style-type: none"> <li>3. Preschool with less than 20 children enrolled: Nil</li> <li>4. Preschool with more than 20 children enrolled: 1 99<sup>th</sup> percentile car bay</li> </ol>	Schools	<ol style="list-style-type: none"> <li>3. Schools with less than 100 students: 1 99<sup>th</sup> percentile car bay</li> <li>4. Schools with 100 or more students: 1 99<sup>th</sup> percentile car bay; and</li> <li>5. 1 heavy vehicle bay (to accommodate an 8m truck or the</li> </ol>	<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.</li> </ol>
Activity	>Minimum loading space number and design requirement							
Preschool	<ol style="list-style-type: none"> <li>3. Preschool with less than 20 children enrolled: Nil</li> <li>4. Preschool with more than 20 children enrolled: 1 99<sup>th</sup> percentile car bay</li> </ol>							
Schools	<ol style="list-style-type: none"> <li>3. Schools with less than 100 students: 1 99<sup>th</sup> percentile car bay</li> <li>4. Schools with 100 or more students: 1 99<sup>th</sup> percentile car bay; and</li> <li>5. 1 heavy vehicle bay (to accommodate an 8m truck or the</li> </ol>							

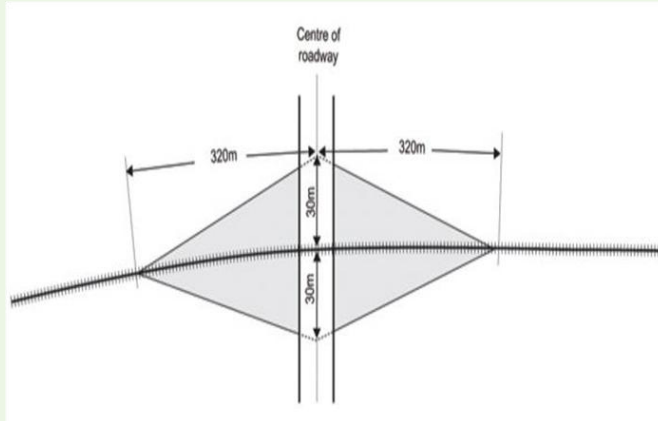
	DHB dental van - whichever is greater)
Tertiary Education	<p>5. Schools with less than 100 students: 1 99<sup>th</sup> percentile car bay</p> <p>6. Schools with 100 or more students: 1 99<sup>th</sup> percentile car bay; and</p> <p>7. 1 heavy vehicle bay (to accommodate at least an 8m truck)</p>
Places of Assembly	1 heavy vehicle bay (to accommodate at least an 8m truck)
Sports Fields	Nil
Sports Courts	Nil
Gymnasiums	1 99 <sup>th</sup> percentile car bay
Visitor Accommodation	<p>3. 1 heavy vehicle bay per 100 bedrooms/units (to accommodate at least an 11.5m truck); and</p> <p>4. 1 99<sup>th</sup> percentile car bay per 50 bedrooms</p>
Health Care Facility	<p>5. Hospital: 1 heavy vehicle bay</p> <p>6. Other health care facilities: 1 99<sup>th</sup> percentile car bay (or ambulance bay as appropriate)</p>
Warehousing and Storage	1 heavy vehicle bay per 2000m <sup>2</sup> GFA (to accommodate at least an 11.5m truck)
Industrial Activity other than warehousing and storage	<p>2. GFA less than 1000m<sup>2</sup>: 1 99<sup>th</sup> percentile car</p> <p>3. GFA 1000m<sup>2</sup> or greater: 1 heavy vehicle bay per 2000m<sup>2</sup> GFA (to accommodate at least an 11.5m truck)</p>
Residential Activity	Nil
Home Business	Nil
Retirement Village	<p>4. Nil (for independent living units)</p> <p>5. Nil (for supported care for up to 20 clients); and</p> <p>6. 1 heavy vehicle bay to accommodate at least an 8m</p>

	truck (for supported residential care for more than 20 clients)
Office (excluding commercial office)	<ol style="list-style-type: none"> <li>3. GFA less than 1000m<sup>2</sup>: Nil</li> <li>4. GFA of 1000m<sup>2</sup> or greater: 1 99<sup>th</sup> percentile car bay</li> </ol>
Commercial Office and Personal Services	<ol style="list-style-type: none"> <li>4. GFA less than 200m<sup>2</sup>: Nil</li> <li>5. GFA of 200m<sup>2</sup> or greater: 1 99<sup>th</sup> percentile car bay</li> </ol>
Food and Beverage	<ol style="list-style-type: none"> <li>5. GFA less than 250m<sup>2</sup>: Nil</li> <li>6. GFA 250m<sup>2</sup> or greater: 1 heavy vehicle bay (to accommodate at least an 8m truck)</li> </ol>
Supermarkets	<ol style="list-style-type: none"> <li>3. GFA less than 1000m<sup>2</sup>: 1 heavy vehicle bay (to accommodate at least an 8m truck)</li> <li>4. GFA 1000m<sup>2</sup> or greater: 1 heavy vehicle bay (to accommodate at least a 11.5m truck)</li> </ol>
General Retail	<ol style="list-style-type: none"> <li>3. GFA less than 250m<sup>2</sup>: Nil</li> <li>4. GFA 250-1500m<sup>2</sup>: 1 99<sup>th</sup> percentile car bay</li> <li>5. GFA 1500m<sup>2</sup> or greater: 1 99<sup>th</sup> percentile car bay per 5000m<sup>2</sup> GFA (minimum 1); and</li> <li>6. 1 heavy vehicle bay (to accommodate at least an 8m truck) per 5000m<sup>2</sup> GFA (minimum 1 bay)</li> </ol>
Large Format Retail other than Trade Supplier	<ol style="list-style-type: none"> <li>2. GFA less than 1000m<sup>2</sup>: 1 heavy vehicle bay (to accommodate at least an 8m truck)</li> <li>3. GFA 1000m<sup>2</sup> or greater: 1 heavy vehicle bay (to accommodate at least a 11.5m truck)</li> </ol>
Trade Supplier	<ul style="list-style-type: none"> <li>• GFA less than 2000m<sup>2</sup>: 1 heavy vehicle bay (to accommodate at least an 8m truck)</li> <li>• GFA 2000m<sup>2</sup> or greater: 1 heavy vehicle bay (to accommodate at least a 11.5m truck)</li> </ul>

