

Definitions Nesting Table

The following table sets out where any term defined in the Definitions Chapter is a subset of another definition. Where any rule lists a primary activity set out in the table below, the rule applies to all of the subset activities, unless any subset activity is otherwise specified in the rule framework for that chapter.

Primary Activity	Subset Activities	Subset Activities
boundary	internal boundary road boundary side boundary	
commercial activity	commercial visitor accommodation	
	retail activity	food and beverage outlet service station trade-based retail yard-based retail
	home business	
community facilities	emergency service facilities	
industrial activity	heavy industrial activity	
residential unit	minor residential unit	

Definitions

Notes —

Terms marked with an * are terms used in proposed PC27 that are from the Operative Plan, and while no amendments are proposed to the term, it is within the scope of PC27.

Terms marked with an ** are terms used in proposed PC27 that are from the Operative Plan, but which are proposed through PC27 to be amended.

Terms marked with a ^ are also included in PC23, PC24, PC25 and/or PC26.

Any submissions made on the definition as it relates to this plan change will be also considered to be within the scope of that same definition on each other plan change that includes this definition. This is to preferably have a consistent defined term across the relevant plan changes.

Pink Highlight = The application of these terms is limited to the residential, commercial and mixed use and general industrial zones. Note however, that Plan Changes 23, 24, 25, 26 and 27 propose to extend the application of these terms to those chapters introduced through these plan changes, where the terms are used in those chapters.

Term	Definition
access	means that area of land over which a site or allotment obtains legal vehicular and/or pedestrian access to a legal road. This land may include an access leg, a private way, common land as defined on a cross-lease or company-lease; or common property as defined in Section 2 of the Unit Titles Act 1972.
accessway**	means the area of land that provides access between any boundary and the net area of the site or sites it serves. It includes any rights of way, access lot, access leg or private road.
amenity values	has the same meaning as in section 218 of the RMA (as set out below) <i>those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and</i>

	<p><i>recreational attributes.</i> (National Planning Standard definition)</p>
accessory building	<p>means a detached building, the use of which is ancillary to the use of any building, buildings or activity that is or could be lawfully established on the same site, but does not include any minor residential unit.</p> <p>(National Planning Standard definition)</p>
allotment**	<p>has the same meaning as in section 218 of the RMA (as set out below)</p> <p>2. <i>In this Act, the term allotment means—</i></p> <ul style="list-style-type: none"> a. <i>any parcel of land under the Land Transfer Act 2017 that is a continuous area and whose boundaries are shown separately on a survey plan, whether or not—</i> <ul style="list-style-type: none"> i. <i>the subdivision shown on the survey plan has been allowed, or subdivision approval has been granted, under another Act; or</i> ii. <i>a subdivision consent for the subdivision shown on the survey plan has been granted under this Act; or</i> b. <i>any parcel of land or building or part of a building that is shown or identified separately—</i> <ul style="list-style-type: none"> i. <i>on a survey plan; or</i> ii. <i>on a licence within the meaning of subpart 6 of Part 3 of the Land Transfer Act 2017; or</i> c. <i>any unit on a unit plan; or</i> d. <i>any parcel of land not subject to the Land Transfer Act 2017.</i> <p>3. <i>For the purposes of subsection (2), an allotment that is—</i></p> <ul style="list-style-type: none"> a. <i>subject to the Land Transfer Act 2017 and is comprised in 1 record of title or for which 1 record of title could be issued under that Act; or</i> b. <i>not subject to that Act and was acquired by its owner under 1 instrument of conveyance—</i> <i>shall be deemed to be a continuous area of land notwithstanding that part of it is physically separated from any other part by a road or in any other manner whatsoever, unless the division of the allotment into such parts has been allowed by a subdivision consent granted under this Act or by a subdivisional approval under any former enactment relating to the subdivision of land.</i> <p>4. <i>For the purposes of subsection (2), the balance of any land from which any allotment is being or has been subdivided is deemed to be an allotment.</i></p> <p>(National Planning Standard definition)</p>
all weather standard*	<p>means a pavement which is trafficable under all weather conditions, and includes metalled and sealed surfaces.</p>
ancillary activity	<p>means an activity that supports and is subsidiary to a primary activity.</p> <p>(National Planning Standard definition)</p>
ancillary structure	<p>means any:</p> <ul style="list-style-type: none"> a. boundary fence less than 2m in height; b. decking less than 1m in height; c. free standing mailboxes; d. washing lines; e. raised garden beds; and f. other small decorative structures less than 1m² in gross floor area and 2m in height.
arterial road	<p>means a road that has a significant role in the function of the regional or local economy, having its access standards determined principally on its function and traffic volumes.</p>
bed	<p>has the same meaning as in section 2 of the RMA (as set out below)</p>

	<p>means -</p> <p>(a) in relation to any river -</p> <p>(i) for the purposes of esplanade reserves, esplanade strips, and subdivision, the space of land which the waters of the river cover at its annual fullest flow without overtopping its banks;</p> <p>(ii) in all other cases, the space of land which the waters of the river cover at its fullest flow without overtopping its banks; and</p> <p>(b) in relation to any lake, except a lake controlled by artificial means -</p> <p>(i) for the purposes of esplanade reserves, esplanade strips, and subdivision, the space of land which the waters of the lake cover at its annual highest level without exceeding its margin;</p> <p>(ii) in all other cases, the space of land which the waters of the lake cover at its highest level without exceeding its margins; and</p> <p>(c) in relation to any lake controlled by artificial means, the space of land which the waters of the lake cover at its maximum permitted operating level; and</p> <p>(d) in relation to the sea, the submarine areas covered by the internal waters and the territorial sea.</p> <p>(National Planning Standard definition)</p>
bore ^A	<p>means any hole drilled or constructed in the ground that is used to:</p> <ol style="list-style-type: none"> investigate or monitor conditions below the ground surface; or abstract gaseous or liquid substances from the ground; or discharge gaseous or liquid substances into the ground; but it excludes test pits, trenches, soak holes and soakage pits. <p>(National Planning Standard definition)</p>
boundary	<p>Means any boundary of the net area of a site and includes any road boundary, side or internal boundary. Site boundary shall have the same meaning as boundary.</p>
boundary adjustment	<p>means a subdivision that alters the existing boundaries between adjoining allotments, without altering the number of allotments.</p> <p>(National Planning Standard definition)</p>
building	<p>means a temporary or permanent movable or immovable physical construction that is:</p> <ol style="list-style-type: none"> partially or fully roofed; and fixed or located on or in land. <p>but excludes any motorised vehicle or other mode of transport that could be moved under its own power.</p> <p>(National Planning Standard definition)</p>
building coverage	<p>means the percentage of the net site area covered by the building footprint.</p> <p>(National Planning Standard definition)</p>
building footprint	<p>means, in relation to building coverage, the total area of buildings at ground floor level together with the area of any section of any of those buildings that extends out beyond the ground floor level limits of the building and overhangs the ground.</p> <p>(National Planning Standard definition)</p>
cleanfill material	<p>means virgin excavated natural materials including clay, gravel, sand, soil and rock that are free of:</p> <ol style="list-style-type: none"> combustible, putrescible, degradable or leachable components; hazardous substances and materials; products and materials derived from hazardous waste treatment, stabilisation or disposal practices; medical and veterinary wastes, asbestos, and radioactive substances;

	<p>e. contaminated soil and other contaminated materials; and liquid wastes.</p> <p>(National Planning Standard definition)</p>
commercial activity	<p>means any activity trading in goods, equipment or services. It includes any ancillary activity to the commercial activity (for example administrative or head offices).</p> <p>(National Planning Standard definition)</p>
commercial visitor accommodation	<p>means land and buildings used for any form of visitor accommodation that is not defined as residential visitor accommodation, including:</p> <ul style="list-style-type: none"> a. backpackers; b. camping grounds; c. hostels; d. hotels; e. motels; f. motor inns; and g. tourist lodges.
community corrections activity	<p>means the use of land and buildings for non-custodial services for safety, welfare and community purposes, including probation, rehabilitation and reintegration services, assessments, reporting, workshops and programmes, administration, and a meeting point for community works groups.</p>
community facility	<p>means land and buildings used by members of the community for recreational, sporting, cultural, safety, health, welfare, or worship purposes. It includes provision for any ancillary activity that assists with the operation of the community facility.</p> <p>(National Planning Standard definition)</p>
contaminant^	<p>has the same meaning as in section 2 of the RMA (as set out below)</p> <p><i>includes any substance (including gases, odorous compounds, liquids, solids, and micro-organisms) or energy (excluding noise) or heat, that either by itself or in combination with the same, similar, or other substances, energy, or heat—</i></p> <ul style="list-style-type: none"> a. <i>when discharged into water, changes or is likely to change the physical, chemical, or biological condition of water; or</i> b. <i>when discharged onto or into land or into air, changes or is likely to change the physical, chemical, or biological condition of the land or air onto or into which it is discharged.</i>
discharge^	<p>has the same meaning as in section 2 of the RMA (as set out below)</p> <p><i>includes emit, deposit, and allow to escape.</i></p> <p>(National Planning Standard definition)</p>
drinking water^	<p>means water intended to be used for human consumption; and includes water intended to be used for food preparation, utensil washing, and oral or other personal hygiene.</p> <p>(National Planning Standard definition)</p>
dust	<p>means all non-combusted solid particulate matter that is suspended in the air, or has settled after being airborne. Dust may be derived from materials including rock, sand, cement, fertiliser, coal, soil, paint, animal products and wood.</p> <p>(National Planning Standard definition)</p>
earthworks^	<p>means the alteration or disturbance of land, including by moving, removing, placing, blading, cutting, contouring, filling or excavation of earth (or any matter constituting the land including soil, clay, sand and rock); but excludes gardening, cultivation, and disturbance of land for the installation of fence posts.</p> <p>(National Planning Standard definition)</p>

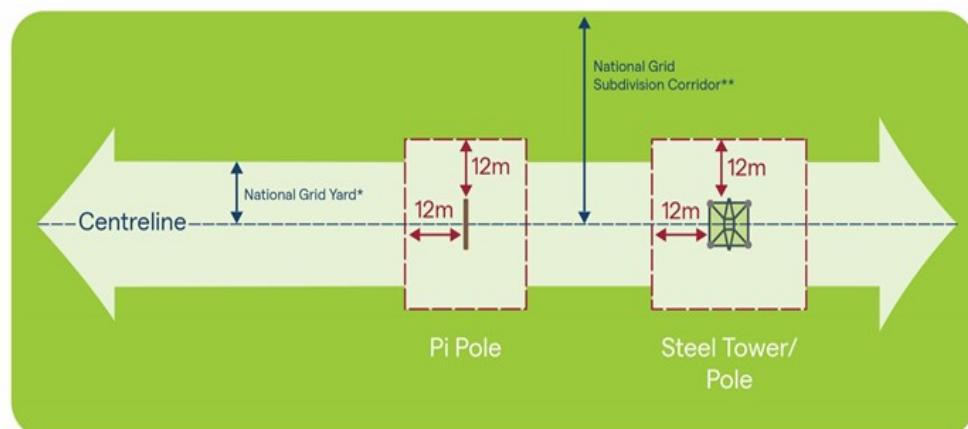
educational facility	means land or buildings used for teaching or training by child care services, schools, or tertiary education services, including any ancillary activities. (National Planning Standard definition)
effect	has the same meaning as in section 3 of the RMA (as set out below) <i>includes</i> — (a) any positive or adverse effect; and (b) any temporary or permanent effect; and (c) any past, present, or future effect; and (d) any cumulative effect which arises over time or in combination with other effects— regardless of the scale, intensity, duration, or frequency of the effect, and also includes— (e) any potential effect of high probability; and (f) any potential effect of low probability that has a high potential impact. (National Planning Standard definition)
emergency service facility	means those facilities of authorities which are responsible for the safety and welfare of people and property in the community and includes fire stations, ambulance stations and police stations.
environment	has the same meaning as in section 2 of the RMA (as set out below) <i>includes</i> — a. ecosystems and their constituent parts, including people and communities; and b. all natural and physical resources; and c. amenity values; and d. the social, economic, aesthetic, and cultural conditions which affect the matters stated in paragraphs (a) to (c) or which are affected by those matters. (National Planning Standard definition)
esplanade reserve	has the same meaning as in section 2 of the RMA (as set out below) <i>means a reserve within the meaning of the Reserves Act 1977—</i> a. which is either— i. a local purpose reserve within the meaning of section 23 of that Act, if vested in the territorial authority under section 239; or ii. a reserve vested in the Crown or a regional council under section 237D; and b. which is vested in the territorial authority, regional council, or the Crown for a purpose or purposes set out in section 229. (National Planning Standard definition)
esplanade strip	has the same meaning as in section 2 of the RMA (as set out below) <i>means a strip of land created by the registration of an instrument in accordance with section 232 for a purpose or purposes set out in section 229.</i> (National Planning Standard definition)
food and beverage outlet	means a retail activity primarily involving the sale of food and/or beverages prepared for immediate consumption on or off the site to the general public. It includes restaurants, taverns, cafés, fast food outlets, takeaway bars, but does not include supermarkets or bottle stores.
fresh water	has the same meaning as in section 2 of the RMA (as set out below) <i>means all water except coastal water and geothermal water.</i> (National Planning Standard definition)

greywater [^]	means liquid waste from domestic sources including sinks, basins, baths, showers and similar fixtures, but does not include sewage, or industrial and trade waste. (National Planning Standard definition)
gross floor area	means the sum of the total area of all floors of a building or buildings (including any void area in each of those floors, such as service shafts, liftwells or stairwells) measured: <ol style="list-style-type: none"> where there are exterior walls, from the exterior faces of those exterior walls; where there are walls separating two buildings, from the centre lines of the walls separating the two buildings; where a wall or walls are lacking (for example, a mezzanine floor) and the edge of the floor is discernible, from the edge of the floor. (National Planning Standard definition)
ground level	means: <ol style="list-style-type: none"> the actual finished surface level of the ground after the most recent subdivision that created at least one additional allotment was completed (when the record of title is created); if the ground level cannot be identified under paragraph (a), the existing surface level of the ground; if, in any case under paragraph (a) or (b), a retaining wall or retaining structure is located on the boundary, the level on the exterior surface of the retaining wall or structure where it intersects the boundary. (National Planning Standard definition)
habitable room	means any room used for the purposes of teaching or used as a living room, dining room, sitting room, bedroom, office or other room specified in the Plan to be a similarly occupied room. (National Planning Standard definition)
healthcare facility	means land or buildings used for the provision of physical and mental health services, or health-related welfare services, for people by registered health practitioners (approved under the Health Practitioners Competence Assurance Act 2003) including, but not necessarily limited to: <ol style="list-style-type: none"> medical practitioners; dentists and dental services; opticians; physiotherapists; medical social workers and counsellors; midwives; paramedical practitioners; and includes the following facilities: <ol style="list-style-type: none"> diagnostic laboratories; day care facility for the elderly and disabled; integrated family health centre; ancillary offices and retail activity; ancillary parking and loading and signs; the provision of physical fitness facilities, such as gyms and pools where ancillary to a hospital or health care facility; but excludes facilities for: <ol style="list-style-type: none"> beauty clinics; and health care within a retirement village.
heavy industrial activity	means: <ol style="list-style-type: none"> Blood or offal treating Bone boiling or crushing Burning of municipal, commercial or industrial wastes Collection and storage of used bottles for sale Crematoriums Dag crushing Fellmongering Fish cleaning Fish curing

	<ul style="list-style-type: none"> j. Flax pulping k. Flock manufacturing, or teasing of textile materials for any purpose l. Gut scraping and treating m. Nightsoil collection and disposal n. Slaughtering of animals for any purpose other than human consumption o. Storage, drying, or preserving of bones, hides, hoofs, or skins p. Tallow melting q. Tanning r. Wood pulping s. Wool scouring
heavy vehicle**	means a motor vehicle (other than a motor car that is not used, kept or available for the carriage of passengers for hire or reward) the gross laden weight of which exceeds 3500kg.
height	means the vertical distance between a specified reference point and the highest part of any feature, structure or building above that point. (National Planning Standard definition)
height in relation to boundary	means the height of a structure, building or feature, relative to its distance from either the boundary of: <ul style="list-style-type: none"> a. a site; or b. another specified reference point. (National Planning Standard definition)
historic heritage	has the same meaning as in section 2 of the RMA (as set out below) <ul style="list-style-type: none"> a. <i>means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:</i> <ul style="list-style-type: none"> i. <i>archaeological:</i> ii. <i>architectural:</i> iii. <i>cultural:</i> iv. <i>historic:</i> v. <i>scientific:</i> vi. <i>technological; and includes—</i> <ul style="list-style-type: none"> i. <i>historic sites, structures, places, and areas; and</i> ii. <i>archaeological sites; and</i> iii. <i>sites of significance to Māori, including wāhi tapu; and</i> iv. <i>surroundings associated with the natural and physical resources.</i> (National Planning Standard definition)
home business	means a commercial activity that is: <ul style="list-style-type: none"> a. undertaken or operated by at least one resident of the site; and b. incidental to the use of the site for a residential activity. (National Planning Standard definition)
industrial activity	means an activity that manufactures, fabricates, processes, packages, distributes, repairs, stores, or disposes of materials (including raw, processed, or partly processed materials) or goods. It includes any ancillary activity to the industrial activity. (National Planning Standard definition)
industrial and trade waste^	means liquid waste, with or without matter in suspension, from the receipt, manufacture or processing of materials as part of a commercial, industrial or trade process, but excludes sewage and greywater. (National Planning Standard definition)
internal boundary	means any boundary of the net area of a site other than a road boundary and includes a side boundary.
impervious coverage	means the percentage of the net site area covered by impervious

