

## **SECTION 12 : DISTRICT WIDE RULES AND PERFORMANCE STANDARDS**

### **12.1 INTRODUCTION**

Note: The provisions of Section 12 do not apply to activities subject to Rules 5.7.1(ii) and 13.7.4.

Section 12 addresses issues that are relevant throughout the District and to the various resource areas. The objectives, policies, methods and rules of this section deal with the following matters -

- Access
- Parking
- Loading and manoeuvring
- Noise
- Signs
- Glare
- Lightspill
- Building line restrictions
- Electrical interference
- Odour and dust
- External appearance of land and buildings
- Derelict sites, buildings and works
- Temporary activities
- Transmission Lines

## 12.2 ISSUES

### 12.2.1 Land Use Activities Adjacent to the Roothing Network

**Land use activities that attract large numbers of vehicles or heavy trade vehicles, or that have direct access to main traffic routes can adversely affect the safe and efficient operation of the roading network if adequate parking, loading and manoeuvring facilities are not provided, and crossing places are not appropriately located or designed.**

*Cross Reference  
Objective 12.3.1*

#### Explanation

The Central Otago District is dependent on a safe and efficient land transport system for its social and economic wellbeing. The safety and efficiency of this system can be compromised by activities that disrupt the flow of traffic.

### 12.2.2 Noise

**Noise generated by land use activities can have a detrimental effect on the health and wellbeing of the District's people and the amenity values of the District's communities.**

*Cross Reference  
Objective 12.3.2*

#### Explanation

Noise can be a source of intrusion into the environment and can adversely effect the health and wellbeing of people.

Noise can occur from a wide variety of sources in both the rural and urban environment. Industry, transport, recreation and households can all create noise that may influence a persons wellbeing by, for example, preventing sleep, inducing stress, disturbing concentration or interfering with communication.

There are situations where it may be impracticable to reduce noise levels because of the mobile or temporary nature or the short duration of the activity or the noise generated. Such situations may include a domestic activity of relatively short duration (eg lawn mowing); seasonal rural activities (eg cropping or bird scaring); or temporary construction activities, carnivals and shows. These activities may exceed the normal noise standards for a particular area but are tolerable because of their temporary nature.

### 12.2.3 Signs

**Signs are a necessary adjunct to many activities that occur throughout the District. However the design, dimension and location of signs can adversely impact on the visual amenity values of the District and can compromise the safety and efficiency of the roading network.**

*Cross Reference  
Objective 12.3.3*

#### Explanation

Signs are often an integral part of business activities as they advertise products, promote events and direct traffic to businesses. They also may have an important role in providing information to the general public, particularly in terms of safety on roads.

Poorly designed signs can detract from the appearance of neighbourhoods and can cause distraction to drivers using adjoining roads.

**12.2.4 The Adverse Effects of Lightspill, Glare, Odour, Dust and Electrical Interference**

*Cross Reference  
Objective 12.3.4*

A number of activities undertaken throughout the District can generate effects such as lightspill, glare and electrical interference, and can emit dust and odour. Such effects can adversely impact on the use and enjoyment of nearby properties and can reduce the amenity values of the neighbourhood.

**Explanation**

Quality of life can be significantly reduced as a result of these effects. Lightspill and glare also have implications for road safety and visual amenity. While dust and odour are an emission to air (for which the Regional Council has primary responsibility) they are generally effects generated by land use activities managed by the District Council. Such effects are therefore relevant issues for Council to consider when assessing land use proposals.

**12.2.5 Derelict Sites, Buildings and Works**

*Cross Reference  
Objective 12.3.5*

There are sites, buildings, structures and other works that can, when left in an untidy and/or dilapidated condition, have a significant effect on the visual amenity values of the District and also represent a public safety risk.

**Explanation**

The pleasantness of an area to live and work in can be greatly reduced by buildings and sites that are untidy and/or dilapidated. Unfinished works and derelict buildings can also be a potential safety risk if access is not restricted.

There are, however, some old dilapidated buildings (such as remnants of stone huts and sod huts) that add heritage character to the landscape values of the District.