	<table border="1"> <tr> <td data-bbox="272 185 512 293">Service station</td> <td data-bbox="512 185 1029 293">1 unmarked heavy vehicle bay for fuel deliveries</td> </tr> <tr> <td data-bbox="272 293 512 344">Motor Garage</td> <td data-bbox="512 293 1029 344">Nil</td> </tr> </table> <p><b>Note:</b> Where the calculation of the required loading space results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.</p>	Service station	1 unmarked heavy vehicle bay for fuel deliveries	Motor Garage	Nil									
Service station	1 unmarked heavy vehicle bay for fuel deliveries													
Motor Garage	Nil													
<b>TRAN-S8 Loading space technical standards</b>														
<b>All Zones</b>	<ol style="list-style-type: none"> <li>Any loading space must be designed to comply with <i>Table 14 — Minimum dimension of Loading Space</i>;</li> <li>The size of the loading space to be provided shall align with TRAN-S7, except where the largest vehicle expected on-site is larger and thus the required bay(s) shall be provided in accordance with this vehicle.</li> <li>Loading spaces must be located on the same site as the activity to which it relates and be available at all times.</li> <li>The design vehicles must be able to manoeuvre into the loading bay with only one reverse movement</li> <li>The loading space must not be located in an area required by other vehicles for manoeuvring.</li> <li>Any loading space must be available during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.</li> <li>The maximum gradient of any part of a loading space must be no greater than 1:25 (4%) measured in any direction including directions oblique to bay centreline.</li> <li>The whole of the loading space or spaces, access drives, manoeuvring areas and aisles must, before the commencement of the activity to which those parking and loading spaces relate, and thereafter for as long as that activity is continued, be formed, provided with a sealed and drained surface (except rural zones), marked out or delineated, and maintained.</li> </ol> <p><b>Table 14 — Minimum dimension of Loading Space</b></p> <table border="1"> <thead> <tr> <th data-bbox="272 1742 579 1865">Vehicle Class</th> <th data-bbox="579 1742 719 1865">Bay Width (m)</th> <th data-bbox="719 1742 860 1865">Bay Length (m)</th> <th data-bbox="860 1742 1029 1865">Vertical Clearance (m)</th> </tr> </thead> <tbody> <tr> <td data-bbox="272 1865 579 1917">99 percentile car</td> <td data-bbox="579 1865 719 1917">3.2</td> <td data-bbox="719 1865 860 1917">5.2</td> <td data-bbox="860 1865 1029 1917">&lt;2.5</td> </tr> <tr> <td data-bbox="272 1917 579 2002">Medium Rigid Vehicle (8m truck)</td> <td data-bbox="579 1917 719 2002">3.5</td> <td data-bbox="719 1917 860 2002">8.8</td> <td data-bbox="860 1917 1029 2002">4.5</td> </tr> </tbody> </table>	Vehicle Class	Bay Width (m)	Bay Length (m)	Vertical Clearance (m)	99 percentile car	3.2	5.2	<2.5	Medium Rigid Vehicle (8m truck)	3.5	8.8	4.5	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> <li>the potential for adverse effects on the safety and efficiency of land transport infrastructure; and</li> <li>the extent of adverse effects on other users of the site, including people/pedestrians accessing the activity.</li> </ol>
Vehicle Class	Bay Width (m)	Bay Length (m)	Vertical Clearance (m)											
99 percentile car	3.2	5.2	<2.5											
Medium Rigid Vehicle (8m truck)	3.5	8.8	4.5											

	Large Rigid Vehicle (11.5m truck)	3.5	12.5	
	Articulated Vehicle	3.5	20.0	
<b>Design Vehicle Dimensions are as follows</b>				
	<b>Vehicle Class</b>	<b>Overall Length</b>	<b>Design Width</b>	<b>Wheel Base</b>
	<b>Design Turning Radius</b>			
	99 percentile car	5.2	1.9	3.1
	Medium Rigid Vehicle	8.0	2.5	5.0
	Large Rigid Vehicle	11.5	2.55	8.5*
	Articulated Vehicle	19.45	2.55	13.35
*centre of axle groups				
<b>TRAN-S9</b>	<b><u>Approach sight triangles for public road/rail level crossings</u> <u>Rail level crossing sightlines and vehicle crossing setbacks</u><sup>192</sup></b>			
<b>All Zones</b>	<ol style="list-style-type: none"> <li>Any vehicle access way and vehicle crossing must not cross a railway line and any vehicle crossing must not be located less than 30 metres from a rail level crossing. <u>The 30 metres shall be measured from the edge of the closest rail track to the edge of seal on the proposed vehicle access point.</u></li> <li>Any building, structure, or planting <u>or other visual obstruction</u> must not be located within the <del>shaded</del> <u>restart or approach sightline areas of a rail level crossing as shown in the shaded areas as identified in Figure 7 or Figure 8 below.</u></li> </ol> <p><b><u>Figure 7 – level crossings controlled by Stop or Give Way control</u> <u>Approach sight triangles for level crossings with Give Way signs</u></b></p>		<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists; and</li> <li>the extent to which the safety and efficiency of rail and road operations will be adversely affected; and</li> <li>the outcome of any consultation with KiwiRail; and</li> <li>any characteristics of the proposed use that will make compliance unnecessary.</li> </ol>	

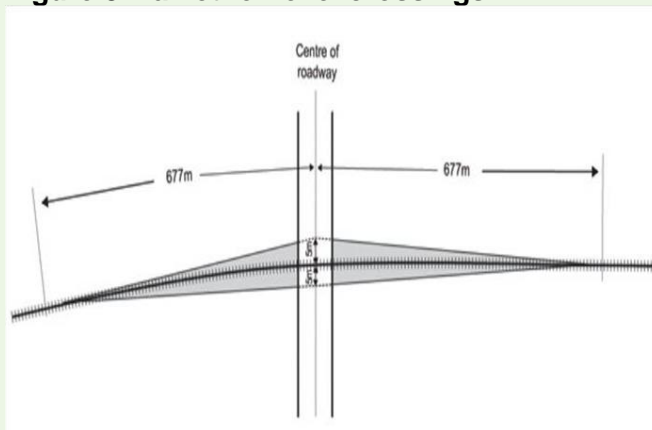
<sup>192</sup> KiwiRail [187.42] for all TRAN-R9 changes



Advice note:

3. The 30-metre distance is measured from the closest outside rail.
4. Where there is more than one set of railway tracks, then 25 metres is added to the 320-metre distance along the railway track for each additional set of tracks.

**Figure 8 – all other level crossings**



Advice note:

5. The 5-metre distance is measured from the closest outside rail.
6. For each additional set of tracks, 50m is added to the 677m along the railway track.

**TRAN-S10 Vehicle access way requirements**

**All zones**

1. Vehicle access way must meet the requirements outlined in *Table 15 – Vehicle access way requirements*, measured in accordance with Figure 14 in TRAN-S13.
2. Where a vehicle access way is provided in Rural lifestyle zone, Settlement zone, Māori Purpose or General rural zone onto a sealed road, then the vehicle access way must be formed, sealed and

**Matters of discretion are restricted to:**

1. any adverse effects on the ease and safety of vehicle manoeuvres; and
2. the extent to which the safety and efficiency of road operations will be adversely affected; and



- drained for at least the first 205m<sup>193</sup> from the road boundary. Vehicle access way in other zones must be formed, sealed and drained for their entire length.
3. Where any site fronting a Primary Road (National Route, Regional Arterial, District Arterial or Principal Road) also has frontage to a Secondary Road (Collector or Local Road or a Service Lane), all vehicle access way to the site (providing for either ingress or egress) must be provided to the Secondary Road.
  4. When a vehicle access way is provided in the Residential Zones, where two-way access (5.5m formed width or greater) is not provided, a passing bay is required at the boundary, and thereafter at a minimum interval of every 50m. A passing bay should have a minimum width of 5.5m and length 7m with 45-degree tapers.

3. any adverse effects on amenity values.
4. any impacts on public waste collection; and
5. the effect on on-street parking demand; and
6. any characteristics of the proposed use that will make compliance unnecessary.

**Table 15 — Vehicle access way requirements**

Zone	Development served	Minimum vehicle access way width	Minimum vehicle access way formed width	Maximum length	Maximum gradient**
Residential Zones	1 to 2 parking spaces	3.5m**	2.7m	No limit	1:5 (20%)
	3 to 9 parking spaces*	5m	<del>4m</del> <u>3.5m</u> <sup>194</sup>		
Commercial and Mixed Use Zones	Up to 15 parking spaces	5.0m	4.0m	100m	1:8 (12.5%)
	More than 15 parking spaces	6.5m	5.5m	100m	1:8 (12.5%)
General Industrial Zone					

<sup>193</sup> Rooney, et al [174.25, 191.25, 249.25, 250.25, 251.25, 252.25], Andrew Scott Rabbidge, Holly Renee Singline and RSM Trust Limited [27.3], Milward Finlay Lobb [60.21] John Leonard Shirtcliff and Rosemary Jean Shirtcliff [81.4]

<sup>194</sup> Kainga Ora [229.36]