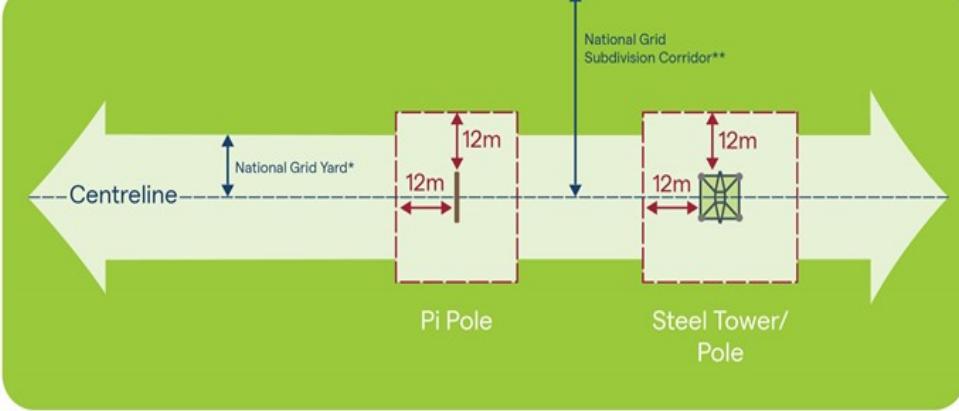
	surfaces.
impervious surface	means a continuous surface of concrete, bitumen, paving or hardfill that puts a physical barrier on the surface of any part of a site, and includes gravel or other loose stone surfaces that are used for the parking and manoeuvring of vehicles.
infrastructure	<p>has the same meaning as in section 2 of the RMA (as set out below)</p> <p><i>means —</i></p> <ul style="list-style-type: none"> (a) <i>pipelines that distribute or transmit natural or manufactured gas, petroleum, biofuel, or geothermal energy;</i> (b) <i>a network for the purpose of telecommunication as defined in section 5 of the Telecommunications Act 2001;</i> (c) <i>a network for the purpose of radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989;</i> (d) <i>facilities for the generation of electricity, lines used or intended to be used to convey electricity, and support structures for lines used or intended to be used to convey electricity, excluding facilities, lines, and support structures if a person—</i> <ul style="list-style-type: none"> a. <i>uses them in connection with the generation of electricity for the person's use; and</i> b. <i>does not use them to generate any electricity for supply to any other person</i> (e) <i>a water supply distribution system, including a system for irrigation;</i> (f) <i>a drainage or sewerage system;</i> (g) <i>structures for transport on land by cycleways, rail, roads, walkways, or any other means;</i> (h) <i>facilities for the loading or unloading of cargo or passengers transported on land by any means;</i> (i) <i>an airport as defined in section 2 of the Airport Authorities Act 1966;</i> (j) <i>a navigation installation as defined in section 2 of the Civil Aviation Act 1990;</i> (k) <i>facilities for the loading or unloading of cargo or passengers carried by sea, including a port related commercial undertaking as defined in section 2(1) of the Port Companies Act 1988;</i> (l) <i>anything described as a network utility operation in regulations made for the purposes of the definition of network utility operator in section 166</i>
lake	<p>has the same meaning as in section 2 of the RMA (as set out below)</p> <p><i>means a body of fresh water which is entirely or nearly surrounded by land.</i></p> <p>(National Planning Standard definition)</p>
land	<p>has the same meaning as in section 2 of the RMA (as set out below)</p> <ul style="list-style-type: none"> (a) <i>includes land covered by water and the airspace above land; and</i> (b) <i>in a national environmental standard dealing with a regional council function under section 30 or a regional rule, does not include the bed of a lake or river; and</i> (c) <i>in a national environmental standard dealing with a territorial authority function under section 31 or a district rule, includes the surface of water in a lake or river.</i> <p>(National Planning Standard definition)</p>
land disturbance	means the alteration or disturbance of land (or any matter constituting the land including soil, clay, sand and rock) that does not permanently alter the profile, contour or height of the land.
land transport corridor	means any road reserve containing a formed road.

land transport infrastructure	means any infrastructure, building, equipment or devices that support the movement of people and goods by land, including: a. cycle facilities including cycleways, cycle parking, cycle hire stations and cycle maintenance stands; b. pedestrian facilities and accessways, including footpaths, footways and foot bridges; c. roads including carriageways, pavements, bridges, tunnels, retaining walls, underpasses, overpasses, verge and berms; d. lighting, signals, signs and control structures and devices associated with intelligent transport systems including vehicle detection systems (electronic vehicle identification and infra-red vehicle occupancy counters), incident detection, emergency telephones, cables and ducting; e. safety devices including hand rails, bollards, cameras, road markings, rumble strips, barriers, fences, speed tables and speed cushions and traffic separators; f. other traffic control devices including traffic islands, level crossings, pedestrian crossings, roundabouts and intersection controls, traffic and cycle monitoring devices; g. parking control devices; h. site access including vehicle crossings; i. street and rail furniture, artworks, passenger shelters and ticketing and tolling facilities; and j. stormwater management facilities, ventilation structures, drainage devices and erosion control devices.
landscaping	means the planting of trees, shrubs, grasses, ground cover, gardens and lawn.
local road	means any road other than a state highway, arterial road or collector road, and includes cul-de-sacs and service lanes.
minor residential unit	means a self-contained residential unit that is ancillary to the principal residential unit and is held in common ownership with the principal residential unit on the same site. (National Planning Standard definition)
national grid [^]	means the assets used or owned by Transpower New Zealand Limited.
national grid subdivision corridor	means the area measured either side of the centreline of above ground national grid transmission lines as follows (and illustrated in the darker green below): a. 16 metres for 110 kV transmission lines on pi poles; b. 37 metres for 220 kV transmission lines; c. 39 metres for 350 kV transmission lines. The corridor does not apply to designated assets.



* National Grid Yard: 12m

** National Grid Subdivision Corridor: 16m, 37m or 39m depending on line voltage

national grid yard ^a	<p>means (as illustrated in light green below):</p> <ol style="list-style-type: none"> the area located 12 metres either side of the centreline of any overhead 110kV, 220kV, or 350kV national grid transmission line on pi poles or towers (including steel monopoles where these replace steel lattice towers); and the area located 12 metres in any direction from the outer visible edge of a national grid support structure.  <p>* National Grid Yard: 12m ** National Grid Subdivision Corridor: 16m, 37m or 39m depending on line voltage</p>
natural and physical resources	<p>has the same meaning as in section 2 of the RMA (as set out below)</p> <p><i>includes land, water, air, soil, minerals, and energy, all forms of plants and animals (whether native to New Zealand or introduced), and all structures.</i></p> <p>(National Planning Standard definition)</p>
natural hazard	<p>has the same meaning as in section 2 of the RMA (as set out below)</p> <p><i>means any atmospheric or earth or water related occurrence (including earthquake, tsunami, erosion, volcanic and geothermal activity, landslip, subsidence, sedimentation, wind, drought, fire, or flooding) the action of which adversely affects or may adversely affect human life, property, or other aspects of the environment.</i></p> <p>(National Planning Standard definition)</p>
net floor area	<p>means the sum of any gross floor area; and</p> <p>(a) includes:</p> <ol style="list-style-type: none"> both freehold and leased areas; and any stock storage or preparation areas; but <p>(b) excludes:</p> <ol style="list-style-type: none"> void areas such as liftwells and stair wells, including landing areas; shared corridors and mall common spaces; entrances, lobbies and plant areas within a building; open or roofed outdoor areas, and external balconies, decks, porches and terraces; off street loading areas; building service rooms; parking areas and basement areas used for parking, manoeuvring and access; and non-habitable floor spaces in rooftop structures. <p>(National Planning Standard definition)</p>
net site area	<p>means the total area of the site, but excludes:</p> <ol style="list-style-type: none"> any part of the site that provides legal access to another site; any part of a rear site that provides legal access to that site; any part of the site subject to a designation that may be taken or acquired under the Public Works Act 1981.

	(National Planning Standard definition)
network utility operator [^]	<p>has the same meaning as in s166 of the RMA (as set out below)</p> <p><i>means a person who—</i></p> <ul style="list-style-type: none"> a. <i>undertakes or proposes to undertake the distribution or transmission by pipeline of natural or manufactured gas, petroleum, biofuel, or geothermal energy; or</i> b. <i>operates or proposes to operate a network for the purpose of</i> <ul style="list-style-type: none"> i. <i>telecommunication as defined in section 5 of the Telecommunications Act 2001; or</i> ii. <i>radio communication as defined in section 2(1) of the Radio Communications Act 1989; or</i> c. <i>is an electricity operator or electricity distributor as defined in section 2 of the Electricity Act 1992 for the purpose of line function services as defined in that section; or</i> d. <i>undertakes or proposes to undertake the distribution of water for supply (including irrigation); or</i> e. <i>undertakes or proposes to undertake a drainage or sewerage system; or</i> f. <i>constructs, operates, or proposes to construct or operate, a road or railway line; or</i> g. <i>is an airport authority as defined by the Airport Authorities Act 1966 for the purposes of operating an airport as defined by that Act; or</i> h. <i>is a provider of any approach control service within the meaning of the Civil Aviation Act 1990; or</i> i. <i>undertakes or proposes to undertake a project or work prescribed as a network utility operation for the purposes of this definition by regulations made under this Act,— and the words network utility operation have a corresponding meaning.</i> <p>(National Planning Standard definition)</p>
operational need	means the need for a proposal or activity to traverse, locate or operate in a particular environment because of technical, logistical or operational characteristics or constraints.
outdoor living space	means an area of open space for the use of the occupants of the residential unit or units to which the space is allocated.
outdoor storage	means land used for the purpose of storing vehicles, equipment, machinery, natural and processed products, outside a fully enclosed building for periods in excess of 4 weeks in any one year.
place of assembly	means land or buildings used for principally for public or private assembly of people for recreation, cultural, spiritual or entertainment activities and includes halls and community centres.
residential activity	means the use of land and building(s) for people's living accommodation.
residential unit	means a building(s) or part of a building that is used for a residential activity exclusively by one household, and must include sleeping, cooking, bathing and toilet facilities.
residential visitor accommodation	means the use of a residential unit for visitor accommodation including any residential unit used as a holiday home.
retail activity	means a commercial activity that uses land and/or buildings for displaying or offering goods for sale or hire to the public.
retirement village	means a managed comprehensive residential complex or facilities used to provide residential accommodation for people who are retired and any spouses or partners of such people. It

	<p>may also include any of the following for residents within the complex: recreation, leisure, supported residential care, welfare and medical facilities (inclusive of hospital care) and other non-residential activities.</p> <p>(National Planning Standard definition)</p>
river	<p>has the same meaning as in section 2 of the RMA (as set out below)</p> <p>means a continually or intermittently flowing body of fresh water; and includes a stream and modified watercourse; but does not include any artificial watercourse (including an irrigation canal, water supply race, canal for the supply of water for electricity power generation, and farm drainage canal).</p> <p>(National Planning Standard definition)</p>
road	<p>has the same meaning as in section 2 of the RMA (as set out below)</p> <p>has the same meaning as in section 315 of the Local Government Act 1974; and includes a motorway as defined in section 2(1) of the Government Roading Powers Act 1989</p> <p>Section 315 of the Local Government Act 1974 road definition:</p> <p>road means the whole of any land which is within a district, and which—</p> <ol style="list-style-type: none"> immediately before the commencement of this Part was a road or street or public highway; or immediately before the inclusion of any area in the district was a public highway within that area; or is laid out by the council as a road or street after the commencement of this Part; or is vested in the council for the purpose of a road as shown on a deposited survey plan; or is vested in the council as a road or street pursuant to any other enactment;— and includes except where elsewhere provided in this Part, any access way or service lane which before the commencement of this Part was under the control of any council or is laid out or constructed by or vested in any council as an access way or service lane or is declared by the Minister of Works and Development as an access way or service lane after the commencement of this Part or is declared by the Minister of Lands as an access way or service lane on or after 1 April 1988; every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof;— but, except as provided in the Public Works Act 1981 or in any regulations under that Act, does not include a motorway within the meaning of that Act or the Government Roading Powers Act 1989 <p>Section 2(1) of the Government Roading Powers Act 1989 motorway definition</p> <p>motorway—</p> <ol style="list-style-type: none"> means a motorway declared as such by the Governor-General in Council under section 138 of the Public Works Act 1981 or under section 71 of this Act; and includes all bridges, drains, culverts, or other structures or works forming part of any motorway so declared; but does not include any local road, access way, or service lane (or the supports of any such road, way, or lane) that crosses over or under a motorway on a different level. <p>(National Planning Standard definition)</p>
road boundary	means any boundary of a site abutting a legal road (other than an

	accessway or service lane) or contiguous to a boundary of a road designation. Frontage or road frontage shall have the same meaning as road boundary.
rural industry [^]	means an industry or business undertaken in a rural environment that directly supports, services, or is dependent on primary production. (National Planning Standard definition)
sensitive material	means: a. human remains and koiwi b. an archaeological site c. a Māori cultural artefact/taonga d. a protected New Zealand object as defined in the Protected Objects Act 1975 (including any fossil or sub-fossil).
service station	Means any site where the dominant activity is the retail sale of motor vehicle fuel (including petrol, LPG, CNG, and diesel), and may also include any one or more of the following: a. the sale of kerosene, alcohol based fuels, lubricating oils, tyre batteries, vehicle spare parts and other accessories normally associated with motor vehicles; b. mechanical repair and servicing of motors (includes motor cycles, caravans, boat motors, trailers); c. warrant of fitness testing; d. the sale of other merchandise where this is an ancillary activity to the sale of motor fuel and vehicle accessories; e. truck stops; f. light engineering; g. carwash facilities; h. other retail sales subsidiary to the main use of the site.
setback	Means the distance between a building and the boundary of its site. Where any building is required to be setback from any boundary, no part of that building unless specifically permitted by the Rules in the Plan, shall be closer to the site boundary than the minimum distance specified. Where any road widening is required by this Plan, the setback shall be calculated by the proposed final site boundary.
side boundary	means any boundary of a site generally at right angles to a road boundary.
site	means: a. an area of land comprised in a single record of title under the Land Transfer Act 2017; or b. an area of land which comprises two or more adjoining legally defined allotments in such a way that the allotments cannot be dealt with separately without the prior consent of the council; or c. the land comprised in a single allotment or balance area on an approved survey plan of subdivision for which a separate record of title under the Land Transfer Act 2017 could be issued without further consent of the Council; or d. despite paragraphs (a) to (c), in the case of land subdivided under the Unit Titles Act 1972 or the Unit Titles Act 2010 or a cross lease system, is the whole of the land subject to the unit development or cross lease. (National Planning Standard definition)
skylight	means a window set in a roof or ceiling
State Highway	means a State Highway declared under the Government Roading Powers Act 1989.
stock tracks and crossings	means manmade tracks or crossings constructed for use by stock but excludes tracks naturally formed by stock use.
stormwater [^]	means run-off that has been intercepted, channelled, diverted, intensified or accelerated by human modification of a land

	surface, or run-off from the surface of any structure, as a result of precipitation and includes any contaminants contained within. (National Planning Standard definition)
structure	has the same meaning as in section 2 of the RMA (as set out below) means any building, equipment, device, or other facility, made by people and which is fixed to land; and includes any raft. (National Planning Standard definition)
subdivision^	has the same meaning as "subdivision of land" in section 218 of the RMA (as set below) means— a. <i>the division of an allotment</i> — i. <i>by an application to the Registrar-General of Land for the issue of a separate certificate of title for any part of the allotment; or</i> ii. <i>by the disposition by way of sale or offer for sale of the fee simple to part of the allotment; or</i> iii. <i>by a lease of part of the allotment which, including renewals, is or could be for a term of more than 35 years; or</i> iv. <i>by the grant of a company lease or cross lease in respect of any part of the allotment; or</i> v. <i>by the deposit of a unit plan, or an application to the Registrar-General of Land for the issue of a separate certificate of title for any part of a unit on a unit plan; or</i> b. <i>an application to the Registrar-General of Land for the issue of a separate certificate of title in circumstances where the issue of that certificate of title is prohibited by section 226.</i> (National Planning Standard definition)
territorial authority	has the same meaning as in section 5 of the Local Government Act 2002 (as set below) means a city council or a district council named in Part 2 of Schedule 2.
trade-based retail	means a business engaged in sales to businesses and institutional customers (but may also include sales to the general public) and consists only of suppliers of goods in one or more of the following categories: a. automotive and/or marine suppliers; b. building suppliers; c. catering equipment suppliers; d. farming and agricultural suppliers; e. garden and landscaping suppliers; f. hire services (except hire or loan of books, videos, DVDs and other similar home entertainment items); g. industrial clothing and safety equipment suppliers; and h. office furniture, equipment and systems suppliers.
transport network	means all transport infrastructure, services and mechanisms that contribute to providing for all forms of transport including multi modal transport and active transport.
vehicle crossing*	means the formed and constructed vehicle entry/exit from the carriageway of any road up to and including that portion of the road boundary of any site across which vehicle entry or exit is obtained to and from the site, and includes any culvert, bridge or kerbing.
vehicle trip**	means a single journey to or from a particular site by a person or persons in a motor vehicle.
visitor accommodation	means land and/or buildings used for accommodating visitors, subject to a tariff being paid, and includes any ancillary activities. (National Planning Standard definition)

wastewater [^]	means any combination of two or more the following wastes: sewage, greywater or industrial and trade waste. (National Planning Standard definition)
water	has the same meaning as in section 2 of the RMA (as set out below) <ul style="list-style-type: none"> (a) <i>means water in all its physical forms whether flowing or not and whether over or under the ground:</i> (b) <i>includes fresh water, coastal water, and geothermal water:</i> (c) <i>does not include water in any form while in any pipe, tank, or cistern.</i> (National Planning Standard definition)
waterbody	has the same meaning as in section 2 of the RMA (as set out below) <p style="padding-left: 20px;"><i>means fresh water or geothermal water in a river, lake, stream, pond, wetland, or aquifer, or any part thereof, that is not located within the coastal marine area.</i></p> (National Planning Standard definition)
wetland [^]	has the same meaning as in section 2 of the RMA (as set out below) <p style="padding-left: 20px;"><i>includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions.</i></p>
wilding conifer species [^]	means <i>Pinus contorta</i> (Lodgepole Pine), <i>Pinus nigra</i> (Corsican Pine), <i>Pinus muricata</i> (Bishops Pine), <i>Pinus sylvestris</i> (Scots Pine), <i>Pinus mugo</i> (Dwarf Mountain Pine), <i>Pinus uncinata</i> (Mountain Pine), <i>Pinus ponderosa</i> (Ponderosa pine), <i>Larix decidua</i> (European Larch), <i>Pseudotsuga menziesii</i> (Douglas Fir).
yard-based retail	means retail activity with the primary function of the supply of goods from a yard area and includes building supplies (DIY or Trade), garden centres, automotive and marine yards, farming and agricultural supplies and heavy machinery or plant. More than 50% of the area devoted to sales or display must be located in covered or uncovered external yard as distinct from within a secure and weatherproofed building where trade, business and general public customers are able to view items for sale and load, pick up or retrieve the goods, but does not include site access and parking.