**12.2.6 Temporary Activities**

*Cross Reference  
Objective 12.3.6*

Temporary activities are an integral part of the social, economic and cultural wellbeing and health and safety of communities. These activities often generate adverse effects however such effects are generally only for a short duration.

**Explanation**

Temporary activities such as demolition, construction, prospecting and exploration activities, carnivals, shows and sports events can generate significant adverse effects such as noise and high levels of traffic. These are generally short term events and are often conducted for the benefit of the community. This needs to be recognised in the sustainable management of the District's natural and physical resources.

**12.2.7 Transmission Lines**

*Cross Reference  
Objective 12.3.7*

Transmission lines that form part of the transmission network are of national significance and nearby activities need to be managed to avoid reverse sensitivity effects, to avoid compromising the operation, maintenance, upgrading and development of the transmission network and to ensure that activities that are particularly sensitive to the risks associated with transmission lines are not located in close proximity to the lines.

## **12.3 OBJECTIVES**

- 12.3.1 Objective - Safe and Efficient Roading Network**  
To promote the safe and efficient operation of the District's roading network.
- Cross Reference*  
*Issue 12.2.1*  
*Policy 12.4.1*
- 12.3.2 Objective - Protection from Noise**  
To avoid, remedy or mitigate the adverse effects of noise on the District's amenity values and the health and wellbeing of the District's people.
- Cross Reference*  
*Issue 12.2.2*  
*Policies 12.4.2, 12.4.3*
- 12.3.3 Objective - Reducing the Adverse Effects of Signs**  
To avoid, remedy or mitigate the adverse effects of signs on traffic and the general amenity values of the District while recognising that signs are a necessary adjunct to many activities.
- Cross Reference*  
*Issue 12.2.3*  
*Policies 12.4.4 to 12.4.6*
- 12.3.4 Objective - Avoidance, Remediating or Mitigation of Nuisances**  
To ensure that activities avoid, remedy or mitigate nuisance to adjoining properties from odour, dust, lightspill, glare and electrical interference.
- Cross Reference*  
*Issue 12.2.4*  
*Policy 12.4.7*
- 12.3.5 Objective - Derelict Buildings, Sites and Works**  
To ensure that activities avoid, remedy or mitigate adverse visual effects and risks to public safety as a result of being incomplete or dilapidated while recognising that some ruins and old cottages have heritage significance and add value to the heritage landscape of Central Otago.
- Cross Reference*  
*Issue 12.2.5*  
*Policy 12.4.8*
- 12.3.6 Objective - Temporary Activities**  
To recognise the contribution that temporary activities make to the social, economic and cultural wellbeing and health and safety of the District's people and communities while ensuring environmental quality is maintained.
- Cross Reference*  
*Issue 12.2.6*  
*Policy 12.4.9*
- 12.3.7 Objective – Transmission Lines**  
To ensure that activities avoid reverse sensitivity effects, avoid compromising the operation, maintenance, upgrading and development of the transmission network and avoid risk to people.
- Cross Reference*  
*Issue 12.2.7*  
*Policy 12.4.10*

## 12.4 POLICIES

### 12.4.1 Policy - Parking, Loading and Manoeuvring

To avoid, remedy or mitigate adverse effects on the safe and efficient operation of the roading network by requiring:

- (a) Safe and efficient access points to the roading network, and
- (b) Off-road loading and manoeuvring space and facilities, and
- (c) Off-street parking, where these are appropriate.

#### Explanation

Numerous activities involve loading and unloading during the normal course of business. The safe and efficient flow of traffic can be interrupted where loading and unloading takes place on the road, where access, loading and parking facilities are not correctly designed or where vehicles reverse onto the road. Developments that attract high levels of traffic can also compromise the safety and efficiency of the roading system by increasing pressure on parking facilities.