Port Zone						
Rural Zones	Up to 6 allotments*	6.5m	5.5m	No limit	1:5 (20%)	
Māori Purpose Zone						
<p>*a vehicle access way servicing 10 or more parking spaces should be vested as a road</p> <p>** Where a vehicle access way terminates greater than 135m from the nearest road that has a reticulated water supply (including hydrants), the minimum access width required is 4m to allow for access by emergency service vehicles.</p> <p>*** <u>Emergency responder access requirements are further informed by the dimensions required for fire appliances for developments in SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice where a driveway length exceeds 75m or a fire appliance is not able to reach the source of a firefighting water supply from a public road.</u><sup>195</sup></p>						
<p><b>TRAN-S11 Vehicle tracking curve diagrams</b></p>						
All Zones	<ol style="list-style-type: none"> <li>1. Manoeuvring within car parking areas must accommodate an 85th percentile car (as per Figure 9) except for critical areas where tracking must accommodate a 99th percentile car. Critical areas include all aisles, in or between major structures or locations where there is a change in grade.</li> <li>2. Manoeuvring areas associated with a 99th percentile car bay must accommodate the tracking of 99th percentile vehicle (as per Figure 10) and manoeuvring areas for a heavy vehicle bay must accommodate the tracking of a medium rigid vehicle (as per Figure 11) as a minimum. If the largest vehicle expected to access a heavy vehicle bay is larger than the specified medium rigid heavy vehicle, the manoeuvring areas must be provided to accommodate the largest vehicle.</li> </ol>					<p><b>Matters of discretion are restricted to:</b></p> <ol style="list-style-type: none"> <li>1. any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists; and</li> <li>2. the extent to which the safety and efficiency of road operations will be adversely affected; and</li> <li>3. any characteristics of the proposed use that will make compliance unnecessary.</li> </ol>
<p><b>Figure 9 – 85 percentile design motor car</b></p>						

<sup>195</sup> Fire and Emergency [131.7]

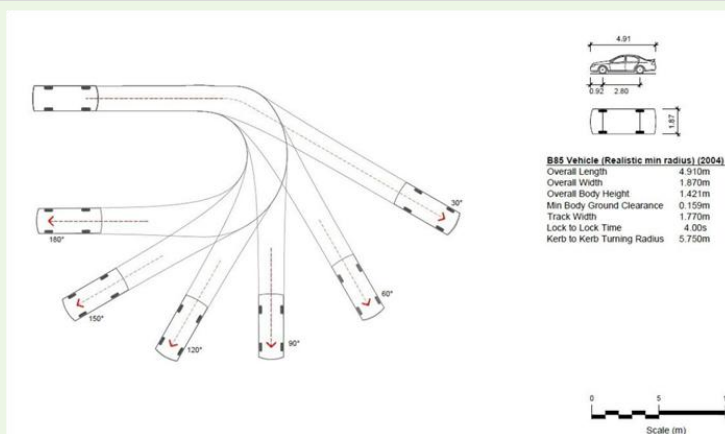


Figure 10 – 99 percentile design vehicle

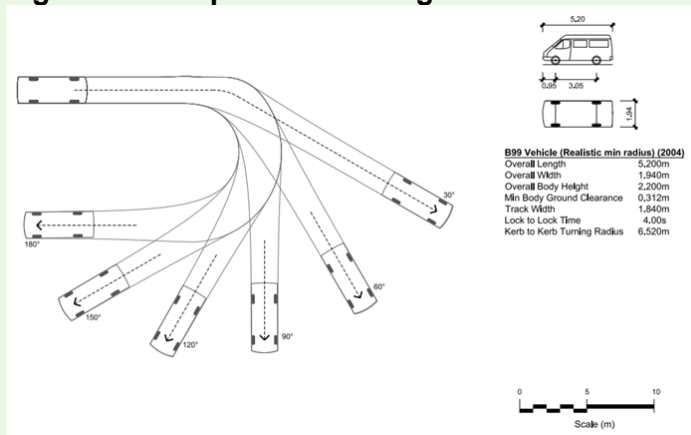
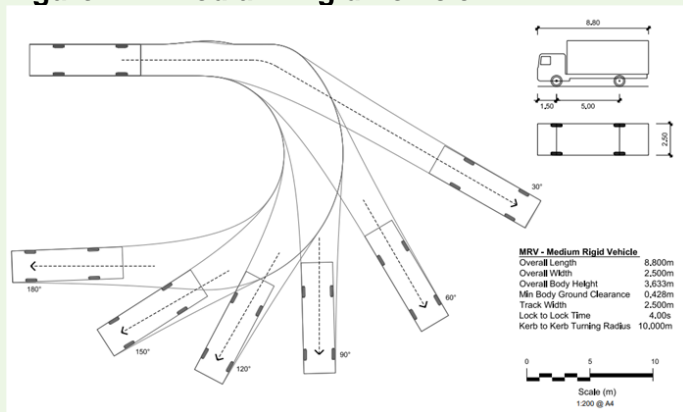


Figure 11 – Medium Rigid Vehicle



**TRAN-S12 Minimum sight distance from vehicle crossings**

**All Zones**

- Any vehicle crossing onto roads with greater than a 60km/h posted speed or onto any State Highway<sup>196</sup> must comply with the minimum sight distance in Figure 12.

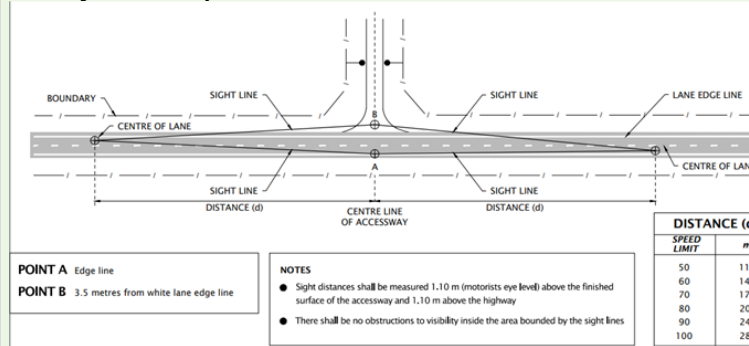
**Matters of discretion are restricted to:**

- the number of pedestrian movements and the number and type of vehicles using

<sup>196</sup> Waka Kotahi [143.59]

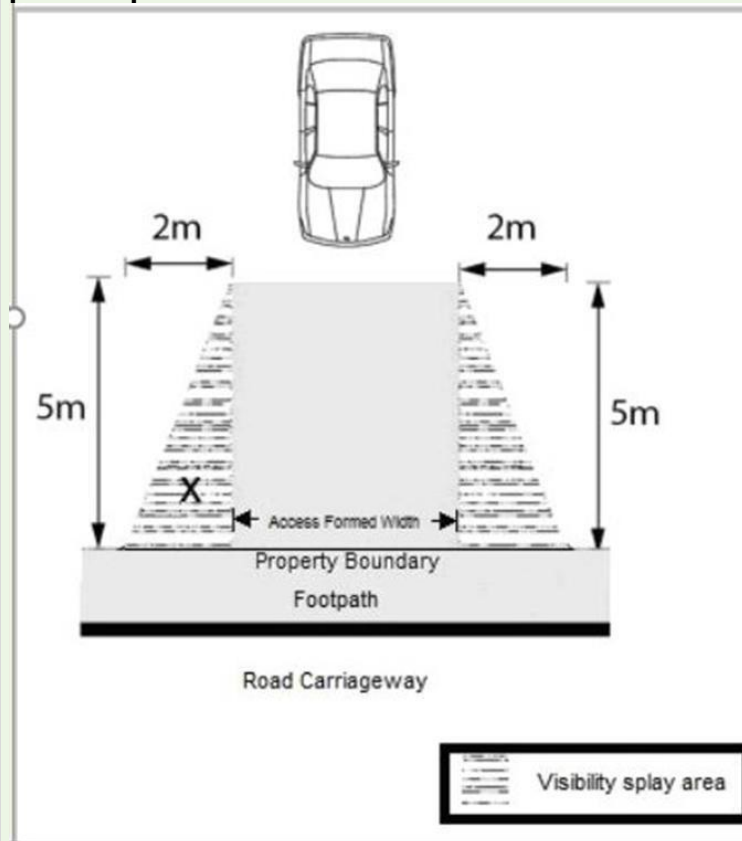
- Any vehicle crossing onto roads with less than a 60km/h posted speed must comply with the minimum sight distance in Figure 13.