Abbreviations

Abbreviations	Full terms
APP	<u>Appendix</u>
CMUZ	<u>Commercial and Mixed Use Zones</u>
CON	<u>Controlled Activity Status</u>
CRC	<u>Canterbury Regional Council</u>
CRPS	<u>Canterbury Regional Policy Statement</u>
DEV	<u>Development Area</u>
DIS	<u>Discretionary Activity Status</u>
District	<u>Mackenzie District</u>
District Plan	<u>Mackenzie District Plan</u>
EW	<u>Earthworks</u>
GIZ	<u>General Industrial Zone</u>
GRUZ	<u>General Rural Zone</u>
LRZ	<u>Low Density Residential Zone</u>
LFRZ	<u>Large Format Retail Zone</u>
LLRZ	<u>Large Lot Residential Zone</u>
MDC	<u>Mackenzie District Council</u>
MRZ	<u>Medium Density Residential Zone</u>
MUZ	<u>Mixed Use Zone</u>
NC	<u>Non-Complying Activity Status</u>
NCZ	<u>Neighbourhood Centre Zone</u>
NES	<u>National Environmental Standard</u>
NPS	<u>National Policy Statement</u>
ONF	<u>Outstanding Natural Feature</u>
ONL	<u>Outstanding Natural Landscape</u>
PA	<u>Public Access</u>
PER	<u>Permitted Activity Status</u>
PREC	<u>Precinct</u>

RDIS	<u>Restricted Discretionary Activity Status</u>
RESZ	<u>Residential Zones</u>
RLZ	<u>Rural Lifestyle Zone</u>
RMA	<u>Resource Management Act 1991</u>
SASM	<u>Sites and Areas of Significance to Māori</u>
SUB	<u>Subdivision</u>
TCZ	<u>Town Centre Zone</u>
TRAN	<u>Transport</u>

Transport

The provisions in this chapter primarily relate to the transport network. The transport network includes all transport corridors and infrastructure, including state highways, roads, pedestrian, and cycle pathways. The transport network is an essential physical resource that contributes to the social and economic wellbeing of the district. It enables the movement of goods, the provision of services and for people to travel both within and beyond the district. The provisions in this chapter place emphasis on ensuring ease of movement for our communities via a safe, efficient, and well-connected transport network, promoting good quality urban design and managing adverse effects associated with the construction, maintenance, and development of the transport network.

In terms of the road transport network, the District Plan promotes connectivity and the integration of land use and subdivision activities with the transport network and specifies key standards for the design and construction of infrastructure. This means that when considering land use and subdivision proposals, a primary aim of the District Plan is to link neighbourhoods and communities and avoid disconnection through, for example, cul-de-sacs and isolated pockets of development. To support safety and connectivity, the District Plan also requires minimum design standards in respect of driveways, vehicle access points, visibility, road widths and other transport related infrastructure while also requiring on-site parking in appropriate places.

It contains all the objectives, policies, rules, requirements, and design standards for managing the District's land transport corridors and the land transport infrastructure works and activities that occur within them. Where activities meet the specific standards and thresholds set out in this chapter, the transportation component of the activity will be permitted. Activities that do not meet the standards or which generate higher amounts of traffic than permitted by the provisions in this chapter will require resource consent and any adverse traffic effects associated with the activity will need to be assessed, focusing on any adverse effects on the effective, efficient, and safe operation of the transport network.

Objectives and Policies

Objectives

TRAN-O1 Safe and Efficient Transport Network

The transport network is a safe, well-connected, integrated, resilient, and accessible system that:

1. meets and is responsive to current and future needs;
2. promotes the use of alternative modes of transport;
3. is efficient and effective in moving people and goods within and beyond the district; and
4. is protected from reverse sensitivity effects.

Policies

TRAN-P1 Integrated Land Use and Transport Planning

Maintain the safety and efficiency of the District's transport network by:

1. ensuring integration with land use;

2. managing the levels of service, formation standards, and types of land transport infrastructure by compliance with design and operational standards and road hierarchy classifications;
3. providing land transport infrastructure that is consistent with the zone in which it is located;
4. providing for safe entry and exit for vehicles to and from a site to a road without compromising the safety or efficiency of the road corridor; and
5. ensuring appropriate sightline visibility is provided to road users.

TRAN-P2	High Trip Generating Activities
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Require high trip generating activities to prepare an Integrated Transport Assessment including provision for pedestrians, cyclists, public transport users, freight, and motorists in order to manage adverse effects of such activities.

TRAN-P3	Safe Active Transport
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Promote a range of transport options and enable safe multi modal connections that support walking and cycling.

TRAN-P4	Managing Land Transport Infrastructure
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Enable works to be carried out by infrastructure operators to construct, renew, improve, and operate infrastructure within land transport corridors.

Rules

TRAN-R1	Development, Operation, Maintenance, Repair or Replacement of Land Transport Infrastructure Within a Land Transport Corridor
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All Zones	<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. They are undertaken by, or on behalf of, a road controlling authority; or 2. They are undertaken in accordance with an approved subdivision consent. <p>And the activity complies with the following standards: TRAN-S12 Road Design Requirements</p>	<p>Activity status when compliance not achieved with R1.1 or R1.2: DIS</p> <p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
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TRAN-R2	Land Transport Infrastructure Not Within a Land Transport Corridor
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All Zones	<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. It is established in accordance with an approved subdivision consent. 	<p>Activity status when compliance not achieved with R2.1: DIS</p> <p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
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	<p>Where this activity complies with the following standards:</p> <p>TRAN-S11 Road Design Requirements TRAN-S12 Intersection Separation Distances</p>	
TRAN-R3	Vehicle Crossing	
All Zones	<p>Activity Status: PER</p> <p>Where the activity complies with the following standards:</p> <p>TRAN-S9 Vehicle Crossing Design TRAN-S10 Siting of Vehicle Crossings</p>	<p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
TRAN-R4	Vehicle Accessway	
All Zones	<p>Activity Status: PER</p> <p>Where this activity complies with the following standards:</p> <p>TRAN-S11 Vehicle Accessways</p>	<p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
TRAN-R5	Parking, Manoeuvring, and Loading Areas Associated with a Residential Activity	
All Zones	<p>Activity Status: PER</p> <p>Where this activity complies with the following standards:</p> <p>TRAN-S1 Minimum Parking Space Requirements TRAN-S2 Size of Parking Spaces TRAN-S4 Reverse Manoeuvring TRAN-S7 Surface and Drainage of Parking and Loading Areas TRAN-S8 Landscaping</p>	<p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
TRAN-R6	Parking, Manoeuvring, and Loading Areas Associated with a Non-Residential Activity	
All Zones	<p>Activity Status: PER</p> <p>Where the activity complies with the following standards:</p> <p>TRAN-S1 Minimum Parking Space Requirements</p>	<p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>

	TRAN-S2 Size of Parking Spaces TRAN-S3 Mobility Parking Requirement TRAN-S4 Reverse Manoeuvring TRAN-S5 Queuing TRAN-S6 Loading Areas TRAN-S7 Surface and Drainage of Parking and Loading Areas TRAN-S8 Landscaping TRAN-S14 Cycle Parking	
TRAN-R7	The Development of a New, or Expansion of an Existing Activity that Generates Vehicle Trips that Meet or Exceed the Thresholds Outlined in TRAN-Table 1	
All Zones	<p>Activity Status: RDIS</p> <p>Where:</p> <ol style="list-style-type: none"> 1. An Integrated Transport Assessment has been prepared in accordance with TRAN-Table 2. <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the transport network (including considering the network classification of the road). b. Whether the design and layout of the proposed activity maximises opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes. c. Having particular regard to the level of additional traffic generated by the activity and whether measures are proposed to adequately mitigate the actual or potential effects 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 	Activity status when compliance not achieved with R7.1:DIS

	<p>and construction work associated with the activity.</p> <p>d. Any works required to the road to upgrade it to the formation standards listed in TRAN-Table 10.</p> <p>e. Whether the Integrated Transport Assessment has been prepared by a suitably qualified and experienced transport specialist.</p>	
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TRAN-Table 1 - High Trip Generating Activity Thresholds and Integrated Transport Assessment Requirements

Activity	Basic Integrated Transport Assessment	Full Integrated Transport Assessment
Education - Preschool	40 children	90 children
Education - Schools	70 students	170 students
Education - Tertiary	250 FTE students	750 FTE students
Industrial, warehousing and distribution	5,000m ² GFA	12,000m ² GFA
Healthcare Facility	300m ² GFA	1,200m ² GFA
Office	2,000m ² GFA	4,800m ² GFA
Residential	50 residential sites/units	120 residential sites/units
Retail - Shops and supermarket	250m ² GFA	900m ² GFA
Retail	500m ² GFA	2,200m ² GFA
Service stations	2 filling points	6 filling points
Mixed use or other activities not otherwise listed in this Table	50 vehicles per peak hour or 250 heavy vehicle trips per day, whichever is the greater	120 vehicles per peak hour or 1,000 heavy vehicle trips per day, whichever is the greater

TRAN-Table 2

Basic Integrated Transport Assessment	Full Integrated Transport Assessment
<p>A Basic Integrated Transport Assessment, must, as a minimum, address the following matters:</p> <ul style="list-style-type: none"> • The estimated number of trips generated by each transport mode to and from the development (walking, cycling and private vehicles, including heavy vehicles). • The extent to which any additional vehicle trips will affect the capacity of the road network. 	<p>A Full Integrated Transport Assessment, must, in addition to the matters listed for a Basic Integrated Transport Assessment, address the matters following matters:</p> <ul style="list-style-type: none"> • Network effects: <ul style="list-style-type: none"> ◦ Having particular regard to the level of additional traffic generated by the activity and the extent to which the activity is permitted by the zone in which it is located, the extent to which measures are proposed to adequately mitigate the actual

<ul style="list-style-type: none"> • The extent of effects on any vehicle and pedestrian/cyclist conflicts likely to arise from vehicle trips to and from the development. • Access and manoeuvring (safety and efficiency): <ul style="list-style-type: none"> ◦ The extent to which the provision of access and on site manoeuvring area associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility of the site (including for people whose mobility is restricted and for emergency service vehicles) and the transport network (including considering the classification of the frontage road). • Design and layout: <ul style="list-style-type: none"> ◦ The extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private vehicle, including providing safe and convenient access for travel by such modes. ◦ The extent to which the design of the proposed development will encourage walking and cycling. • Heavy vehicles: <ul style="list-style-type: none"> ◦ For activities that will generate 50 or more heavy vehicle trips per day, the extent to which there are any effects from these trips on the roading infrastructure. • Accessibility of the location: <ul style="list-style-type: none"> ◦ The extent to which the proposed activity has demonstrated the accessibility of the site by a range of transport modes, and the extent to which the activity's location will minimise or reduce travel to and from the activity by private vehicles and encourage active transport use. 	<p>or potential effects on the transport network 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.</p> <ul style="list-style-type: none"> ◦ The extent to which the design and layout of the proposed development maximises opportunities, to the extent considered reasonably practicable, for travel other than by private car. ◦ The extent of effects of construction traffic on the transport network. ◦ The extent of any new or modified infrastructure required for pedestrian, cycling, private vehicles and freight. ◦ The extent of any mitigation required to improve safety issues for pedestrians, cyclists or mobility impaired users and the nature of those measures. ◦ The extent to which management tools such as travel plans are proposed to reduce vehicle trips and associated effects, influence travel mode share and offer travel choice. ◦ The extent to which there are road, walking or cycling measures to be funded by the proposed development.
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TRAN-R8	Electric Charging Stations	
All Zones	<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The charging station is installed immediately adjacent to an existing, permitted, or consented vehicle parking space located in a 	<p>Activity status when compliance is not achieved with R8.1: RDIS</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. The potential for adverse effects on the safety and efficiency of the

	road corridor, vehicle depot, garage, parking lot or parking area.	transport network or infrastructure.
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TRAN - Standards		
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TRAN-S1	Minimum Parking Space Requirements	Activity status where compliance not achieved:
All Zones	1. On-site car parking spaces are to be provided with the minimum number of parking spaces as outlined in TRAN-Table 3.	RDIS Matters of discretion are restricted to: TRAN-MD3 Parking

TRAN-Table 3 - Minimum Parking Spaces	
Activity	Parking Spaces Required
Residential unit	2 spaces per residential unit including any minor residential unit
Residential unit (less than 150m ² and no more than 2 bedrooms)	1 space per residential unit and 1 space per minor residential unit
Commercial visitor accommodation	1 space per unit plus 1 space per 2 staff
Commercial activities	3 spaces per 100m ² GFA plus 2 spaces per 100m ² outdoor display area
Industrial activity	2 spaces per 100m ² workshop area plus 1 space per 100m ² storage space
Meeting places and entertainment facilities	1 space per 10m ² public area/10 seats, whichever is greater
Drive-through facility	5 queuing spaces per booth or facility
Sports fields	15 spaces per hectare
Hospitals	1 space per 5 beds plus 1 space per 2 staff
Healthcare facility	2 spaces per professional plus 1 space per 2 staff
Offices	2 spaces per 100m ² GFA
Restaurants and taverns	10 spaces per 100m ² public area
Educational facilities	1 space per 1 staff plus 1 space per 10 students over 15 years of age
Retirement village	1 space per residential unit
Recreational facilities	1 space per 4 persons designed to be accommodated

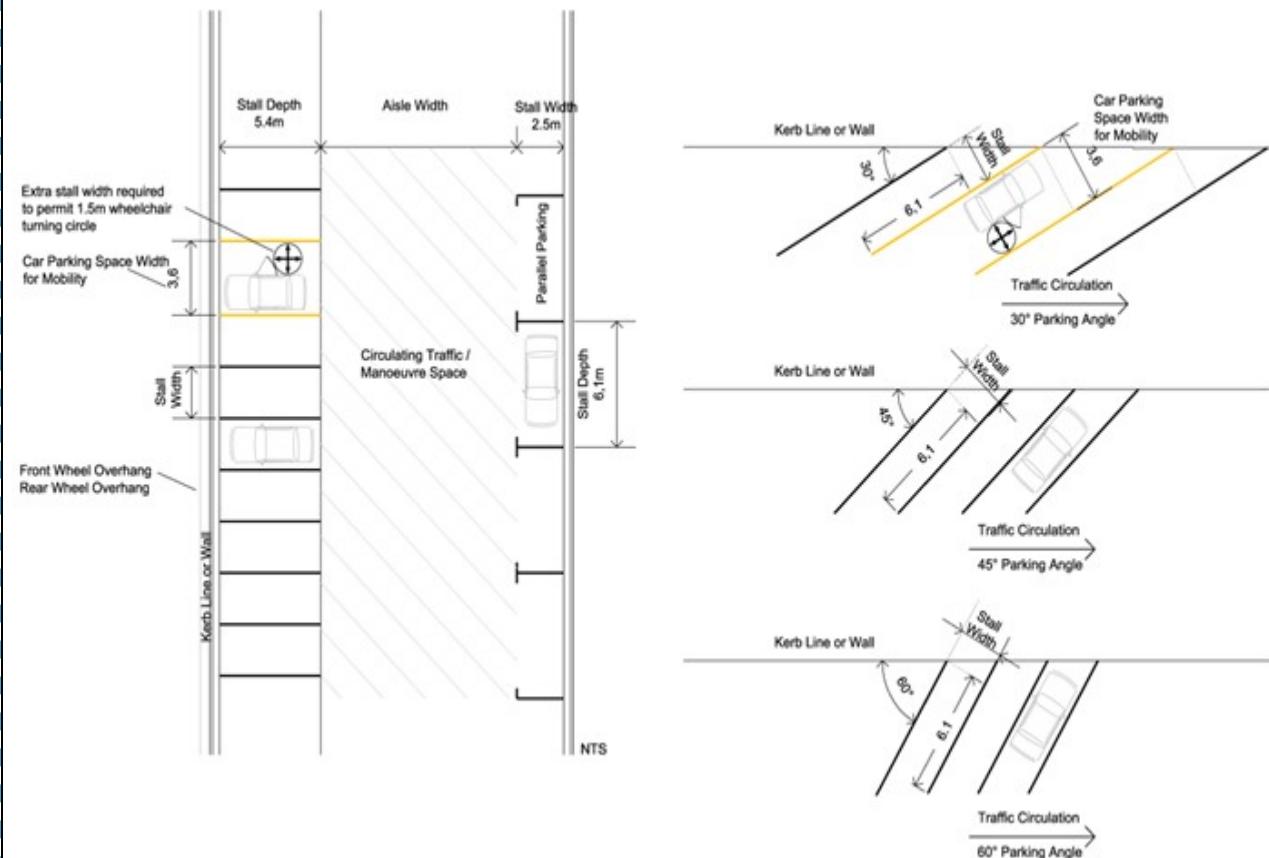
TRAN-S2	Size of Parking Spaces	Activity status when compliance
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		not achieved:
RESZ CMUZ GIZ	1. Where parking spaces are provided, they must comply with the dimensions set out in TRAN-Table 4 — Car parking dimensions and illustrated in TRAN-Figure 1	RDIS Matters of discretion are restricted to: TRAN-MD3 Parking