*Cross Reference*  
*Objective 12.3.1*  
*Method 12.5.3*  
*Rules 12.7.1,*  
*12.7.2, 12.7.3*

### 12.4.2 Policy – Noise

To determine the suitability of noise generating activities in any given locality by having regard to:

- (a) The specific characteristics and amenity values of the locality from which the noise originates, and
- (b) The sound pressure level of the proposed activity, and
- (c) The frequency that the noisy activity takes place, and
- (d) The length of time that the noise continues, and
- (e) Any special characteristics of the noise,

to ensure that the adverse effects of noise on other activities and the natural and physical resources of the locality (including cumulative effects) reflect standards acceptable to the community.

#### Explanation

All activities generate some degree of noise. High levels of noise can be detrimental to the health and wellbeing of the community and can adversely affect quality of life. The standards set throughout the District recognise this by ensuring relatively quiet areas are protected and that activities that generate high levels of noise locate away from noise sensitive areas and activities.

*Cross Reference*  
*Objective 12.3.2*  
*Method 12.5.2*  
*Rule 12.7.4*  
*Rules*  
*throughout*  
*Resource Areas*

### 12.4.3 Policy - Noise From Temporary Activities

To recognise that noise from temporary activities can be reasonably controlled by requiring compliance with noise limits which are less stringent than those applied to other activities.

#### Explanation

Noise associated with temporary activities such as demolition or construction activities, prospecting and exploration activities, carnivals or shows is considered to be a short term phenomenon. While noise associated with these activities can sometimes be reasonably loud it is generally sporadic and of short duration.

*Cross Reference*  
*Objective 12.3.2*  
*Method 12.5.2*  
*Rule 12.7.4(ii) &*  
*(iii)*

#### 12.4.4 **Policy – Signs**

**To determine the suitability of signs in any given location by having regard to the sign’s effect on the following matters:**

- (a) **The safe and efficient operation of the roading network, and**
- (b) **The amenities of the locality, and**
- (c) **Landscape values, and**
- (d) **The character and scale of the building, site or area, and**
- (e) **Any heritage, historical or cultural values present.**

*Cross Reference*  
*Objective 12.3.3*  
*Method 12.5.1*  
*Rules 12.7.5*  
*Rules*  
*throughout*  
*Resource Areas*

#### Explanation

Signs generally have one or more of the following functions -

- Advertise goods and services.
- Identify the location of an activity.
- Promoting an activity or event.
- Directing traffic or customers to an activity.

While these functions need to be recognised and provided for, the erection of signs must be managed to ensure that amenity values and the safe and efficient operation of the roading network are not compromised.

#### 12.4.5 **Policy – Temporary Signs**

**To enable the use of temporary signs in association with temporary activities while ensuring the dimension, location and the duration of display of such signs avoid, remedy or mitigate adverse effects on amenity values and the safe and efficient operation of the roading network.**

*Cross Reference*  
*Objective 12.3.3*  
*Rule 12.7.5(i)*

#### Explanation

Signs are often an important element of temporary or short duration activities such as selling real estate or promoting a forthcoming election or other community event. However, such signs can also detract from amenity values and affect traffic safety, making standards relating to such signs necessary.

#### 12.4.6 **Policy - Public Safety and Information Signs**

**To enable the display of signs necessary for reasons of public safety and information within the District.**

*Cross Reference*  
*Objective 12.3.3*  
*Rule 12.7.5(i)*

#### Explanation

There are numerous situations where it is necessary for the display of warning or safety information signs. These can include warning signs for traffic, for overhead or underground wires, boating safety, and information about areas of interest to the public.

#### 12.4.7 **Policy - Management of Nuisance Effects**

**To encourage resource users to adopt management practices that avoid, remedy or mitigate the adverse effects of:**

- (a) **odour,**
  - (b) **lightspill and glare,**
  - (c) **dust, and**
  - (d) **electrical interference,**
- on the use and enjoyment of neighbouring properties.**

*Cross Reference*  
*Objective 12.3.4*  
*Methods 12.5.5,*  
*12.5.4*  
*Rules 12.7.6*

Explanation

These effects have potential to create a nuisance problem for adjoining properties if not managed correctly. Dust and odour emissions may also be subject to Regional Council controls.