**Figure 12 – Sight distance requirements where posted speed limit is 60km/h or greater (New Zealand Transport Agency - Waka Kotahi Planning Policy Manual)**



- the ability for vehicles to use the vehicle crossing without adversely affecting the safety and/or efficiency of the frontage road and manoeuvring vehicles at the crossings; and
- the extent to which the operating speed environment of the road, and site characteristics are such that the sight line standards can be safely reduced.

**Figure 13 – Visibility splay for 60 Km/h or less posted speed limits**



**TRAN-S13** Vehicle crossing widths

**All Zones**

- The maximum width of any vehicle crossing must comply with *Table 16 – maximum width of vehicle crossing*, calculated in accordance with Figure 14.

**Matters of discretion are restricted to:**

2. Where a vehicle access way terminates greater than 135m from the nearest road that has a reticulated water supply (including hydrants), the minimum access width required is 4m to allow for access by emergency service vehicles.

Note: Vehicle crossings to roads with speed limits 70km/h and above should be designed in accordance with TRAN-S17.

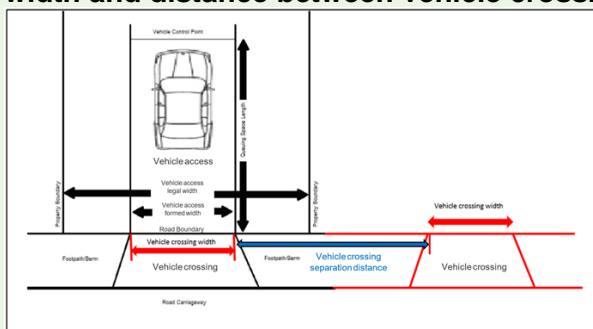
1. the potential for adverse effects on the safety and efficiency of land transport infrastructure; and
2. the extent and impact of any reduction in on-street parking.

**Table 16 – maximum width of vehicle crossing**

Zone	Maximum width of crossing at road boundary
Residential Zones	6.0m
Open Space Zones ( <del>urban</del> <u>area not within or adjoining rural zones</u> ) <sup>197</sup>	
Commercial and Mixed Use Zones	7.0m*
Rural Zones	6.0m*
Open Space Zones ( <del>non-urban</del> <u>area within or adjoining rural zones</u> ) <sup>198</sup>	

\* Maximum width of up to 9.0m is permitted where the crossing needs to accommodate the tracking path of large heavy vehicles

**Figure 14 – Measurements of a vehicle crossing width and distance between vehicle crossings**



**TRAN-S14 Maximum number of vehicle crossings**

**All Zones** The maximum number of vehicle crossings per site must comply with *Table 17 – Maximum number of vehicle crossings* below.

**Matters of discretion are restricted to:**

<sup>197</sup> Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

<sup>198</sup> Fenlea Farms [171.19], AJ Rooney [177.9], KJ Rooney [197.2] and ECan [183.10]

**Table 17 — Maximum number of vehicle crossings**

Frontage length	Frontage road classification		
	National Route	Regional Arterial, District Arterial and Principal	Collector and Local
0-20m	1	1	1
>20m-100	1	1	2
>100	1	2	3

1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.
2. the extent and impact of any reduction in on-street parking.

**TRAN-S15 Minimum distance between vehicle crossings**

**All Zones**

The minimum distance between vehicle crossings must comply with *Table 18 — Recommended minimum distance between vehicle crossings on same side of road*, measured in accordance with Figure 15 in TRAN-S16.

**Table 18 — Minimum distance between vehicle crossings on same side of road**

Frontage road speed limit	Minimum distance between vehicle crossing on <u>Local, Collector, Regional Arterial, District Arterial and Principal roads</u>	Minimum distance between vehicle crossing on <u>National Route</u>
70km/h	40m	<u>40m</u>
80km/h	70m	<u>100m</u>
90km/h	85m	<u>200m</u>
100km/h	105m	<u>200m</u> <sup>199</sup>

**Matters of discretion are restricted to:**

1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.

**TRAN-S16 Minimum distance between vehicle crossings and intersections**

**All Zones**

The minimum distance between vehicle crossings and intersections must comply with *Table 19 – Minimum distance of vehicle crossings from intersections* below, measured in accordance with Figure 15.

**Table 19 – Minimum distance of vehicle crossings from intersections**

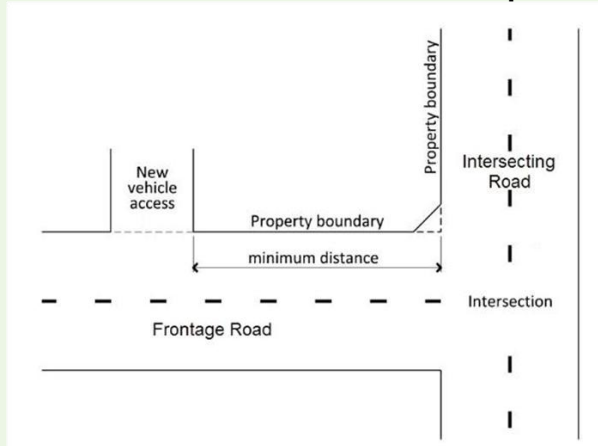
**Matters of discretion are restricted to:**

1. the potential for adverse effects on the safety and efficiency of land transport infrastructure.

<sup>199</sup> Waka Kotahi [143.61] for all the changes to TRAN-S15

Frontage road speed limit	Minimum distance between vehicle crossing from intersection
70km/h	100m
80km/h	100m
90km/h	200m
100km/h	200m

**Figure 15 – Minimum distance of vehicle crossings from intersections measurement requirements**



**TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits**

**All Zones**

- Any gates in the General Rural Zone and Rural Lifestyle Zone must be recessed back from the road in accordance with the gate setback distances to allow any vehicle using the vehicle access way to stop clear of the road’s traffic lanes while the gate is being opened or closed for all rural vehicle crossings.
- Any vehicle crossings onto roads with 70km/h or greater posted speed limits must comply with the standards in *Table 20 – Vehicle crossings*, except that activities that generate more than 100 vehicle movements per day (ECMs) are required to be accessed by way of an intersection.

**Matters of discretion are restricted to:**

- the potential for adverse effects on the safety and efficiency of land transport infrastructure.

**Table 20 – Vehicle crossings**

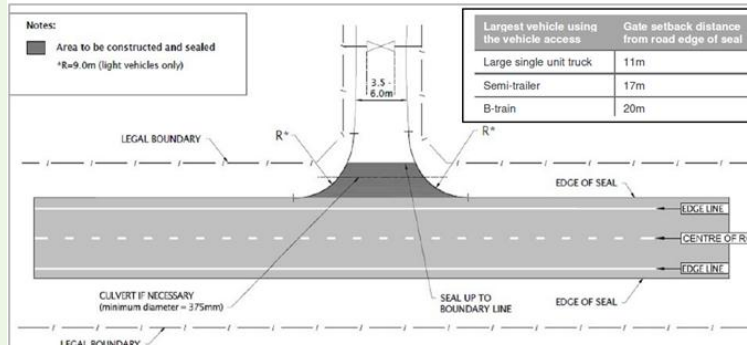
Daily traffic volume using the vehicle crossing (ECMs*)	Is the vehicle crossing on a state highway?	Figure to use for vehicle crossing design

a.	1 – 30;  and  No more that 1 heavy vehicle per day	No	Figure 16 (Vehicle crossing without shoulder widening)
b.	1 - 30	Yes	Figure 17 (Vehicle crossing with shoulder widening) <u>Figure 16</u> (Vehicle crossing without shoulder widening) <sup>200</sup>
c.	31-100;  or  More than 1 heavy vehicle per day	Yes or No	Figure 17 (Vehicle crossing with shoulder widening)

\*ECMs (equivalent car movements per day) are defined as follows:

- 1 car to and from the property = 2 ECMs;
  - 1 truck to and from a property = 6 ECMs
  - 1 truck and trailer to and from a property = 10 ECMs
- A single residential dwelling is deemed to generate 9 ECMs per day.