TRAN-Table 4 - Car Parking Dimensions

Type of User	Parking Angle (*)	Stall Width To be increased by 300mm where they abut a permanent obstruction (e.g., wall)	Aisle Specified for one-way, forward entry. Two-way aisles shall be 5.5m minimum	Stall Depth (m) 5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas
Long Term Tenant, employee and commuter parking, universities — generally all-day parking	90 (Perpendicular) 60 45 30	2.4 2.4 2.4 2.1	6.2 4.9 3.9 3.1	5.4 5.4 5.4 5.4
Medium Term Town centre parking, sports facilities, entertainment centres, hotels, motels, - generally medium-term parking	90 60 45 30	2.5 2.5 2.5 2.3	5.8 4.6 3.7 3.0	5.4 5.4 5.4 5.4
Short Term Short-term town centre parking, shopping centres, supermarkets, hospitals and medical centres (generally, where children and goods can be expected to be loaded into vehicles) - generally short term parking	90 60 45 30	2.6 2.6 2.6 2.5	5.8 4.3 3.5 2.9	5.4 5.4 5.4 5.4
Mobility Parking	As above	3.6	As per above	6.1
All Users	Parallel	2.5	3.3 (one way) 5.5 (two way)	6.1

TRAN-Figure 1 Parking Space Dimensions



TRAN-S3	Mobility Parking Requirement	Activity status when compliance not achieved:
RESZ CMUZ GIZ	<ol style="list-style-type: none"> 1. All activities shall provide the number of mobility parking spaces in TRAN-Table 5; and 2. All mobility parks shall comply with the design requirements in TRAN-Table 4 — Car parking dimensions and illustrated in TRAN-Figure 1. 	RDIS Matters of discretion are restricted to: TRAN-MD3 Parking

TRAN-Table 5 - Mobility Parking

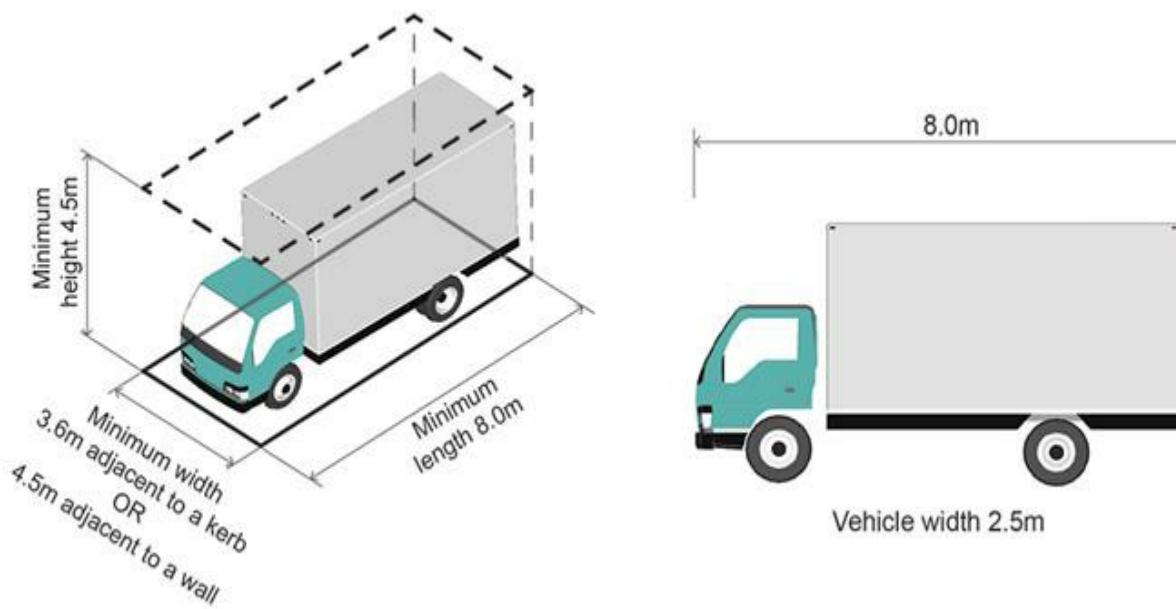
Total Number of Car Parks	Number of Mobility Parking Spaces
1-20	Not less than 1
21-50	Not less than 2
For every additional 50 parks	Not less than 1

TRAN-S4	Reverse Manoeuvring	Activity status when compliance not achieved:
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All Zones	<p>1. All activities shall provide for sufficient on-site manoeuvring to ensure that no reversing is needed:</p> <ol style="list-style-type: none"> Onto or off a State Highway/Arterial Road; To a Collector Road where three or more vehicle parking spaces are required; or To a vehicle accessway that provides for six or more parking spaces. 	<p>When compliance with S4.1a. is not achieved: NC</p> <p>When compliance with S4.1b or TRAN-S4.1c is not achieved: DIS</p>
TRAN-S5	Queuing	Activity status when compliance not achieved:
All Zones	1. On-site queuing spaces shall be provided for all vehicles entering a parking area or loading area in accordance with TRAN-Table 6 — Queuing Space Requirements.	<p>RDIS</p> <p>Matters of discretion are restricted to: TRAN-MD3 Parking</p>
TRAN-Table 6 Queuing Space Requirements		
Number of On-site Parking Spaces	Minimum Queuing Space Length (m)	
5-20	5.5	
21-50	10.5	
51-100	15.5	
101-150	20.5	
151 or over	25.5	
TRAN-S6	Loading Areas	Activity status when compliance not achieved:
CMUZ GIZ	<p>1. One loading space must be provided per site for the largest type of service vehicle or bus that will be on-site at any one time.</p> <p>2. Vehicle loading spaces must be designed to accommodate a 90th percentile two-axle truck in accordance with TRAN-Figure 2 and where articulated trucks and trailers are to be used, the loading space(s) must be designed to accommodate these vehicles.</p> <p>Every vehicle loading space must be of a useable shape and comply with the following dimensions:</p>	<p>RDIS</p> <p>Matters of discretion are restricted to: TRAN-MD3 Parking</p>

- a. Minimum width of 3.5m if adjacent to a kerb or 4.5m when adjacent to a wall.
- b. Minimum depth of 8m.
- c. Minimum height of 4.5m above ground or floor level.
- 3. The required loading space must not include any space used for on-site queuing, parking or manoeuvring space, or a vehicle access point.

TRAN-Figure 2 Dimensions of the Vehicle Loading Space to Accommodate a 90th Percentile Two Axle Truck



TRAN-S7	Surface and Drainage of Parking and Loading Areas	Activity status when compliance not achieved:
RESZ	<ol style="list-style-type: none"> 1. For sites with less than four on-site vehicle parking spaces, the surface must be formed to an all weather standard. 2. For sites with four or more on-site vehicle parking spaces, the surface must be formed, sealed and drained. 	<p>RDIS</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. The potential for adverse effects on the safety and efficiency of the site and the road transport network.

GRUZ RLZ	<ol style="list-style-type: none"> 3. For sites with less than four on-site vehicle parking spaces, the surface must be formed to an all weather standard. 4. For sites with four or more on-site vehicle parking spaces, the surface must be metaled or sealed and drained. 	<ol style="list-style-type: none"> b. The ability to contain stormwater within the site and any consequential adverse off-site effects.
CMUZ GIZ All Other Zones	<ol style="list-style-type: none"> 5. For sites with less than four on-site vehicle parking spaces: <ol style="list-style-type: none"> a. The surface must be formed to an all weather standard. b. The area over which vehicles obtain access to the parking area is sealed from the vehicle access point for 5.5m into the site. 6. For sites with four or more on-site vehicle parking spaces, where the site is adjacent to a residential zone, the area must be formed, sealed, marked, and drained. 7. For sites with four or more on-site vehicle parking spaces, where the site is not adjacent to a residential zone: <ol style="list-style-type: none"> a. The area must be formed, to an all weather standard. b. The area over which vehicles obtain access to the parking area must be sealed from the vehicle access point for 5.5m into the site. 	
TRAN-S8	Landscaping	Activity status when compliance not achieved:
All Zones	<ol style="list-style-type: none"> 1. For sites containing five or more car parking spaces for non- 	RDIS

	<p>residential activity a landscaping strip must be provided within or immediately adjacent to the parking area with a minimum width or diameter of 1.5m; and</p> <ol style="list-style-type: none"> 2. The landscaping strip must contain a combination of trees, shrubs, and groundcover; and 3. Trees must: <ol style="list-style-type: none"> a. Be spaced one tree every 10m of road frontage (excluding accessways and any other means of access to the building) on the side of a road boundary or within a parking area. b. Have a minimum stem diameter of 40mm at the time of planting and be capable of reaching a height of at least 3m at maturity. c. Be planted no closer than 2m from an underground service or 1m from a footpath or kerb; and 4. Landscaping must be maintained so as to not obscure visibility or impede the movement of vehicles, cycles, or pedestrians. 	<p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. The degree to which low level landscaping has been provided in order to break up the appearance of hard surfacing, particularly between the vehicle and cycle parks and pedestrian areas. b. Whether an adequate number of trees, within suitably sized planting beds, have been provided in suitable locations within the parking area in order to mitigate any adverse visual effects. c. Whether the parking and access arrangements enable pedestrians and cyclists to move safely within the site and past vehicle crossings.
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TRAN-S9	Vehicle Crossing Design	Activity status when compliance not achieved:
All Zones	<ol style="list-style-type: none"> 1. Any vehicle crossing shall comply with the following: <ol style="list-style-type: none"> a. for any site fronting a State Highway/Arterial Road that also has frontage to a Local Road, all vehicle access to the site (providing for either ingress or egress) must be provided to the Local Road; and b. TRAN-Table 7; and c. TRAN-Figure 3 where the vehicle crossing provides access to a residential unit on a: <ol style="list-style-type: none"> i. Local Road; or ii. Any road where the speed limit is less than 70km/hr; or 	<p>RDIS</p> <p>Matters of discretion are restricted to:</p> <p>TRAN-MD1 Transport Network Effects TRAN-MD2 Vehicle Crossings and Accessways</p>

d. TRAN-Figure 4 where the vehicle crossing is located on a State Highway/Arterial Road and where the posted speed limit is greater than 70km/hr and:

- there is an average of one or fewer heavy vehicle trips per week; and
- there is an average of 30 or fewer vehicle trips per day; or

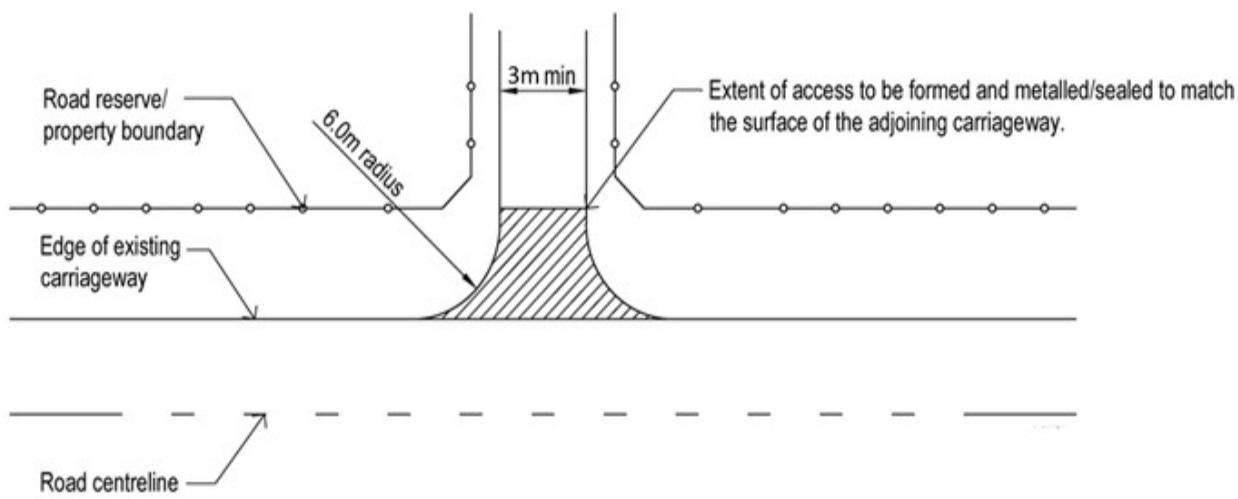
e. TRAN-Figure 5 where the vehicle crossing is located on a State Highway/Arterial Road and where the posted speed limit is greater than 70km/hr and:

- there is an average of more than one heavy vehicle trips per week; or
- there is an average of no more than 100 vehicle trips per day.

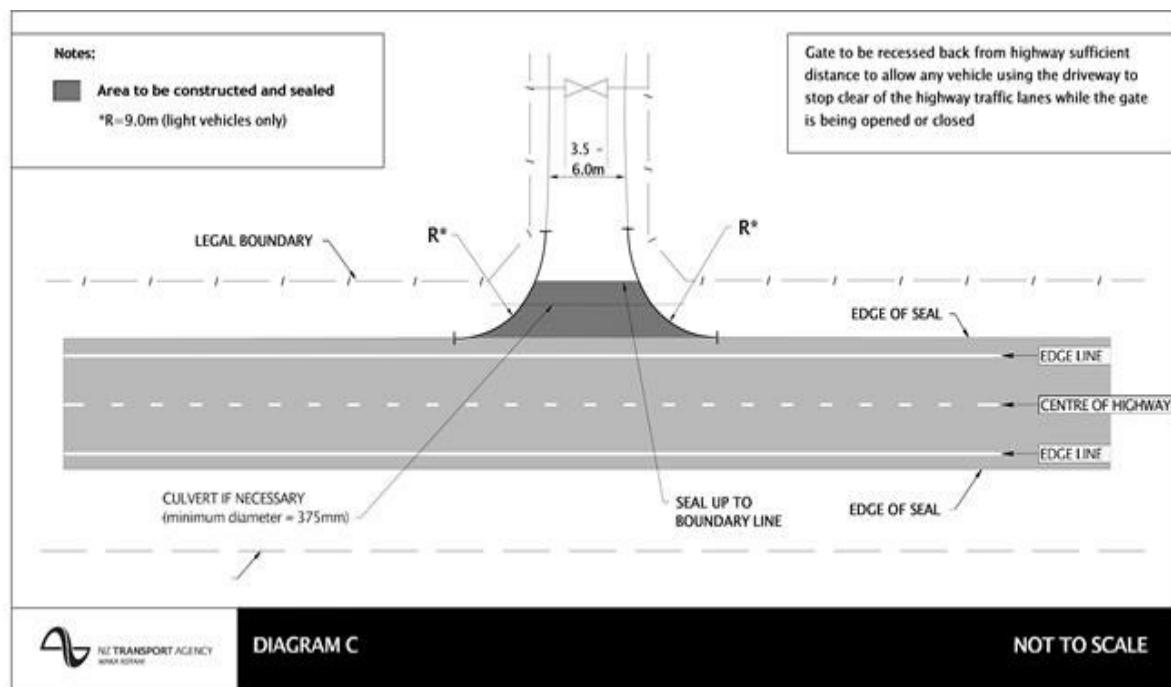
TRAN-Table 7 Vehicle Crossing Width Requirements

Land Use	Width of Crossing (m)	
	Minimum	Maximum
Residential	3.0	6.0
Other	4.0	9.0

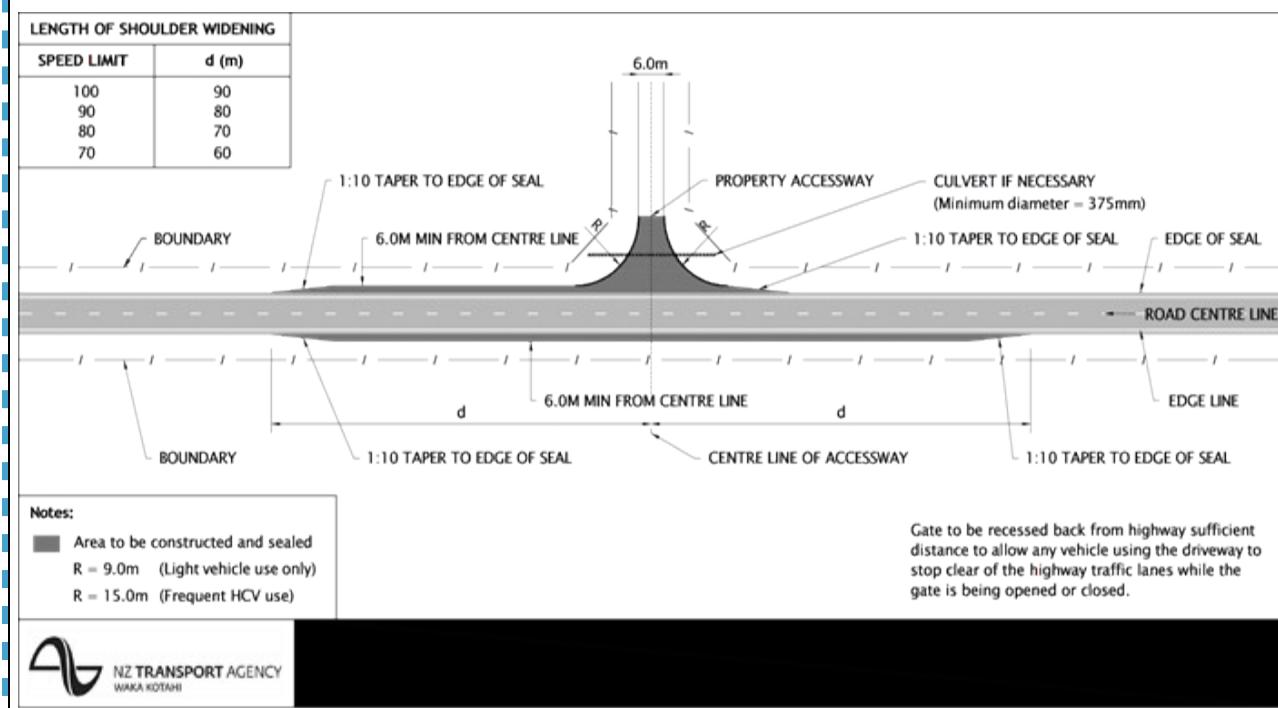
TRAN-Figure 3 Local Road or Any Road Where Speed Limit is less than 70km/hr



TRAN - Figure 4 State Highway/Arterial Road Over 70km/hr and Lower Volume



TRAN-Figure 5 State Highway/Arterial Road Over 70km/hr and Higher Volume



TRAN-S10	Siting of Vehicle Crossings	Activity status when compliance not achieved:
All Zones	1. Vehicle crossing(s) shall: a. Comply with TRAN-Table 8 as	RDIS

illustrated in TRAN-Figure 6.
 b. Comply with TRAN-Table 9 as illustrated in TRAN-Figure 7.

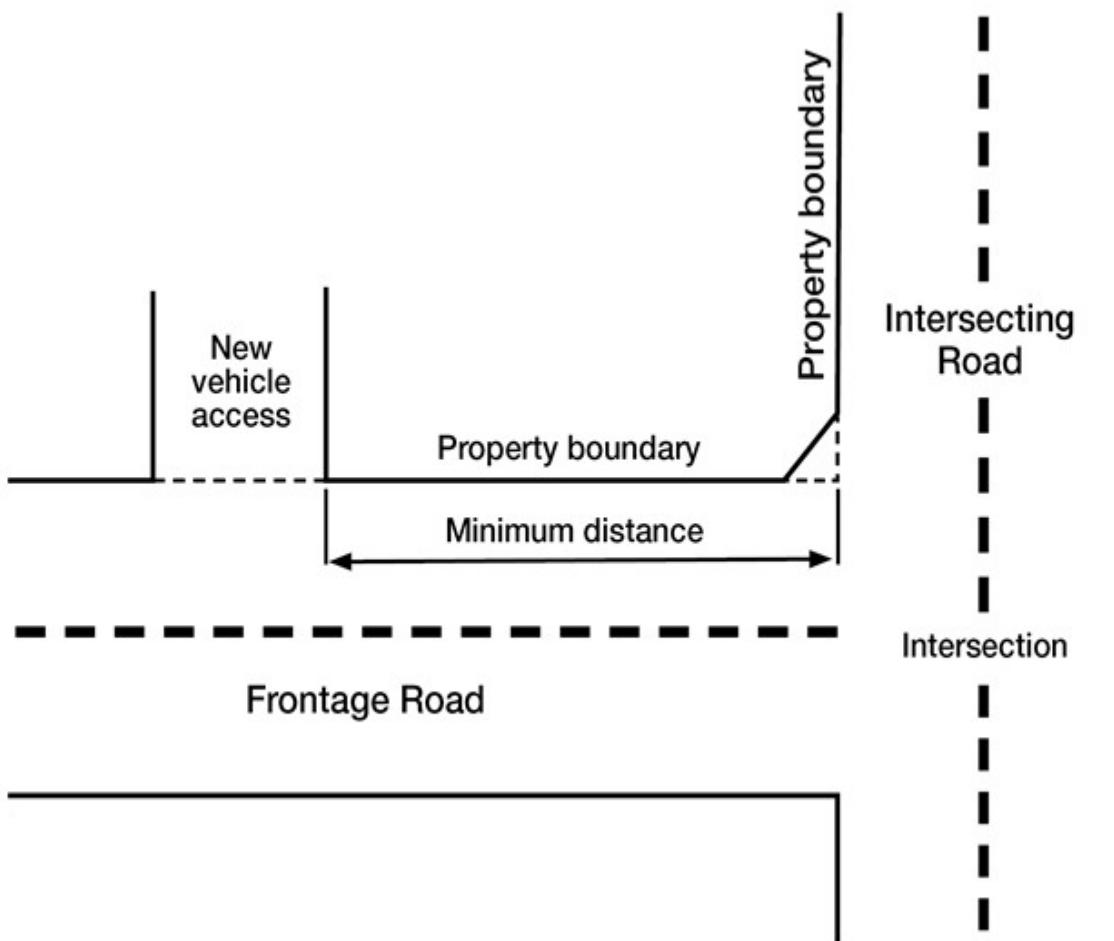
Matters of discretion are restricted to:
 TRAN-MD1 Transport Network Effects
 TRAN-MD2 Vehicle Crossings and Accessways

TRAN-Table 8 Vehicle Crossing Distances from Intersections

Intersection Road Types - Minimum Distances (m)

Frontage Road	Posted speed Km/hr	Intersecting Road	
		State Highway/Arterial	Local
State Highway	90-100	200	200
	70-80	100	100
	50-60	30	30
Arterial	> 50	100	100
	< 50	30	30
Local	> 50	75	60
	< 50	25	10

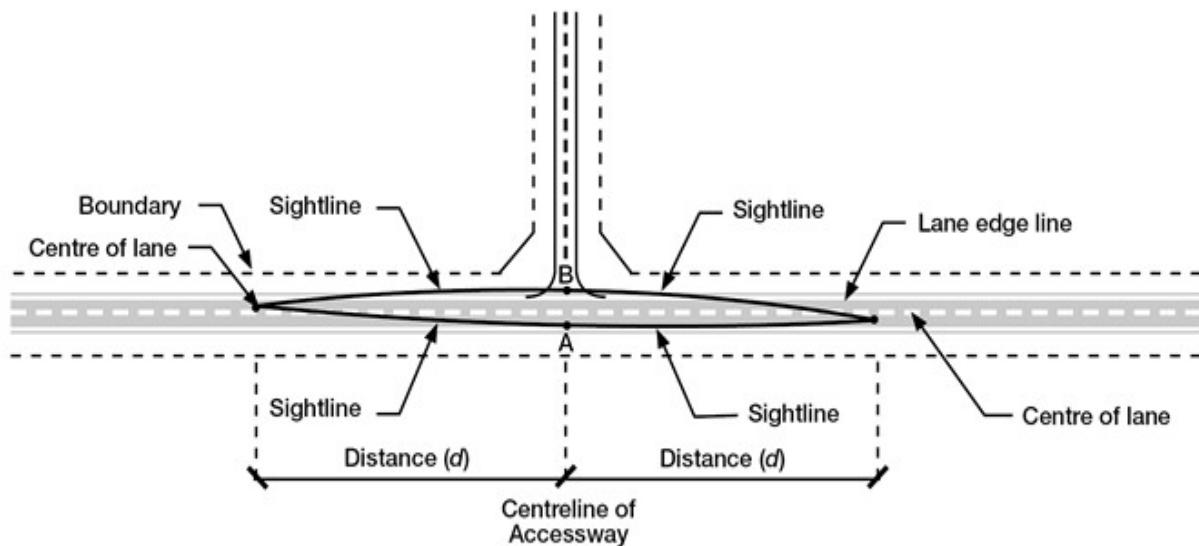
TRAN-Figure 6 Accessway Separation From Intersections



TRAN-Table 9 Vehicle Crossing Sight Distances

Legal Posted Speed Limit (km/h)	Minimum Sight Distances (m)		
	State Highway/Arterials	Collector and Local Roads	
		RESZ	All Other Zones
50 or less	113	45	113
60	140	65	140
70	170	85	170
80	203	115	203
90	240	140	240
100	282	250	282

TRAN-Figure 7 Sight Distance Measurements



Point A: Edge line

Point B: 3.5m from white lane edge line

TRAN-S11	Vehicle Accessways	Activity status where compliance is not achieved:
All Zones	<ol style="list-style-type: none"> 1. Accessway(s) shall: <ol style="list-style-type: none"> a. be formed to comply with the design requirements listed in TRAN-Table 10 and illustrated in TRAN-Figure 8; and b. have a minimum height clearance of 4.5m. 2. Formed accessway widths are no greater than the maximum carriageway width listed in TRAN-Table 10. 3. Every accessway serving more than two sites are formed and sealed. 4. Where access is shared to more than six sites this shall be via a road. 	RDIS Matters of discretion are restricted to: TRAN-MD2 Vehicle Crossings and Accessways

TRAN-Table 10 Minimum Requirements for Accessways

Zone	Potential Number of Sites	Length (m)	Legal Width (m)	Carriageway Width (m)	Turning Area	Passing Bay
RESZ	1	Any length	3.5	3.0	Optional	Optional

RLZ	2-3	Any length	4.5	3.0	Optional	Optional
	4-6	0-50	5.0	3.5	Optional	Optional
	4-6	Over 50	6.5	4.5	Required	Required
CMUZ GIZ	1-6	Any Length	7.0	5.5	Required	7.0
GRUZ	1-3	Any length	4.5	3.0	Required	Optional
	4-6	0-50	5.0	3.5	Required	Optional
	4-6	Over 50	6.5	5.0	Required	Required

TRAN-Figure 8 Accessway Separation from Other Accessways - Arterial Roads

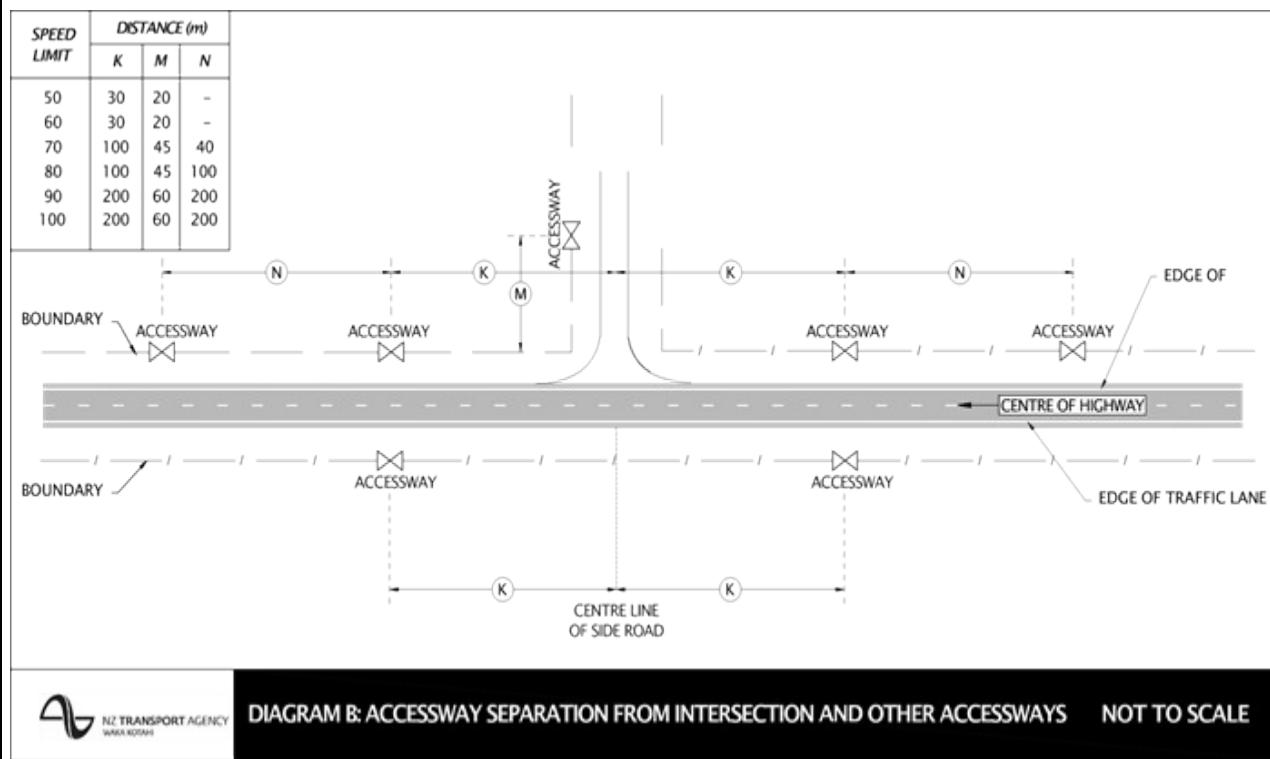


DIAGRAM B: ACCESSWAY SEPARATION FROM INTERSECTION AND OTHER ACCESSWAYS NOT TO SCALE

TRAN-S12	Road Design Requirements	Activity status where compliance is not achieved:
All Zones	<ol style="list-style-type: none"> 1. Roads must meet the requirements specified in TRAN-Table 11. 2. Cul de sacs must meet the Local Road requirements in TRAN-Table 7 and the following additional requirements: <ol style="list-style-type: none"> a. A maximum length of 150m. b. A walking and cycling connection to a through road that is not to another cul de sac and is a minimum 	DIS

	average width of 6m and is a minimum width of 4m.	
c.	No cul-de-sac located off a cul-de-sac.	
d.	The minimum turning head diameter requirements that must be met are as follows:	
	i. 25m diameter with on-street parking (Residential Zone).	
	ii. 30m diameter with no on-street parking (other zones).	

TRAN-Table 11 Road Design

Road Type	Legal Width (m)		Carriageway Width (m)		Traffic Lanes	Parking Lanes	Specific Provision for Cycles (on road or off road)	Pedestrian Provision Minimum
	Min.	Max.	Min.	Max.	Min. No.	Min. No.		
Arterial (except in the GRUZ)	20	25	13	14	2	2	Yes	Both sides
Arterial and Collector (GRUZ)	20	20	8.5	9	NA	NA	NA	NA
Collector (except in the CMUZ, GRUZ)	20	25	11	12	2	1	Yes	Both sides
Collector (in the CMUZ)	20	25	13	14	2	2	Yes	Both sides
Local (in CMUZ, GIZ)	20	25	12	13	2	2 Both sides	Optional	Both sides
Local (in LLRZ, RLZ)	18	20	6	6.5	2	NA	NA	One side
Local (in all other RESZ)	13	15	7	8	2	1	NA	One side
Local (GRUZ)	15	20	6.7	7	NA	NA	NA	NA
Cycle/Pedestrian Accessways	6	10	2.5	3	NA	NA	Yes	Yes

TRAN-S13	Intersection Separation Distances	Activity status when compliance not achieved:
All Zones	1. The spacing between road	RDIS

	intersections complies with the separation distances listed in TRAN-Table 12.	Matters of discretion are restricted to: TRAN-MD1 Transport Network Effects
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TRAN-Table 12 Minimum Distances Between Intersections

Posted Speed Limit (km/hr)	Road Type	Distance (m)
100	All	800
90	All	248
80	All	214
70	All	181
60	All	151
50 or less	State Highways/Arterial and Collector Roads	123

TRAN-S14	Cycle Parking	Activity status when compliance not achieved:
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RESZ CMUZ GIZ	<ol style="list-style-type: none"> 1. All activities shall comply with: <ol style="list-style-type: none"> a. The cycle space rates listed in TRAN-Table 13. b. Each space shall have a cycle stand or parking rack system which complies with TRAN-Figure 9. c. All spaces, stands, and racks shall be: <ol style="list-style-type: none"> i. Established on the same site as the activity; ii. Located as close as practicable to the buildings main entrance; iii. Clearly visible to cyclists entering the site. d. All spaces, stands, and racks shall be Well-lit and secure. 	RDIS Matters of discretion are restricted to: <ol style="list-style-type: none"> a. Whether the cycle parking facilities are designed and located to adequately respond to the needs of the intended users. b. Whether adequate alternative, safe and secure cycle parking is available in a nearby location that is readily accessible and meets the needs of cyclists. c. Whether the provision, design and location of cycle parking facilities adversely affect pedestrian traffic or disrupt active frontages or detract from an efficient site layout or street scene amenity values. d. Whether the number of cycle parking spaces are sufficient to adequately support the activity on the site and the anticipated demand for cycling.
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TRAN-Table 13 Cycle Parking Requirements

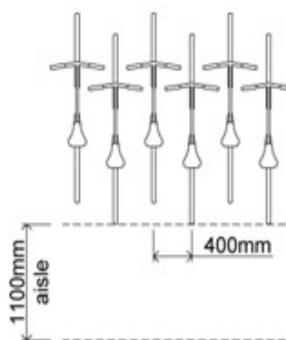
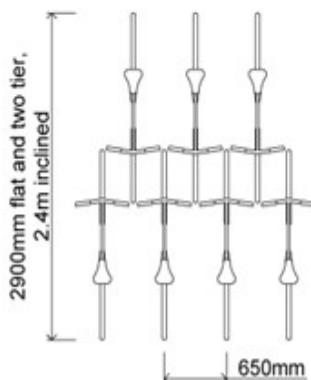
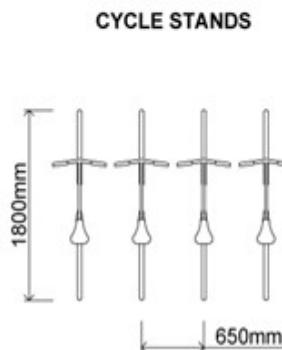
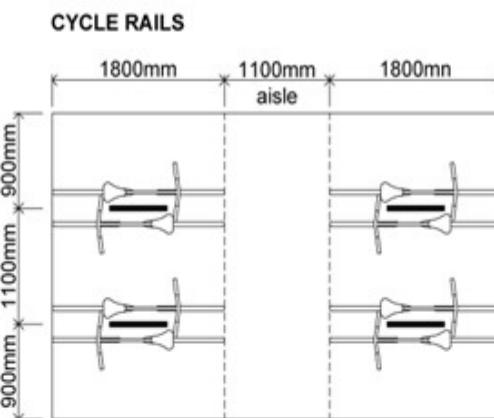
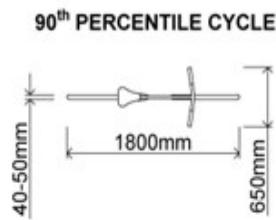
Activity	Cycle Spaces to be Provided
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	Short Term (Visitors)	Long Term (Students/Staff/Residents)
Emergency service facility	Nil	1 space per 5 FTES
Food and beverage	1 space per 100m ² GFA (2 spaces minimum)	1 space per 100m ² GFA
Healthcare facility	1 space per 200m ² GFA	1 space per 300m ² GFA
Home business	Nil	Nil
Hospital	1 space per 1,000m ² GFA	1 space per 300m ² GFA
Industrial (excluding warehousing and distribution)	NA	1 space per 1,000m ² GFA (2 spaces minimum)
Office	1 space per 500m ² GFA (2 space minimum)	1 space per 100m ² GFA
Place of assembly	1 space per 30 people the facility is designed to accommodate	10% of visitor requirements
Pre-school	1 space per 10 children	1 space per 3 FTE employees
Public transport facility	NA	NA
Recreation facility	1 space per 15 participants the facility is designed to accommodate for sport courts. One space per 100m ² GFA for a gymnasium	Sport courts: NA 1 space per 300m ² GFA for a gymnasium
Research facility	1 space per 500m ² GFA	1 staff space per 4 FTES
Residential unit	NA	1 residents space per unit where no garage is provided
Retail — where any individual retail tenancy has a GFA of 450m ² or less	1 space per 150m ² GFA (2 spaces minimum)	1 space per 500m ² GFA
Retail — where any individual retail tenancy has a GFA greater than 450m ²	2 spaces	1 space per 750m ² GFA
Retirement village	1 space per 10 units for developments with 10 or more units	NA
School	1 space per 30 students for a Primary School 1 space per 100 students for a Secondary School	1 space per 7 students for a Primary School 1 space per 5 students for a Secondary School
Service station, garage, and workshops	2 spaces	NA

Temporary	NA	NA
Tertiary education	1 space per 100 FTE students	1 staff space per 4 FTES and 1 student space per 4 FTE students
Trade retail and trade suppliers	2 spaces	1 space per 750m ² GFA
Visitor accommodation	NA	1 space per 10 visitor accommodation units where there is no garage provided
Warehousing and distribution	NA	1 space per 1,500m ² GFA (2 spaces minimum)

1. Where an activity is not listed in TRAN-Table 13 the activity that relates most closely in TRAN-Table 13 is to be used to calculate the estimated cycle parking demand that is likely to be generated from the new activity.
2. Where there are two or more similar activities in TRAN-Table 13 and there is uncertainty over which rate is most applicable, the activity with the higher cycle parking rate is to be used.
3. Where there are two or more different activities listed in TRAN-Table 13 occurring on the site, the total cycle parking rate for the site is to be the sum of the cycle parking requirements for each activity.
4. Where a cycle parking requirement results in a fractional space, any fraction of one half or over shall be rounded up to the nearest whole number. Any fraction under one half is to be disregarded where there is a minimum of one space for each activity.