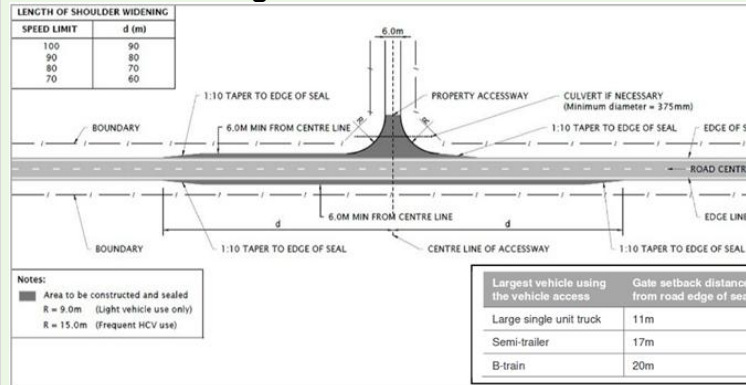
**Figure 16 – Design of vehicle crossings without shoulder widening**



<sup>200</sup> Waka Kotahi [143.63]



**Figure 17 – Design of vehicle crossings with shoulder widening**



**TRAN-S18 Reverse manoeuvring**

**All Zones**

1. Where vehicular access is from a National, or Regional, or District Arterial or Principal Road as identified in SCHED1 — Schedule of Roading Hierarchy, there must be sufficient space provided to ensure<sup>201</sup> no reverse manoeuvring onto or off the road; and
2. For all non-residential uses where any parking or loading spaces are required and any residential activity with a vehicle access way to six or more car parking spaces, there must be no reverse manoeuvring onto or off the road.

**Matters of discretion are restricted to:**

1. the extent to which the safety and efficiency of road operations will be adversely affected; and
2. any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists; and
3. any characteristics of the proposed use and site that will make compliance unnecessary.

**TRAN-S19 Lighting of parking and manoeuvring areas**

**All Zones except the GRUZ and RLZ**

Lighting must be provided for all parking and manoeuvring areas and associated pedestrian routes that comply with the rules in the Light Chapter for:

1. all non-residential activities which have parking areas and/or loading areas used during hours of darkness; and
2. residential activities, where there are 10 or more marked<sup>202</sup> parking spaces.

**Matters of discretion are restricted to:**

1. any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists.

**TRAN-S20 High Trip Generating Activities**

**All Zones**

**Table 21 — High traffic generating activities**  
*Note: peak hour means any hour when the greatest number of vehicle movements occurs.*

**Matters of discretion restricted to: Not applicable**

<sup>201</sup> TDC [42.29]

<sup>202</sup> Rooney, et al [174.27, 191.27, 249.27, 250.27, 251.27, 252.27] for all the TRAN-S19 amendments

Activity	Basic ITA Required		Full ITA Required	
Education — Pre-school	40	Children	90	Children
Education - Schools	70	Students	170	Students
Education - Tertiary	250	FTE students	750	FTE students
Industrial Activity (excluding warehousing and distribution activity)	500	m <sup>2</sup> GFA	1200	m <sup>2</sup> GFA
Warehousing and Distribution	650	m <sup>2</sup> GFA	2500	m <sup>2</sup> GFA
Health Care Facility	280	m <sup>2</sup> GFA	1200	m <sup>2</sup> GFA
Office	200	m <sup>2</sup> GFA	4800	m <sup>2</sup> GFA
Residential Activity	40	Residential Unit / lot	90	Residential Unit / lo
General Retail and (including Supermarkets) <sup>203</sup>	200	m <sup>2</sup> GLFA	800	m <sup>2</sup> GLFA
Large Format Retail other than trade suppliers	550	m <sup>2</sup> GLFA	2300	m <sup>2</sup> GLFA
Service Station	2	Filling points	6	Filling points
Mixed Use or other activities not listed above	50	vehicle movements/ peak hour	120	vehicle movements/ peak hour
	250	vehicle movements/ day	1000	vehicle movements/ day
	whichever is the greatest of above		whichever is the greatest of above	

<sup>203</sup> Woolworths [242.15]



## ROADING HIERACHY

Amend the PDP Planning Maps to remove Kotuku Place from the Road Hierarchy.<sup>204</sup>

Classify "Road 1" as a Collector Road in SCHED1.<sup>205</sup>

Classify "Road 5" as a Principal Road in SCHED1.<sup>206</sup>

---

<sup>204</sup> Fonterra [165.6]

<sup>205</sup> Broughs Gully [167.49]

<sup>206</sup> TDC [42.69]

## EARTHWORKS

Amend EW-R1 as follows:

### **EW-R1 Earthworks, excluding earthworks:**

- a. for tree planting, or the removal of trees not protected by the District Plan;
- b. for test pits, wells or boreholes permitted under a regional plan or where all necessary regional resource consents have been obtained;
- c. for infrastructure that is identified as permitted or restricted discretionary in Sections A to Section G of the Energy, and Infrastructure chapter and in TRAN-R1 to TRAN-R10 of the Transport chapters of the Plan;<sup>207</sup>
- d. [...]

---

<sup>207</sup> Transpower [159.38]

## APPENDIX 10 — AERODROME FLIGHT PATHS PROTECTION AREA FOR RICHARD PEARCE (TIMARU) AIRPORT

### Buildings, structures or trees within close proximity to runways

1. No buildings, structures or tree (other than stock-fences less than 1.2 metre high above existing ground level) shall be erect within 500 metres of the ends of the future extended main runway and existing cross wind runways. AND

### Buildings, structures or trees penetrating flight paths

6. No building, structure or tree shall penetrate any of the flight paths, side clearances or horizontal and conical surfaces. For details of flight paths, side clearances and horizontal and conical surfaces described below and illustrated in Figures 7(a) and 7(b) and their associated tables.

### Flight Paths

The flight paths consist of take-off and approach corridors in and out of the North South sealed runway 02-20 and East West grassed runway 11-29 together with a horizontal surface and a conical surface lying over the aerodrome.

#### (1) Runway 02-20

##### Takeoff

1. The takeoff surfaces at each end of the runway commences at the locations and levels shown in table 1 and continue out on the runway extended centreline for 15,000 metres.
2. The base width at the origin is 150 metres (75 metres either side of the runway centreline) and the surface rises upwards at a gradient of 1 in 50 and each side expands at a rate of 1 in 8 to a maximum width of 1200 metres and then continues parallel out to a distance of 15,000 metres from the origin.

##### Approach

1. The approach surfaces at each end of the runway commence at the locations and levels shown in table 1 and continue out on the runway extended centreline for a distance of 15,000 metres from the origin. The base width at the origin is 220 metres (110 metres either side of the runway centreline) and the surface rises upwards at a gradient of 1 in 50 and each side expands at a rate of 1 in 6.6 out to a distance of 15,000 metres from the origin.

#### (2) Runway 11-29

##### Takeoff and Approach Path

3. The takeoff and approach surfaces at each end of the runway commence at the locations and levels shown in table 1 and continue out on the runway extended centreline for 2,500 metres from the origin.
4. The base width at the origin is 150 metres (75 metres either side of runway centreline) and the surface rises upwards at a gradient of 1 in 30 and each side expands at a rate of 1 in 6.6 out to a distance of 2,500 metres from the origin.

#### (3) Glider Grass 10

##### Takeoff path

5. The takeoff surface at the east end of the runway commences at the location and level shown in table 1 and continues out on the runway extended centreline for 1,200 metres from the origin. The west end of the runway is located as shown in table 1.
6. The base width at the origin is 60 metres (30 metres either side of runway centreline) and the surface rises upwards at a gradient of 1 in 20 and each side expands at a rate of 1 in 20 out to a distance of 1,200 metres from the origin.

#### (4) Side Clearances

1. The side clearance surface for runway 02-20 rises at a gradient of 1 in 7 and the side clearance surface for runway 11-29 at a gradient of 1 in 5, both up to the horizontal surface. The side clearance surfaces originate at the edge of the respective runway strips.

#### (5) Horizontal Surface

2. This surface is located in a horizontal plane which extends over the aerodrome and surrounding land at a height of 45 metres above the runways (elevation 72 metres above MSL).
3. The outer limits of the horizontal surface is measured from the periphery of the strip of runway 02-20 and a locus of 3,500 metres from the periphery of runway 11-29.