TRAN-Figure 9 Cycle Parking Systems



1. Standard Spacing

2. Double Sided - front wheels overlapped

3. Spacing with alternately staggered heights

Matters of Discretion

TRAN-MD1 Transport Network Effects

- Any effects on the visibility and safety of pedestrians, cyclists, or motorists.
- Any effects, including cumulative effects, on traffic safety or the efficiency of land transport infrastructure.
- The outcome of any consultation with Waka Kotahi New Zealand Transport Authority where the activity or works directly affect a State Highway.
- Whether the physical form of the road will minimise any effect on access.
- Any relevant crash history of the road in the vicinity of the site.
- Any characteristics of a proposed activity or site that make compliance unnecessary, including expected traffic generation volumes and the types of vehicles.

TRAN-MD2 Vehicle Crossings and Accessways

- Any effects on the ease and safety of vehicle manoeuvring.
- Whether the boundaries of a site support the formation of the vehicle crossing or accessway.

- c. Whether the site can gain access from another road that is not a State Highway/ Arterial Road.
- d. The design and location of the vehicle crossing or accessway.
- e. The anticipated number and type of vehicles, cycles, pedestrians, or stock movements.
- f. Any visual effects on road design and amenity values from not forming the vehicle crossing or accessway to the specified standards.

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TRAN-MD3 Parking

- a. The availability of public parking facilities on nearby roads.
- b. Options to encourage mode-shift towards walking, cycling, and other modes to reduce the need for on-site parking, including by providing safe pedestrian and cycle connections through the parking area.
- c. Whether there is likely to be a lower demand for mobility parking than is required by the Plan based on anticipated demand and the nature of the activities being undertaken on the site.
- d. Whether mobility parking on the site is needed based on the size and nature of the vehicle parking area and the location of the activity relative to the vehicle parking area.
- e. Whether appropriate provision has been made to ensure the parking area provides levels of amenity that are consistent with the environment in which it is being established.
- f. Whether provision is made for safe and efficient vehicle circulation and access arrangements, including for pedestrians and cyclists.

Public Access

Introduction

Esplanade reserves, along the edges of natural waterbodies, are created through subdivision. Esplanade strips and access strips can be created either through subdivision, or at any other time by agreement between the landowner and Council. The creation of strips outside of subdivision uses the process set out in s235 of the Resource Management Act 1991 (for esplanade strips) or in s237B of the RMA (for access strips).

Section 230 of the RMA makes esplanade reserves mandatory where allotments are created that are less than 4ha in area, unless the District Plan reduces or waives the requirement. Within this chapter, the mandatory requirement is only applied to those waterbodies listed in PA-SCHED1. However, consideration of esplanade reserves or esplanade strips is encouraged where allotments adjoin a waterbody listed in PA-SCHED2. For allotments 4ha or over, esplanade strips or esplanade reserves can only be required if the District Plan rules require it — and if an esplanade reserve or esplanade strip is taken on sites over 4ha, the Council is required to pay compensation under s237F of the RMA. This chapter does not propose to require esplanade reserves or strips for allotments 4ha or over, but encourages their consideration where allotments adjoin a waterbody listed in PA-SCHED1 or PA-SCHED2.

This chapter provides two schedules, PA-SCHED1 and PA-SCHED2. PA-SCHED1 identifies areas where there is an expectation that an esplanade reserve will be taken where subdivision creates an allotment of less than 4ha. Consideration will also be given to esplanade provision where subdivision creates allotments smaller than 4ha which adjoin any waterbody.

Consideration will also be given to esplanade provision where allotments of 4ha or greater are created. PA-SCHED2 identifies areas where Council may have an interest in securing land for esplanade purposes when subdivision of land greater than 4ha occurs, if the site is seen as sufficiently valuable to the community for public access.

Objectives and Policies

Objective

PA-01 Provision of Public Access

Access to and along surface waterbodies with recreational, scenic, ecological, indigenous biodiversity, conservation, mana whenua or amenity values is maintained or improved.

Policies

PA-P1 Requirement for Public Access

Require the provision of appropriate public access to and along surface waterbodies listed in PA-SCHED1.

PA-P2	Consideration for Further Public Access
Encourage opportunities and mechanisms to maintain and enhance public access to and along surface waterbodies, including for mahika kai, when a land use or subdivision consent application provides an opportunity for access, with special consideration given to:	

1. those waterbodies listed in PA-SCHED2; and
2. the creation of any allotment smaller than 4ha which adjoins a waterbody.

Standards

PA-S1	Esplanade Requirements	
All zones	<ol style="list-style-type: none"> 1. An esplanade reserve shall be provided, and vested in Council, where any subdivision creates an allotment smaller than 4ha which adjoins any surface waterbody listed in PA-SCHED1. 2. An esplanade reserve shall: <ol style="list-style-type: none"> a. Provide public access; and b. Have a reserve width of at least 20m. 	<p>Activity status when compliance not achieved with S1.2: RDIS</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. Whether an esplanade reserve of lesser width is sufficient to fulfil the purpose of the reserve. b. The purpose of the esplanade reserve, being one or more of the following: <ol style="list-style-type: none"> i. contributing to the protection of conservation values, in particular by one or more of: <ol style="list-style-type: none"> A. maintaining or enhancing the natural functioning of the adjacent river, or lake; B. maintaining or enhancing water quality; C. maintaining or enhancing aquatic habitats; D. protecting the natural values associated with the esplanade reserve; or E. mitigating natural hazards; ii. enabling public access to or along any river, or lake; iii. enabling public recreational use of the esplanade reserve and adjacent river, or lake, where the use is compatible with conservation values; or iv. enabling access for mahika kai. <p>Activity status when compliance not achieved with S1.1:DIS</p>

PA-SCHED1 - Waterbodies Where Esplanade Reserve Required

Waterbody	Location
Halls Stream and tributaries	Between State Highway 8 and Jack Lovelock Trail
Ōpihi River	Between Opihi Gorge Road and Stoneleigh Road

PA-SCHED2 - Waterbodies Where Mackenzie District Council May Have Interest in Securing a Public Access Instrument Regardless of Allotment Size

Waterbody	Location
Opūaha / Opuha River Between Opuha Dam and State Highway 8	Location
Deep Creek	Between Lake Opuha and Plantation Road
Ribbonwood Stream	Between Lake Opuha and Plantation Road
Te Ana a Wai / Tengawai River	Mainstem, entire length, within Te Manahuna / Mackenzie District
Whakatipu / Twizel River	Below State Highway 8 Bridge and Lake Benmore
Lake Opuha	Whole Lake
Takapō / Lake Tekapo	Whole Lake
Lake Pūkaki	Whole Lake
Lake Ōhau	Whole Lake, within Te Manahuna / Mackenzie District
Takamana/ Lake Alexandrina	Whole Lake
Whakarukumoana/ Lake McGregor	Whole Lake

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

This plan change has shown in the relevant location provisions that are from the operative Mackenzie District Plan, which were introduced by Plan Change 13. These provisions are shaded in grey to identify them. The provisions to be carried over are shown in this plan change for context, but are not within the scope of Plan Change 27. This means the grey shaded provisions are not being reviewed as part of this plan change, they are not within the scope of matters assessed (under section 32) nor are they within the scope of matters to be submitted on as part of this plan change.

The grey shaded provisions that are out of scope of this plan change do have some minor text, layout and numbering changes made to them under Clause 16 First Schedule, to include them in the National Planning Standard format. These minor changes do not affect the content of the provisions.

Subdivision

Introduction

Subdivision is the process of dividing a site into one or more additional lots or units or changing an existing boundary location. Subdivision plays an important role in determining the location and density of development and its effect on the character of rural and urban environments. The way a site is subdivided, including its size and shape, is important as it not only determines the quality and character of development, but it also impacts on adjacent sites and the future use of the land.

There are a number of guidance documents that assist developers when preparing applications for subdivision consent and understanding the required level of service for matters relating to their development and whether these are acceptable to the Council. These documents are not incorporated by reference into the District Plan, but where conditions are placed on subdivision consents, such conditions may reference documents, including the following:

1. Mackenzie District Council Engineering Code of Practice.
2. SNZ PAS 4509:2008 NSUB New Zealand Fire Service Firefighting Water Supplies Code of Practice.

Other district-wide chapters may also contain provisions that are relevant to subdivision, for example, the Transport chapter contains standards in relation to roading and access, and the Public Access chapter contains rules related to esplanade requirements at the time of subdivision.

Objectives and Policies

Objectives

SUB-O1	Subdivision Design
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Subdivision is designed to:

1. align with the purpose and character of the zone in which it occurs;
2. maintain the values of any overlays within which it is located;
3. achieve integration and connectivity with surrounding neighbourhoods; and
4. provide infrastructure that is appropriate for the intended use of the subdivision, which is integrated with existing infrastructure.

Policies

SUB-P1 Subdivision Design

Require subdivision design to accord with the purpose and character of the applicable zone.

SUB-P2 Environment and Amenity

Require subdivision to maintain and enhance the amenity values and the quality of the environment by following natural and physical features such as the landscape, topography, and established vegetation of the site.

SUB-P3 National Grid Subdivision Corridor

Only allow subdivision within the national grid subdivision corridor where it can be demonstrated that any adverse effects on and from the national grid, including public health and safety, will be appropriately avoided, remedied, or mitigated.

SUB-P4 Natural and Cultural Values

Only allow subdivision within areas that have important natural and cultural values where it will not compromise the identified values.

SUB-P5 Safe Access

Ensure subdivision results in safe and efficient access for motorists, pedestrians, and cyclists.

SUB-P6 Public Open Space

Require provision of public open spaces and connections at the time of subdivision for urban zones.

SUB-P7 Infrastructure

Require infrastructure with adequate capacity to service the scale of the development, in an integrated manner.

SUB-P8 Te Manahuna / Mackenzie Basin Outstanding Natural Landscape

In order to minimise its adverse effects, subdivision in the **Te Manahuna** / Mackenzie Basin Subzone **ONL** will not be encouraged except:

- a. in Farm Base Areas;
- b. where subdivision is for the purposes of enabling the recognition of and provision for the Ngāi

Tahu relationship with **Te Manahuna**/the Mackenzie Basin;
 Further subdivision of Lakeside Protection Areas, Scenic Viewing Areas and Scenic Grasslands, Sites of Natural Significance, and areas above 900 masl should be avoided;
 All subdivision shall address the need to remove exotic wildings from the land being subdivided;
 All subdivision should have regard to topographical and ecological constraints.

SUB-P9	Protection of Community Drinking Water Supplies
Protect community drinking water supplies from subdivision which has the potential to adversely affect water quality.	
SUB-P10	Reverse Sensitivity
Avoid reverse sensitivity effects of subdivision on existing renewable electricity generation assets and activities.	

Rules

SUB-R1	Boundary Adjustment	
All Zones (outside the Te Manahuna / Mackenzie Basin ONL)	<p>Activity Status: RDIS</p> <p>Where the activity complies with the following standards:</p> <p>SUB-S1 Allotment Size and Dimensions SUB-S2 Property Access SUB-S3 Water Supply SUB-S4 Wastewater Disposal SUB-S6 Corner Splays SUB-S7 Electricity Supply and Telecommunications SUB-S10 Stormwater Disposal</p> <p>Matters of discretion are restricted to:</p> <p>SUB-MD1 Design SUB—MD2 Infrastructure SUB—MD3 Water Supply SUB—MD4 Stormwater Disposal SUB—MD5 Transportation Networks SUB—MD6 Easements SUB—MD7 Reverse Sensitivity SUB-MD9 Wastewater Disposal Where all or part of the site is within a SASM: SASM-MD1 Activities in a SASM</p>	
SUB-R2	Subdivision Not Otherwise Listed	
RESZ	Activity Status: RDIS	Activity status when compliance

CMUZ GRUZ RLZ	<p>Where the activity complies with the following standards:</p> <p>SUB-S1 Allotment Size and Dimensions SUB-S2 Property Access SUB-S3 Water Supply SUB-S4 Wastewater Disposal SUB-S5 Walkable Blocks SUB-S6 Corner Splays SUB-S7 Electricity Supply and Telecommunications SUB-S9 Screen Planting SUB-S10 Stormwater Disposal PA-S1 Esplanade Requirements</p> <p>Matters of discretion are restricted to:</p> <p>SUB-MD1 Design SUB-MD2 Infrastructure SUB-MD3 Water Supply SUB-MD4 Stormwater Disposal SUB-MD5 Transportation Networks SUB-MD6 Easements SUB-MD7 Reverse Sensitivity SUB-MD8 Public Access SUB-MD9 Wastewater Disposal Where all or part of the site is within a SASM: SASM-MD1 Activities in a SASM</p>	<p>with standard(s) is not achieved: Refer to relevant standard(s).</p>
All other zones	Activity status: DIS	
SUB-R3		Subdivision to Create Access, Reserve, or Infrastructure Sites
All Zones	<p>Activity Status: RDIS</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The subdivision is to create: <ol style="list-style-type: none"> a. An allotment to be used to provide legal access (including roads). b. A reserve that will vest in a local authority or the Crown. c. An allotment to be used solely to house infrastructure. 2. And any balance allotment complies with the requirements set out in the SUB - Standards relevant to the allotment so that no new non-compliance with the standards is created by the 	<p>Activity status when compliance with standard(s) is not achieved with R3.1-R3.2: DIS</p>

	<p>subdivision.</p> <p>And the activity complies with the following standards:</p> <p>SUB-S2 Property Access SUB-S10 Stormwater Disposal</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> If legal access is to be to a State Highway: <ol style="list-style-type: none"> Any adverse effects, including cumulative effects on traffic safety, and flow; Whether access can be obtained from an alternative road that is not a State Highway; and The design and siting of any accessway or vehicle crossing. Whether the allotment needs to be supplied with infrastructure or services, and if so: <p>SUB-MD2 Infrastructure SUB-MD3 Water Supply SUB-MD4 Stormwater Disposal SUB-MD6 Easements SUB-MD9 Wastewater Disposal</p> SUB-MD7 Reverse Sensitivity. Where all or part of the site is within a SASM: SASM-MD1 Activities in a SASM 	
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SUB-R4	<p>Subdivision within a Farm Base Area within the Te Manahuna / Mackenzie Basin ONL</p>	
Te Manahuna / Mackenzie Basin ONL	<p>Activity Status: RDIS</p> <p>Where the activity complies with the following standards:</p> <p>SUB-S1 Allotment Size and Dimensions SUB-S2 Property Access SUB-S3 Water Supply SUB-S4 Wastewater Disposal SUB-S7 Electricity Supply and Telecommunications PA-S1 Esplanade Requirements</p> <p>Matters of discretion are restricted</p>	<p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>

	<p>to:</p> <ol style="list-style-type: none"> SUB—MD1 Design SUB—MD2 Infrastructure SUB—MD3 Water Supply SUB—MD4 Stormwater Disposal SUB—MD6 Easements SUB—MD7 Reverse Sensitivity SUB—MD8 Public Access SUB—MD9 Wastewater Disposal <p>b. The effect on the landscape of the subdivision and any associated earthworks, buildings, and curtilage.</p> <p>c. Whether the subdivision will provide for the relationship of Ngāi Tahu with their ancestral lands, waters, wāhi tapu or wāhi taoka.</p>	
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SUB-R5	Subdivision within the National Grid Subdivision Corridor
<p>All Zones</p> <p>Activity Status: RDIS</p> <p>Where:</p> <ol style="list-style-type: none"> A building platform is identified on the subdivision plan that is outside of the national grid yard, and proposed to be secured by way of a consent notice. <p>And the activity complies with the following standards:</p> <p>SUB-S1 Allotment Size and Dimensions SUB-S2 Property Access SUB-S3 Water Supply SUB-S4 Wastewater Disposal SUB-S6 Corner Splays SUB-S7 Electricity Supply and Telecommunications SUB-S10 Stormwater Disposal PA-S1 Esplanade Requirements</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> SUB—MD1 Design SUB—MD2 Infrastructure SUB—MD3 Water Supply SUB—MD4 Stormwater Disposal SUB—MD5 Transportation Networks SUB—MD6 Easements SUB—MD7 Reverse Sensitivity SUB—MD8 Public Access 	<p>Activity status when compliance with SUB-R5.1 not achieved: NC</p> <p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>

	<p>SUB-MD9 Wastewater Disposal Where all or part of the site is within a SASM: SASM-MD1</p> <p>Activities in a SASM</p> <p>b. The extent to which the subdivision allows for earthworks, buildings, and structures to comply with the safe distance requirements of the NZECP 34:2001 New Zealand Electricity Code of Practice for Electricity Safe Distances.</p> <p>c. The provision for the ongoing efficient operation, maintenance, development, and upgrade of the national grid, including the ability for continued reasonable access to existing transmission lines for maintenance, inspections and upgrading.</p> <p>d. The extent to which the design and construction of the subdivision allows for activities to be set back from the national grid, including the ability to ensure adverse effects on, and from, the national grid and on public safety and property are appropriately avoided, remedied, or mitigated, for example, through the location of roads and reserves under the transmission lines.</p> <p>e. The nature and location of any proposed vegetation to be planted in the vicinity of the national grid.</p> <p>f. The outcome of any consultation with Transpower New Zealand Limited.</p>	
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SUB-R6	Subdivision within the Ōhau River Precinct (PREC4)	
Ōhau River Precinct (PREC4)	<p>Activity Status: RDIS</p> <p>Where the activity complies with the following standards:</p> <p>SUB-S1 Allotment Size and Dimensions SUB-S2 Property Access SUB-S3 Water supply SUB-S4 Wastewater Disposal SUB-S7 Electricity Supply and Telecommunications</p>	<p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>

	<p>SUB-S8 Ōhau River Precinct (PREC4) SUB-S10 Stormwater Disposal PA-S1 Esplanade Requirements</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> SUB-MD1 Design SUB-MD2 Infrastructure SUB-MD3 Water Supply SUB-MD4 Stormwater Disposal SUB-MD5 Transportation Networks SUB-MD6 Easements SUB-MD7 Reverse Sensitivity SUB-MD8 Public Access SUB-MD9 Wastewater Disposal Location of residential building platforms, including design controls. Restrictions on fencing. Approval of a Vegetation Management Plan. 	
SUB-R7	<p>Subdivision wholly or partly within a Community Drinking Water Supply Protection Area</p>	
All Zones	<p>Activity Status: RDIS</p> <p>Where the activity complies with the following standards:</p> <p>SUB-S1 Allotment Size and Dimensions SUB-S2 Property Access SUB-S3 Water supply SUB-S4 Wastewater Disposal SUB-S7 Electricity Supply and Telecommunications SUB-S10 Stormwater Disposal PA-S1 Esplanade Requirements</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. Any impact on the safety of drinking water supplies for human consumption, and measures to avoid or mitigate these effects. SUB-MD1 Design SUB-MD2 Infrastructure SUB-MD3 Water Supply SUB-MD4 Stormwater Disposal SUB-MD5 Transportation 	<p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>

	<p>Networks</p> <p>SUB—MD6 Easements</p> <p>SUB—MD7 Reverse Sensitivity</p> <p>SUB-MD8 Public Access</p> <p>SUB-MD9 Wastewater Disposal</p> <p>Where all or part of the site is within a SASM: SASM-MD1</p> <p>Activities in a SASM</p>	
SUB-R8	Subdivision outside of a Farm Base Area in the Te Manahuna / Mackenzie Basin ONL	
Te Manahuna / Mackenzie ONL	Activity Status: DIS	
SUB-R9	Subdivision of a Site Containing a Heritage Item Listed in the Heritage Items Schedule	
All Zones	Activity Status: DIS	
SUB-R10	Subdivision Wholly or Partly Within any Open Space and Recreation Zone	
Open Space and Recreation Zones	Activity Status: DIS	
SUB-R11	Subdivision Within the Pūkaki Downs Tourist Zone	
Pūkaki Downs Tourist Zone	<p>Activity Status: DIS</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The subdivision: <ol style="list-style-type: none"> a. Creates new allotments within Development Areas identified in the Pūkaki Downs Structure Plan; b. Retains all land outside Development Areas identified in the Land Management Area of the Pūkaki Downs Structure Plan as a single balance allotment; and c. Is applied for simultaneously with the Comprehensive Land Management consent for the relevant Land Management Area. 	<p>Activity status when compliance with R11.1.a.-c. is not achieved: NC</p> <p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
SUB-R12	Subdivision Wholly or Partly within SASM-SCHED2 Silent File or SASM-SCHED3 Māori Rock Art Protection Area	

All Zones	Activity Status: DIS	
SUB-R13	Subdivision wholly or partly within a Lakeside Protection Area, Scenic Viewing Area, or Scenic Grassland	
All Zones	Activity Status: NC	
SUB-R14	Subdivision wholly or partly within Specific Control Area 12 — Lyford Lane	
Specific Control Area 12 — Lyford Lane	Activity Status: NC	

Standards

SUB-S1	Allotment Size and Dimensions	Activity status when compliance not achieved:
All Zones (excluding GRUZ and MRZ)	<ol style="list-style-type: none"> Every allotment created shall comply with Table SUB-1. Every allotment created shall contain a building square not less than 15m x 15m. This requirement shall not apply to any allotment created solely for access, reserves, or network utility operations. 	DIS
MRZ	<ol style="list-style-type: none"> The minimum allotment area is no less than 400m²; or The minimum allotment area is no less than 200m² where: <ol style="list-style-type: none"> a land use consent under MRZ-S1 has been granted, or is applied for concurrently with the subdivision consent; or The subdivision does not create any vacant allotments. Every allotment created shall contain a building square not less than 12m x 12m. This requirement shall not apply to any allotment created solely for access, reserves, or network utility operations. 	DIS
GRUZ Specific Control Area 13 - Eastern Plains	<ol style="list-style-type: none"> The minimum allotment area is no less than 20ha. The minimum allotment area is no less than 4ha. 	DIS NC

GRUZ	8. The minimum allotment area is no less than 100ha.	NC
GRUZ within Outstanding Natural Landscape (except Te Manahuna / Mackenzie Basin ONL)	9. The minimum allotment area is no less than 200ha.	NC
GRUZ within Te Manahuna / Mackenzie Basin ONL	10. Where the minimum allotment area is less than 200ha.	NC
GRUZ within Farm Base Area	11. A maximum of 10 allotments in the Farm Base Area, each having a net area of no more than 1ha. 12. Where the minimum allotment area is less than 4ha except as provided for by SUB-S1.10.	NC

Table 1: Table SUB-1

Zone	Minimum Allotment Area¹
Large Lot Residential Zone	2,000m ²
Large Lot Residential Zone-Specific Control Area 1	4,000m ²
Large Lot Residential Zone-Specific Control Area 2	1 hectare
Low Density Residential Zone in Te Kopi-o-Ōpihi / Burkes Pass, Fairlie, Takapō / Tekapo and Twizel	400m ²
Low Density Residential Zone in Albury and Kimbell	1,500m ²
Mixed Use Zone	200m ² in Tākaro / Lake Tekapo; or 400m ² in Te Kopi-o-Ōpihi / Burkes Pass; or 1,500m ² in Albury and Kimbell.
Rural Lifestyle Zone (excluding the Ōhau River Precinct and Specific Control Areas 9, 10 and 11)	4 ha
Rural Lifestyle Zone Specific Control Area 9 -Nixons Road	4ha until such time as reticulated services are available, then 1 hectare
Rural Lifestyle Zone Specific Control Area 10 - Clayton Road	4 ha until such time as reticulated services are available, then 2 ha
Rural Lifestyle Zone Specific Control Area 11 - Max Smith Drive	1ha if connected to reticulated services, otherwise 4 ha
Rural Lifestyle Zone Ōhau River Precinct — PREC4	No minimum

Note 1: The allotment areas prescribed are net areas, exclusive of areas intended to provide access to the allotment.

SUB-S2	Property Access	Activity status when compliance not achieved:
All Zones	1. Every allotment created, including any balance allotment, shall have legal access to a formed road maintained by Council.	RDIS Matters of discretion are restricted to: a. The standard to which the road, any accessway, and any vehicle crossing will be formed or maintained to serve the allotment. b. Who will be responsible for forming or maintaining the road to the required standard.
All Zones	2. Every allotment created, including any balance allotment, shall have legal access to a road that is not a State Highway.	RDIS Matters of discretion are restricted to: a. The extent of any adverse effects, including cumulative effects, on traffic safety and traffic flow along the State Highway, associated with the number, design and siting of any existing or proposed vehicle accessway or vehicle crossing. b. Whether access to the allotments can be obtained off another road which is not a State Highway, either directly or by an easement across other land, and whether this alternative access is appropriate.
SUB-S3	Water Supply	Activity status when compliance not achieved:
RESZ CMUZ GIZ	1. Every allotment created shall be supplied with a separate connection to a Council reticulated water supply. This requirement shall not apply to any allotment created solely for access or network utility operations.	NC
All Other Zones	2. Every allotment created shall be connected to a reticulated water	NC

	<p>supply, or where no reticulated supply is available, shall:</p> <ol style="list-style-type: none"> Be provided with a bore which can supply a minimum of 1,000 litres of drinking water per day; or Maintain a minimum of 35,000 litres of drinking water at all times, where the supply and / or storage of the water complies with the Building Act 2004; or Be provided with an adequate water supply from a rural water supply network; and Maintain a firefighting reserve of water of a capacity sufficient to meet the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS:4509:2008), or shall be in accordance with the alternative firefighting water sources provisions of SNZ PAS 4509:2008. 	
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SUB-S4	Wastewater Disposal	Activity status when compliance not achieved:
RESZ CMUZ GIZ	1. Every allotment created in a township with a Council reticulated wastewater network shall be supplied with a separate connection to that network. This requirement shall not apply to any allotment created solely for access or network utility operations.	NC
RLZ Specific Control Area 12 - Lyford Lane	2. Every allotment shall be connected to a reticulated wastewater disposal network.	NC
Low Density Residential Zone in Kimbell and Albury	3. Every allotment which is not connected to a reticulated sewer network, shall be provided with an onsite wastewater treatment and disposal system, authorised by the Canterbury Regional Council by way of a rule in a regional plan or a resource consent.	DIS
All Other Zones	4. Where a connection to the	NC

	Council's urban reticulated wastewater disposal network is not available, each allotment shall be provided with an onsite wastewater treatment and disposal system, authorised by the Canterbury Regional Council by way of a rule in a regional plan or a resource consent.	
SUB-S5	Walkable Blocks	Activity status when compliance not achieved:
RESZ CMUZ	<p>1. Blocks shall achieve all the following maximum perimeter lengths, unless precluded by an existing pattern of development:</p> <ul style="list-style-type: none"> a. Average perimeter not more than 800m. b. Maximum perimeter not more than 1000m. c. Maximum length of any one side of a block not more than 250m. <p>Block perimeters shall be measured by the shortest distance which it is possible to walk entirely around on publicly accessible land.</p>	RDIS <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> a. Whether the proposal would achieve a high level of walkability through the area.
SUB-S6	Corner Splays	Activity status when compliance not achieved:
RESZ	1. The corner of any allotment at any road intersection shall be splayed with a rounded minimum radius of 3m.	RDIS <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> a. The extent of any adverse effects on the efficient functioning of the road. b. The extent of any adverse effects on the safety of road users. c. Whether the amenity values of the surrounding allotments would be maintained.
GRUZ RLZ	2. The corner of any allotment at any road intersection shall be splayed with a diagonal line reducing each boundary by a minimum of: <ul style="list-style-type: none"> a. 6m x 6m for any Local Road. b. 10m x 10m for any Collector Road. c. 15m x 15m for any Arterial Road/State Highway. 	
All Other Zones	3. The corner of any allotment at any road intersection shall be splayed with a diagonal line reducing each boundary by a minimum of 6m.	
SUB-S7	Electricity Supply and	Activity status when compliance

	Telecommunications	not achieved:
All Zones	<p>1. All allotments, other than allotments for access, roads, utilities, or reserves, must be provided with connections at the boundary of the allotment to an electricity supply and telecommunication system networks.</p>	<p>RDIS</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> Whether an electricity and telecommunication supply are needed for the intended use. The suitability of the alternative provision of telecommunication and electricity supply. Whether telecommunication and electricity connections shall be made available to any allotment; and, if not, the method(s) by which prospective purchasers of a allotment are to be informed that these connections are not installed.
SUB-S8	Ōhau River Precinct (PREC4)	Activity status when compliance not achieved:
Ōhau River Precinct (PREC4)	<p>1. No more than 50 residential allotments shall be created within the Ōhau River Precinct.</p> <p>2. All subdivision shall identify building platforms subject to the following:</p> <ol style="list-style-type: none"> Within the Ōhau River Precinct no building platforms shall be located within the No-Build Area shown on the planning maps. No more than one building platform can be located on any allotment and the maximum total area of that building platform shall be 1000m². No building platform shall be located within 100m of waterbodies, or hydro canals or 50m of a wetland or tarn. No building platform shall be located within 20m of the Ostler Fault. No building platform shall be located within 100m of the Conservation Estate or public walkway. 	DIS

	<p>3. A Vegetation Management Plan must be approved as part of any subdivision. The purpose of the Vegetation Management Plan is to manage pest plants and wilding trees and to set out how any new landscaping and arboretum will be developed and maintained, including:</p> <ul style="list-style-type: none"> a. The use of covenants or consent notices to ensure all lot and residential unit owners are responsible for pest plant management (including the removal of pest plants and wilding conifer species) within the Precinct, including over the balance allotments. b. Setting out how all landscaping and the arboretum will be managed, including specification of the implementation methods and ongoing maintenance. 	
SUB-S9	Screen Planting	Activity status when compliance not achieved:
RLZ Specific Control Area 10 - Clayton Road	1. Any subdivision of land that adjoins State Highway 79 and is opposite the General Industrial Zone shall include planting to a minimum depth of 2m with native species that will grow at least 2m in height and at a density to provide screening of views to the General Industrial Zone.	<p>RDIS</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> a. The extent to which the General Industrial Zone is visually screened from the subject site. b. The effect of the non-compliance on the character and amenity of the Rural Lifestyle Zone. c. The potential for reverse sensitivity effects on industrial activities.
SUB-S10	Stormwater Disposal	Activity status when compliance not achieved:
All Zones	1. Every allotment shall be supplied with a means of disposing stormwater that connects to a Council reticulated system or in the absence of a reticulated system shall be provided with an on-site stormwater system,	DIS

authorised by the Canterbury Regional Council by way of a rule in a regional plan or a resource consent.

Matters of Discretion

SUB-MD1 Design

- a. The extent to which allotment boundaries reflect natural or physical boundaries.
- b. The suitability of the allotment to accommodate its intended purpose.
- In addition, for subdivision in any residential zone:
 - c. The extent to which the allotment area and dimensions enables activities to take place in accordance with the function, role, and character of the zone.
 - d. Whether the shape and configuration of sites relate well to existing roads, public spaces, and surrounding or neighbouring residential areas.
 - e. Whether the shape and configuration of sites enable:
 - i. The appropriate location of:
 - A. The primary entrance to a residential unit;
 - B. Outdoor living space;
 - C. Service areas for a residential unit;
 - D. Car parking; and
 - E. Vehicle crossings and vehicle access.
 - ii. Energy efficiency and orientation for passive solar heat;
 - iii. Privacy for residents; and
 - iv. Passive surveillance.
 - f. The extent to which the subdivision integrates with its surroundings, and natural cultural features, such as the retention of trees and water features, view shafts to mountains, or good use of the rural interface to enhance the urban area and maintain amenity values.
 - g. The degree to which the design and layout of roads, footpath patterns, and the layout of sites complements the design and layout of any adjoining urban areas, and provides accessibility to all users.
 - h. The provision, location, design, protection, management and intended use of reserves and open space.
 - i. The degree to which Crime Prevention Through Environmental Design principles have been incorporated into the subdivision design.
 - j. The degree to which the design provides for access for emergency services, and escape routes in case of emergency.
 - k. Whether existing mature trees can be practically retained.
 - l. The degree to which the subdivision achieves good connectivity with the surrounding urban area and open space.

SUB—MD2 Infrastructure

- a. The design, siting, layout, and construction of any infrastructure or facility which is proposed to:
 - i. Vest in Mackenzie District Council as owner or manager; or
 - ii. Connect to any road, reserve or other infrastructure which is owned, managed by, or otherwise vested in Mackenzie District Council.
- b. For other infrastructure:
 - i. the method(s) by which the operation, maintenance, repairs, and any upgrades to that infrastructure shall be managed; and
 - ii. the method(s) by which prospective purchasers of sites are to be informed of any fiscal or

managerial responsibilities they have for that infrastructure.

- c. The appropriateness of any proposed staging, with respect to the timing of the provision of infrastructure to service each stage.

SUB—MD3 Water Supply

- a. The suitability of the water supply for the intended activities on the site.
- b. The method by which water will be supplied to each allotment for firefighting, taking into account a risk-based assessment. The assessment shall include (but need not be limited to) the:
 - i. type of the water source;
 - ii. available water pressure;
 - iii. volume of any water storage; and
 - iv. method of accessing the water for firefighting purposes.