#### (6) Conical Surface

3. The conical surface slopes upwards and outwards from the periphery of the horizontal surface at a gradient of 1 in 20 up to a height of 150 metres above the runways (elevation 177 metres above MSL).

#### (7) Future Runway Extension

2. Any future development of the aerodrome will consist of lengthening of runway 02-20 to the north and south by up to 657 metres in total plus 60 metres grassed strip and 90 metres grassed runway end safety area beyond the end of the sealed runway at each end.
3. In order to protect the aerodrome for future runway extensions no permanent structures shall be built under the flight path within the area shown on Figure 7(b).

NOTE: For the purposes of this rule the possible runway extension to the north is 262 metres and to the south is 395 metres.

(c) See Figure 7(c) for details of proposed runway extension.

#### (8) Table 1: Location of takeoff and approach surface bases<sup>208</sup>

Surface		mN (metres North)	mE (metres East)	Height (Above Mean Sea Level)
- North Surfaces origin	Runway 02-20	- 711855.50	- 313966.34	- 25.9m
	South Surfaces origin	710588.56	312842.67	26.7m
-				
-				

<sup>208</sup> Millward Finlay Lobb [60.58]

Runway 11-29 -	East Surfaces origin -	710523.40	314079.43	22.0m
	West Surfaces origin	711156.57	313380.70	26.2m
Glider grass	10 East Surfaces origin	710475.01	314159.05	21.4m
	West Surfaces origin	710992.14	313313.80	26.3m -

Surface	Easting (metres east)	Northing (metres north)	Height (Metres Above Mean Sea Level)
Runway 02-20-North Surface origin	1458979.89	5093981.55	25.9
Runway 02-20-South Surface origin	1457886.71	5092688.55	26.7
Runway 11-29-East Surface origin	1459124.46	5092652.71	22
Runway 11-29-West Surface origin	1458411.05	5093269.06	26.2
Glider grass-10 East Surface origin	1459205.19	5092606.23	21.4
Glider grass-West Surface origin	1458348.07	5093103.11	26.3

**(9) Table 2: Coordinates of points A - T on Figure 7(b) <sup>209</sup>**

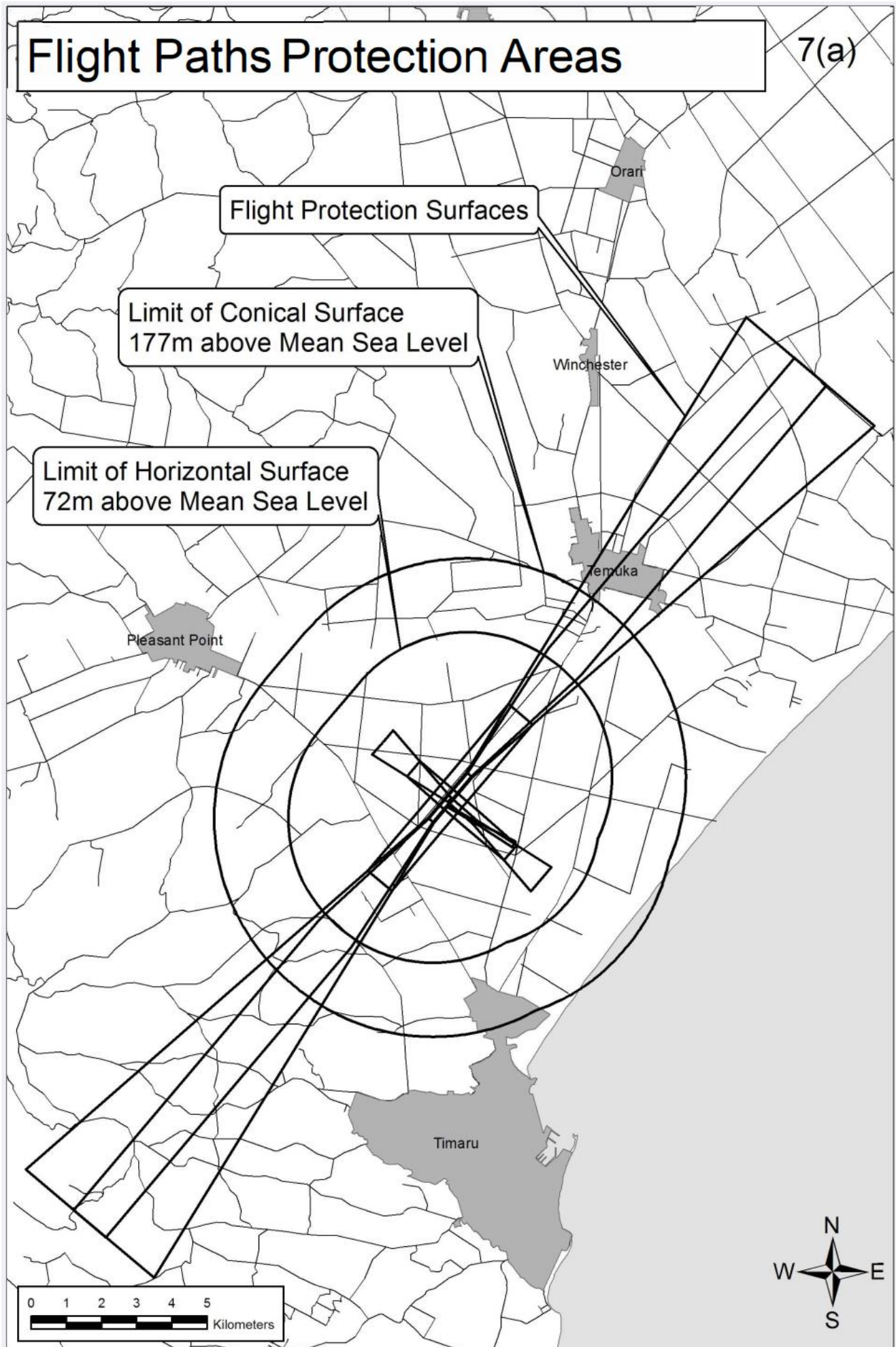
A	2368849.29	5655663.91
B	2369017.23	5655521.8
C	2369114.42	5656094.54
D	2369398.03	5655854.57
E	2369028.27	5654207.10
F	2369126.37	5654320.56
G	2369551.60	5654047.89
H	2369356.93	5653822.76
I	2367755.49	5654371.24
J	2367923.43	5654229.14
K	2367374.69	5654038.48