SUB—MD4 Stormwater Disposal

Within any residential, commercial and mixed use, or industrial zone:

- a. The method(s) for disposing of stormwater.
- b. Where stormwater disposal is not via connection to a reticulated network, the ability to treat and dispose of the stormwater on-site, including the use of low impact design principles. This may include the use of swale drains, rain gardens, rain tanks, detention tanks, and re-use systems and methods to minimise stormwater runoff such as by the use of rainwater.
- c. Capacity of the stormwater drainage network.
- d. The method(s) for retaining stormwater on-site for re-use.

SUB—MD5 Transportation Networks

- a. The layout and formation of all existing and proposed land transport infrastructure, including:
 - i. Ensuring the desired design speed is achieved with respect to the classification of roads and the surrounding environment;
 - ii. Whether the roading pattern utilises opportunities to connect streets. Cul-de-sacs, except those that are short and straight and connected with pedestrian and cycle through routes, should be avoided;
 - iii. Whether the existing and proposed land transport infrastructure is sufficient to accommodate the anticipated vehicle movements associated with the likely use of the land;
 - iv. The extent to which road designs make a positive contribution to the amenity of the neighbourhood and meet the operational requirements of the street, such as waste collection, on-street parking, and emergency services access;
 - v. Whether the subdivision layout and road network support walking, cycling, and public transport, including access to reserves, facilities, commercial areas, and public transport facilities;
 - vi. Whether service lanes, cycle ways, shared accessways, and pedestrian access ways are required or appropriate and are located and designed in a safe and efficient manner; and
 - vii. The provision of footpaths, lighting, and street furniture.

In addition, for subdivision in any residential, commercial and mixed use, or industrial zone:

- b. Any landscaping and tree planting required in the road reserve and its contribution to amenity values and the recreational and environmental attributes of the street.
- c. The degree to which pedestrian and cycle access may be enhanced through the provision of cycleways and footpaths that are located and designed to meet best practice.
- d. Where any shared accessway will access any existing or proposed road, whether the existing and proposed land transport infrastructure is sufficient to accommodate on-street parking.

SUB—MD6 Easements

- a. Whether any new or amended easement or other mechanism(s) is needed to obtain or maintain legal access to land or infrastructure.

SUB—MD7 Reverse Sensitivity

- a. Whether there is a need to provide a separation from zone boundaries, regionally significant infrastructure, transport networks, rural activities and rural industry, or other mitigation measures to avoid or minimise potential for reverse sensitivity effects.

SUB-MD8 Public Access

- a. For subdivisions which adjoin a waterway listed in PA-SCHED2, the outcome of consideration by the applicant and Council as to whether an esplanade instrument should be provided.
- b. For subdivisions of 4ha or more which adjoin a waterway listed in PA-SCHED1, the outcome of consideration by the applicant and Council as to whether an esplanade instrument should be provided.
- c. For subdivisions creating an allotment smaller than 4ha which adjoin a waterway not listed in PA-SCHED1 or PA-SCHED2, the outcome of consideration by the applicant and Council as to whether an esplanade instrument should be provided.

Note: For any subdivision creating an allotment smaller than 4ha which adjoins any surface waterbody listed in PA-SCHED1, the requirements in PA-S1 apply.

SUB-MD9 Wastewater Disposal

- a. The method(s) for the disposal and treatment of wastewater.
- b. The capacity and suitability of the wastewater disposal system for the intended activities on the site.
- c. Where wastewater disposal is to Council's urban reticulated wastewater network, the capacity of the wastewater network.
- d. Where wastewater disposal is not via a connection to a reticulated wastewater network:
 - i. The ability to treat and dispose of the wastewater on-site;
 - ii. The design and siting of wastewater treatment and disposal;
 - iii. Health, safety, and wellbeing of people; and
 - iv. Any adverse effects on natural and cultural values within sensitive environments and the degree to which they can be avoided, remedied or mitigated.
- e. Where no on-site connection or disposal is available, the suitability of alternative wastewater disposal methods.

Earthworks

Introduction

Earthworks are the physical works that modify land so that it can be used for residential, commercial, rural, or recreational activities and for the construction of building foundations and other infrastructure. Earthworks and land disturbance are an essential part of the use and development of land. However, if not appropriately managed, earthworks can adversely affect amenity values (due to their visual, dust, nuisance, noise, and traffic effects) and result in changes to natural landforms. They can also result in land instability increasing risk to people and property and affect important natural values and affect mana whenua values, particularly in and around Sites and Areas of Significance to Māori.

The earthworks provisions manage the scale of earthworks to address these effects by setting permitted thresholds, and requiring resource consent above these, where more specific assessment is required to ensure effects are adequately addressed and managed.

This earthworks chapter covers general earthworks provisions in all rural, residential, commercial and mixed use and industrial zones. Additional earthworks provisions may apply within overlays such as Outstanding Natural Landscapes and Sites and Areas of Significance to Māori. These earthworks provisions have been included in the respective Overlay chapters because they address the overlay related effects of earthworks on the identified values, characteristics, risks, or features. The earthworks provisions within overlays apply in addition to the provisions of this chapter unless specified otherwise.

Advice Note: The rules in this chapter do not apply to the Open Space and Recreation and Special Purpose Zones.

Objectives and Policies

Objective

EW-O1 Earthworks

Earthworks to facilitate subdivision, land use and development are undertaken in a way that minimises adverse effects on landscape values, visual amenity and mana whenua values and protects the safety of people, property and infrastructure.

Policies

EW-P1 Enable Earthworks

Enable small-scale earthworks.

EW-P2 Manage Earthworks

Manage the adverse effects of earthworks, including their scale and nature, to:

1. minimise adverse effects on the character, values and qualities of the surrounding environment, relative to the sensitivity of the surrounding environment;
2. avoid unreasonable effects on stability of adjoining land, infrastructure, buildings, and structures;
3. minimise silt and sediment loss from the site; and
4. ensure that sites are appropriately rehabilitated following completion of earthworks.

Rules

EW-R1	Earthworks for Maintenance or Repair of Existing Activities	
All Zones	<p>Activity Status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. The earthworks are for the purpose of maintenance or repair of existing: <ol style="list-style-type: none"> a. fence lines b. vehicle tracks c. roads and associated infrastructure d. stock tracks and crossings e. firebreaks f. drains g. ponds h. dams i. stockyards j. farm buildings k. water troughs and associated reticulation piping l. airstrips m. walking and cycling tracks n. fuel storage systems (including removal or replacement) in accordance with Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011. <p>And the activity complies with the following standards: EW-S4 — Accidental Discovery Protocol</p>	<p>Activity status when compliance is not achieved with R1.1: Refer to EW-R4</p> <p>Activity status when compliance with standards(s) is not achieved: Refer to relevant standard(s).</p>
EW-R2	Earthworks General	
All Zones	<p>Activity Status: PER</p>	<p>Activity status when compliance is</p>

	<p>Where:</p> <ol style="list-style-type: none"> 1. The earthworks are: <ol style="list-style-type: none"> a. subject to a building consent; b. for gardening; c. for cultivation; d. holes for trees or other plants; e. for the installation of fence posts; or f. for an offal or farm rubbish pit. <p>And the activity complies with the following standards:</p> <p>EW-S4 — Accidental Discovery Protocol</p>	<p>not achieved with R2.1: Refer to EW-R4</p> <p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
EW-R3	Earthworks for Subdivision	
All Zones	<p>1. Earthworks directly associated with the development of land for subdivision shall not exceed 500m³ by volume, and 2,500m² by area in any 5-year period.</p> <p>And the activity complies with the following standards:</p> <p>EW-S1 — Maximum slope Gradient EW-S2 — Excavation and Filling EW-S3 - Rehabilitation and Reinstatement EW-S4 — Accidental Discovery Protocol EW-S5 — Specific Locations EW-S6 — Proximity to the National Grid</p>	<p>Activity status when compliance is not achieved with R3.1: RDIS</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> a. The extent of amenity effects on neighbouring properties, and on the road network, of heavy vehicle and other vehicular traffic generated as a result of the activity. b. The extent of any potential dust nuisance, sedimentation, and water or wind erosion effects associated with the activity. c. The extent of land instability effects. d. The extent of any adverse effects from vibration associated with the activity. e. Where any earthworks are within a SASM, those matters in SASM-MD1 Activities in a SASM.
EW-R4	Earthworks not Specified in EW-R1, EW-R2 or EW-R3	
GRUZ	<p>Activity Status: PER</p> <p>Where:</p>	Activity status when compliance is not achieved with R4.1: CON

	<p>1. Earthworks on any site shall not exceed 1000m³ by volume and 1000m² by area per site in any 5-year period.</p> <p>And the activity complies with the following standards:</p> <p>EW-S1 — Maximum slope Gradient EW-S2 — Excavation and Filling EW-S3 — Rehabilitation and Reinstatement EW-S4 — Accidental Discovery Protocol EW-S5 — Specific Locations EW-S6 — Proximity to the National Grid</p>	<p>Where:</p> <p>2. Earthworks on any site is more than 1000m³ but less than 1500m³ by volume, and is more than 1000m² and less than 2500m² by area per site in any 5-year period.</p> <p>And the activity complies with the following standards:</p> <p>EW-S1 — Maximum Slope Gradient EW-S2 — Excavation and Filling EW-S3 — Rehabilitation and Reinstatement EW-S4 — Accidental Discovery Protocol EW-S5 — Specific Locations EW-S6 — Proximity to the National Grid</p> <p>Matters of control are limited to:</p> <ol style="list-style-type: none"> The effects of stockpiling. The visual effects on landscape values. Where any earthworks are within a SASM, those matters in SASM-MD1 Activities in a SASM. <p>Activity status when compliance is not achieved with R4.2: DIS</p> <p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
RESZ RLZ CMUZ GIZ	<p>Activity Status: PER</p> <p>Where:</p> <p>3. Earthworks on any site shall not exceed 300m³ by volume and 1000m² by area per site in any 5-year period..</p> <p>And the activity complies with the following standards:</p> <p>EW-S1 — Maximum slope Gradient EW-S2 — Excavation and Filling EW-S3 — Rehabilitation and Reinstatement EW-S4 — Accidental Discovery EW-S5 — Specific Locations EW-S6 — Proximity to the National Grid</p>	<p>Activity status when compliance is not achieved with R3.2: CON</p> <p>Where:</p> <p>4. Earthworks on any site is more than 300m³ but less than 1000m³ by volume, and is more than 1000m² and less than 2500m² by area per site in any 5-year period.</p> <p>And the activity complies with the following standards:</p> <p>EW-S1 — Maximum slope Gradient EW-S2 — Excavation and Filling EW-S3 — Rehabilitation and Reinstatement EW-S4 — Accidental Discovery EW-S5 — Specific Locations EW-S6 — Proximity to the National Grid</p>

		<p>Matters of control are limited to:</p> <ol style="list-style-type: none"> The effects of stockpiling. The visual effects on landscape values. Where any earthworks are within a SASM, those matters in SASM-MD1 Activities in a SASM. <p>Activity status when compliance is not achieved with R4.4: DIS</p> <p>Activity status when compliance with standard(s) is not achieved: Refer to relevant standard(s).</p>
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Standards

EW-S1	Slope	Activity status when compliance not achieved:
All Zones	<ol style="list-style-type: none"> Earthworks must not be undertaken on an existing slope with a gradient greater than 1 in 4. 	<p>RDIS</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> Whether the earthworks affect the stability of adjoining land and its susceptibility to subsidence or erosion upon excavation taking place. Whether any changes to the patterns of surface drainage would result in a higher risk of drainage problems, inundation runoff, sedimentation, flooding, or change the water table.
EW-S2	Excavation and Filling	Activity status when compliance not achieved:
All Zones	<ol style="list-style-type: none"> Earthworks shall not exceed a maximum depth below or height above natural ground level of: <ol style="list-style-type: none"> 1.5m, when 1.5m or more from the boundary of a site in separate ownership: or 0.5m, when within 1.5m of the boundary of a site in separate ownership. All fill shall consist of cleanfill material only. 	<p>RDIS</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> The potential for adverse effects from the earthworks in terms of visual amenity, landscape context and character, views, outlook, overlooking and privacy. Whether the earthworks affect the stability of adjoining land and its susceptibility to subsidence or

		<ul style="list-style-type: none"> erosion upon excavation taking place. c. The extent of any alteration to natural ground levels in the vicinity and, consequently, to the height and bulk of buildings that may be erected on the site. d. Potential for land contamination. e. Whether any changes to the patterns of surface drainage or subsoil drains would result in a higher risk of drainage problems, inundation run-off, sedimentation, flooding, or change the water table.
EW-S3	Rehabilitation and Reinstatement	Activity status when compliance not achieved:
All Zones	<p>1. No more than 12 months after the earthworks commenced and on completion of the earthworks, the area of land disturbed as a result of the earthworks must be:</p> <ul style="list-style-type: none"> a. built upon; b. sealed with hardstand material; c. landscaped; or d. recontoured and replanted. 	RDIS <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> a. The impact on visual amenity, landscape character and outlook. b. Potential dust nuisance, sedimentation, land instability, erosion, flood, and drainage effects.
EW-S4	Accidental Discovery Protocol	Activity status when compliance not achieved:
All zones	<p>1. In the event of discovery of sensitive material (which is not authorised to be disturbed by any resource consent or other statutory authority), the owner of the site or the consent holder must take the following steps.</p> <p>Cease works and secure the area</p> <ul style="list-style-type: none"> a. Immediately cease all works within 20m of any part of the discovery, including shutting down all earth disturbing machinery and stopping all earthmoving activities. b. Secure the area of the discovery, including a sufficient buffer area to ensure that all sensitive material remains undisturbed. <p>Inform relevant authorities and</p>	RDIS <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> a. The effects of earthworks on historic heritage, or mana whenua values. b. Where any earthworks are within a SASM, those matters in SASM-MD1 Activities in a SASM.

<p>parties immediately of the discovery</p> <ul style="list-style-type: none">c. The New Zealand Police if the discovery of human remains or koiwi.d. The Council in all cases.e. Heritage New Zealand Pouhere Taonga if the discovery is an archaeological site, Māori cultural artefact, human remains or koiwi.f. Mana Whenua if the discovery is an archaeological site, Māori cultural artefact, or koiwi. <p>Wait for and enable an inspection of the site</p> <ul style="list-style-type: none">g. Wait for and enable an inspection of the site by the relevant authority or agency.h. Following site inspection and consultation with all relevant parties (including owner and consent holder), the Council will determine the area within which work must cease and any changes to controls on discharges of contaminants. <p>Recommencement of work</p> <ul style="list-style-type: none">i. Work within the area determined by the Council in h. above must not recommence until all of the following requirements, so far as relevant to the discovery, have been met:<ul style="list-style-type: none">i. Heritage New Zealand Pouhere Taonga has confirmed that an archaeological authority has been approved for the work or that none is required.ii. Any required notification under the Protected Objects Act 1975 has been made to the Ministry for Culture and Heritage.iii. Any material of scientific or educational importance must be recorded and if appropriate, recovered and preserved.iv. Where the site is of Māori origin and an authority from Heritage New Zealand

	<p>Pouhere Taonga is not required, the Council will confirm, in consultation with Mana Whenua, that:</p> <ul style="list-style-type: none"> • any koiwi have either been retained where discovered or removed in accordance with the appropriate tikanga; and • any agreed revisions to the planned works to be/have been made in order to address adverse effects on mana whenua values. <p>v. Resource consent has been granted for any alteration or amendment to the earthworks or land disturbance that may be necessary to avoid the sensitive materials and that is not otherwise permitted under the plan or allowed by any existing resource consent.</p>																
EW-S5	Specific Locations	Activity status when compliance not achieved:															
All Zones	<p>2. No earthworks shall exceed the threshold outlined in Table EW-Table 1: Earthworks Volumes — Specific Locations.</p> <p>EW-Table 1: Earthworks Volumes — Specific Locations</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Volume per site in any 5-year period</th> <th>Area (m² per site in any 5-year period)</th> </tr> </thead> <tbody> <tr> <td>Sites of Natural Significance</td> <td>20</td> <td>50</td> </tr> <tr> <td>Geopreservation sites</td> <td>20</td> <td>50</td> </tr> <tr> <td>Scenic Viewing Areas</td> <td>0</td> <td>0</td> </tr> <tr> <td>Scenic Grasslands</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	Location	Volume per site in any 5-year period	Area (m ² per site in any 5-year period)	Sites of Natural Significance	20	50	Geopreservation sites	20	50	Scenic Viewing Areas	0	0	Scenic Grasslands	0	0	DIS
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<p>Advice Note: For earthworks in Outstanding Natural Landscapes or Features, see the Natural Features and Landscape Chapter. For earthworks in riparian areas, see the Natural Character Chapter.</p>		
EW-S6	Proximity to the National Grid	Activity status when compliance not achieved:
All Zones	<p>1. The earthworks shall be no deeper than 300mm within 6m of the outer visible edge of a foundation of a national grid transmission line tower or pole.</p> <p>2. The earthworks shall be no deeper than 3m between 6m and 12m of the outer visible edge of a foundation of a national grid transmission line tower or pole.</p> <p>3. The land disturbance does not compromise the stability of a national grid transmission line tower or pole.</p> <p>4. The land disturbance does not result in a reduction in the ground to conductor clearance distances as required in Table 4 of the New Zealand Electrical Code of Practice for Safe Electrical Distances (NZECP 34:2001).</p> <p>5. The earthworks do not permanently physically impede access to a national grid support structure.</p> <p>Standards EW-R6.1-5 do not apply to the following:</p> <p>a. Land disturbance undertaken as part of agricultural, horticultural, or domestic cultivation, or repair or resealing of a road, footpath, driveway, or farm track.</p> <p>b. Excavation of a vertical hole, not exceeding 500mm in diameter, that is more than 1.5 metres from outer visible edge of foundation of a national grid transmission line pole or stay wire.</p> <p>c. Earthworks that otherwise comply with Clause 2.4.1 of NZECP 34:2001.</p>	NC