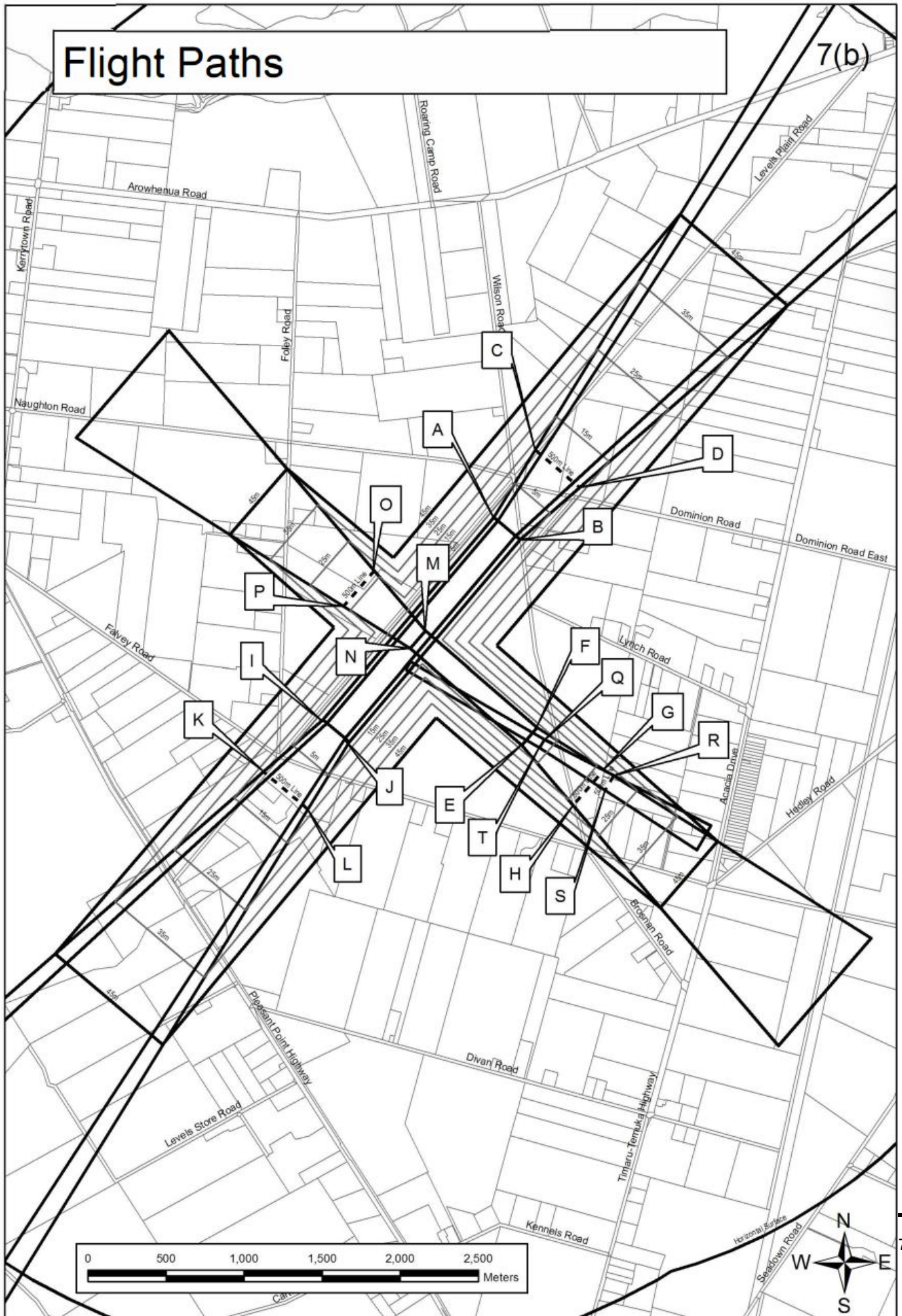
<sup>209</sup> Millward Finlay Lobb [60.59]



L	2367658.30	5653798.51
M	2368413.14	5654937.26
N	2368315.04	5654823.8
O	2368084.48	5655321.60
P	2367887.26	5655093.52
Q	2369173.10	5654243.26
R	2369616.67	5654011.45
S	2369562.73	5653918.51
T	2369142.98	5654191.36

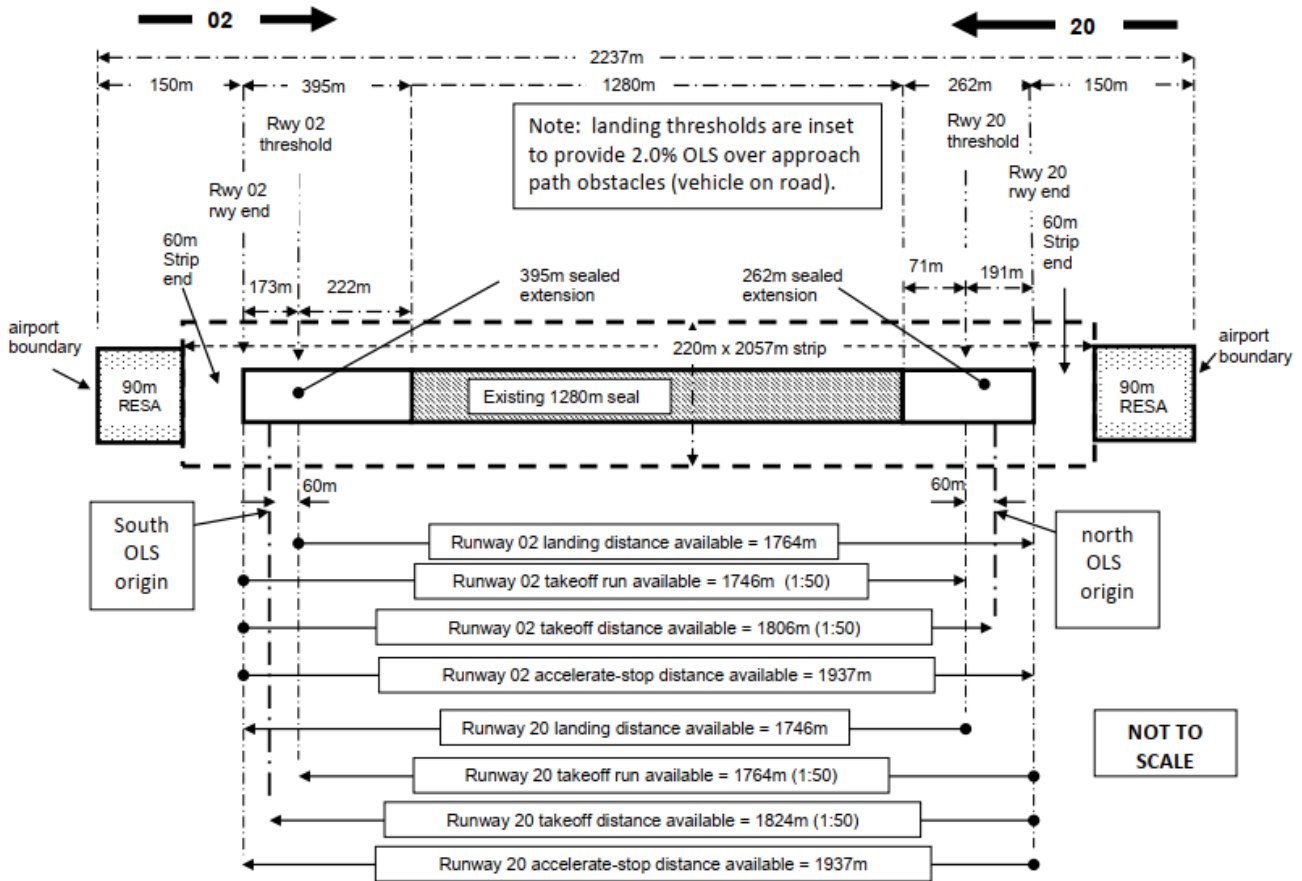
Point	Easting (metres east)	Northing (metres north)
A	<u>1458895.89</u>	<u>5094052.56</u>
B	<u>1459063.87</u>	<u>5093910.53</u>
C	<u>1459160.82</u>	<u>5094483.25</u>
D	<u>1459444.50</u>	<u>5094243.42</u>
E	<u>1459075.44</u>	<u>5092595.96</u>
F	<u>1459173.48</u>	<u>5092709.45</u>
G	<u>1459598.78</u>	<u>5092436.98</u>
H	<u>1459404.22</u>	<u>5092211.80</u>
I	<u>1457802.72</u>	<u>5092759.57</u>
J	<u>1457970.70</u>	<u>5092617.55</u>
K	<u>1457422.09</u>	<u>5092426.68</u>
L	<u>1457705.77</u>	<u>5092186.85</u>
M	<u>1458460.08</u>	<u>5093325.80</u>
N	<u>1458362.03</u>	<u>5093212.31</u>
O	<u>1458131.29</u>	<u>5093709.97</u>
P	<u>1457934.18</u>	<u>5093481.84</u>
Q	<u>1459220.24</u>	<u>5092632.18</u>
R	<u>1459663.86</u>	<u>5092400.57</u>
S	<u>1459609.96</u>	<u>5092307.62</u>
T	<u>1459190.14</u>	<u>5092580.27</u>





UPDATED 12 OCT 2006 BASED ON SURVEY DATA

Timaru Airport - proposed layout of extended main runway 02-20



## DEFINITIONS

Delete the existing definition of “urban development” and replace it with the following:

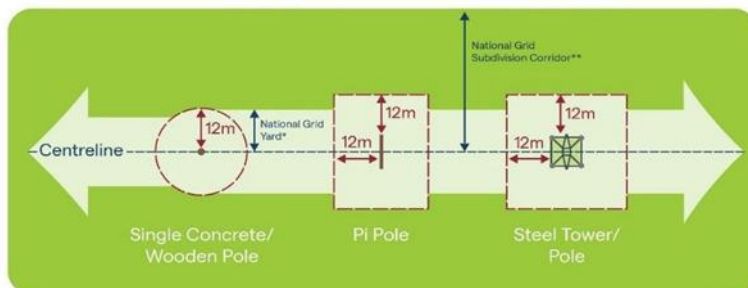
### Urban development

means development within an area zoned as a Residential Zone, Settlement Zone, Commercial and Mixed Use Zone, General Industrial Zone, an Open Space Zone or a Sport and Active Recreation Zone that is adjacent to the aforementioned zones. It also includes development outside of these zones which is not of a rural or rural-lifestyle character and is differentiated from rural development by its scale, intensity, visual character and the dominance of built structures. For the avoidance of doubt, it does not include the provision of regionally significant infrastructure in Rural Zones.<sup>210</sup>

Amend the definition of “lifeline utilities” as follows:

Means infrastructure that delivers a service operated by a lifeline utility ~~those entities listed~~<sup>211</sup> in Part A, or described in Part B, of Schedule 1 to the Civil Defence Emergency Management Act 202 that are within the Timaru District.

Replace the diagram in the definition of “National Grid Subdivision Corridor” with the following diagram:<sup>212</sup>



- \* National Grid Yard: 10m for single concrete/wooden pole lines, 12m for all other line types
- \*\* National Grid Subdivision Corridor: 14m, 32m, 37m or 39m depending on line voltage

Amend the definition of “national grid yard” as follows:

means, as depicted in Diagram 1:

- a. the area located within 10m of either side of the centreline of an above ground 110kV electricity transmission

<sup>210</sup> ECan [183.9]

<sup>211</sup> TDC [42.4]

<sup>212</sup> Transpower [159.10]

line on single poles;

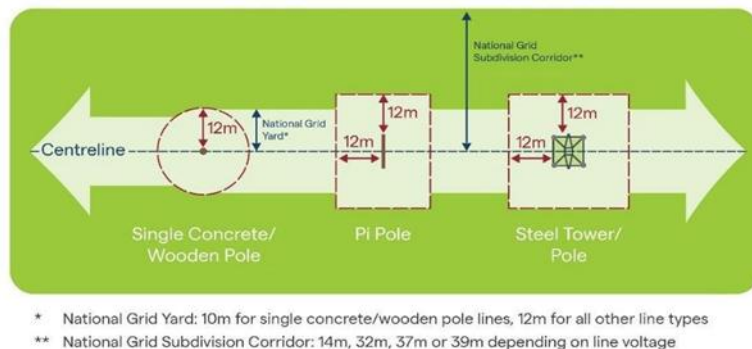
b. the area located within 12m either side of the centreline of an above ground transmission line on pi-poles or towers that is 110kV or greater (including tubular steel towers where these replace steel lattice towers);<sup>213</sup>

c. the area located within 12m in any direction from the outer visible edge of an electricity transmission pole or tower foundation, associated with a line which is 110kV or greater.

The measurement of setback distances from National Grid transmission lines must be undertaken from the centre line of the National Grid transmission line and the outer edge of any support structure. The centre line at any point is a straight line between the centre points of the two support structures at each end of the span.

Note: the National Grid Yard does not apply to underground cables or any transmission lines (or sections of line) that are designated.

Replace Diagram 1 – National Grid Yard and National Grid Subdivision Corridor with the following diagram:<sup>214</sup>



Amend the definition of “Pole” as follows:

Pole:

In relation to Energy and infrastructure chapter, means a ~~non-lattice~~<sup>215</sup> structure that supports conductors, lines, cables, antennas, lights or cameras, but is not a tower, and includes foundations and hardware associated with the structure such as insulators, cross arms and guywires.

Amend the definition of “Regionally Significant Infrastructure” follows:

Regionally Significant Infrastructure is:

a. Strategic land transport network, including National Routes, Regional Arterials and District Arterials,<sup>216</sup> ~~and arterial roads~~

<sup>213</sup> Transpower [159.11]

<sup>214</sup> Transpower [159.11]

<sup>215</sup> The Telcos [176.15, 208.15, 209.15 and 210.15]

<sup>216</sup> TDC [42.1]

- b. Timaru Airport
- c. Port of Timaru
- d. Telecommunication facilities
- e. National, regional and local renewable electricity generation activities of any scale
- f. The National Grid electricity transmission network<sup>217</sup>
- g. Sewage collection, treatment and disposal networks
- h. Community land drainage infrastructure
- i. Community potable water systems
- j. Established community-scale irrigation and stockwater infrastructure
- k. Transport hubs
- l. Bulk fuel supply infrastructure including terminals, wharf lines and pipelines.
- m. The electricity distribution network<sup>218</sup>
- n. The Redruth Landfill and Resource Recovery Facility in Timaru<sup>219</sup>

Amend the definition of “upgrading / upgrade” as follows:

Means the ~~replacement, renewal or~~ improvement of infrastructure that results in an increase in carrying capacity and size,<sup>220</sup> and may include replacement and renewal, but excludes repair and maintenance.<sup>221</sup>

Amend the definition of “maintenance” as follows:

1. In relation to values, means the act of making a state or situation continue;
2. In relation to an object (such as a structure, building or infrastructure) means the work required to keep the object in good condition or operation but it does not include any upgrading or expansion ~~or replacement~~ of the existing object, or replacement where this involves upgrading.<sup>222</sup>

<sup>217</sup> Transpower [159.14]

<sup>218</sup> Alpine Energy [55.1]

<sup>219</sup> Enviro NZ [162.2]

<sup>220</sup> The Telcos [176.25, 208.25, 209.25, 210.25]

<sup>221</sup> Transpower [159.24], The Telcos [176.25, 208.25, 209.25, 210.25] and BP Oil, et al [196.15]

<sup>222</sup> Transpower [159.24], the Telcos [176.25, 208.25, 209.25 and 210.25] and BP Oil, et al [196.15]

Amend the definition of “transmission line” as follows:

...has the same meaning as in the National Environment Standards ELECTRICITY TRANSMISSION ACTIVITIES 2009, which ~~means~~ means<sup>223</sup>-

- a. the facilities and structures used for, or associated with, the overhead or underground transmission of electricity in the national grid; and
- b. includes transmission line support structures, telecommunication cables, and telecommunication devices to which paragraph (a) applies; but
- c. does not include an electricity substation.

Include a new definition of “Radio Communications” as follows:

Radio Communications

has the same meaning as in the Radio communications Act 1989 (as set out in the box below) means any transmission or reception of signs, signals, writing, images, sounds, or intelligence of any nature by radio waves.<sup>224</sup>

Amend the abbreviation of “the Council” as follows:

The Council: means the Timaru District Council, and includes the successors of infrastructure management.<sup>225</sup>

Amend the definition of “Vehicle Parking” as follows:

**Vehicle Parking and Manoeuvring**<sup>226</sup> **Area**

means that part of a site or building within which vehicle parking and manoeuvring are accommodated.

---

<sup>223</sup> Transpower [159.23]

<sup>224</sup> The Telcos [176.27, 208.27, 209.27, 210.27]

<sup>225</sup> TDC [42.8, 42.24, 42.25, 42.26]

<sup>226</sup> Bruce Spiers [66.11]



## PLANNING MAPS

COUNCIL TO PROVIDE UPDATED PLANNING MAP TO ILLUSTRATE THE 500m of the runway and runway extension, as shown in the map attached in Appendix 2 under the TDC [42.79] submission.<sup>227</sup>

I recommend that the planning map is amended to show the voltage for the National Grid.<sup>228</sup>

---

<sup>227</sup> TDC [42.79]

<sup>228</sup> Transpower [159.107]