**12.4.8 Policy – Derelict Sites and Buildings**

**To ensure that measures are taken to avoid, remedy or mitigate any significant adverse effects on public safety and amenity values that may occur when sites, works and buildings are left unfinished or dilapidated, while allowing the retention of ruins, artefacts and old cottages that form part of the heritage landscape of Central Otago.**

*Cross Reference  
Objective 12.3.5  
Method 12.5.6*

Explanation

Untidy sites, buildings or works and buildings and sites that are dilapidated or unfinished have a negative impact on environmental quality (particularly in terms of the visual amenity values of neighbourhoods) and can be a risk to public safety if access is not restricted. This policy will ensure action is taken to prevent or remedy such occurrences while recognising the heritage and landscape values of the remnants of old cob and stone cottages and of artefacts such as gold workings and equipment that are part of the heritage fabric of Central Otago.

**12.4.9 Policy - Temporary Activities**

**To enable the operation of temporary activities that promote the social, economic and cultural wellbeing, and health and safety of the District’s people and communities while ensuring that any adverse effects that exceed performance standards of the District Plan are of a short duration only.**

*Cross Reference  
Objective 12.3.6  
Rules 12.7.4(iii),  
12.7.5(i)  
Rules  
throughout  
Resource Areas*

Explanation

This policy recognises the importance of temporary activities to the wellbeing and functioning of communities. However, it is acknowledged that these activities may not always comply with the relevant performance standards of the plan. Requiring resource consent for such activities is considered overly restrictive provided adverse effects are of short duration only, with no lasting impact.

**12.4.10 Policy – Transmission Lines**

**The transmission network is of national significance and nearby activities are therefore to be managed to avoid adverse effects in terms of reverse sensitivity, in terms of compromising the operation, maintenance, upgrading and development of the transmission network and in terms of ensuring that activities that are particularly sensitive to the risks associated with transmission lines are not located in close proximity to those lines.**

*Cross Reference  
Rule 12.7.8 &  
Rule 4.7.6A(g)*

Explanation

This policy is consistent with Policies 10 and 11 of the National Policy Statement on Electricity Transmission (NPSET) which came into effect on 10 April 2008.

## 12.5 METHODS OF IMPLEMENTATION

### 12.5.1 Promotion of Guidelines for Signs

In order to maintain and enhance the amenity values of the District particularly within Business or Industrial Resource Areas, Council encourages the use of the following guidelines when erecting signs:

*Cross Reference  
Policy 12.4.4  
Rules in  
Resource Area*

- Signs should be designed and finished in colours that are appropriate to the scale and architecture of the buildings to which they are affixed, and to their adjoining streetscape.
- Signs should not be placed on the decorative forms or mouldings of buildings, dominate facades or conceal windows or architectural features.
- Where possible and practical, signs on adjacent buildings should be coordinated, particularly in regard to alignment.
- Signs should not project above parapet lines or be constructed so as to obscure views of landforms or buildings which contribute to the amenity values of the local environment.

The following questions should be asked:

1. Do you need a sign?
2. Does the sign:
  - Conform to the desired environmental outcomes for the resource area?
  - Complement the character of the landscape?
  - Complement the character and scale of the building, site or area?
  - Rationalise or reduce the number of existing signs?
  - Adversely affect traffic safety?

The following design factors should be considered. These include the:

- Number of existing signs on the site subject to application.
- Placement (ie. visibility).
- Dimensions, scale, shape and colour, including lettering size.
- Materials, construction details (eg means of attachment).
- Purpose of sign (ie. identification, directional, general advertising).
- Concise messages.
- Conflict or confusion with official signs.
- Reflectivity.
- Means of illumination.
- Provision of services, such as electricity, to the sign.
- Durability.
- Maintenance requirements.

#### Reason

*It is not appropriate to be overly restrictive in respect of signs in Business or Industrial Resource Areas. It is recognised, however,*



*that signs can have a significant impact on the cohesiveness and attractiveness of the District's urban areas. It is intended that these guidelines will assist people in maintaining and enhancing the amenity values of the urban areas. The Council will give consideration to preparing a pamphlet on design guidelines for signs in the future.*

#### **12.5.2 Noise – General Responsibilities**

Every occupier of land and every person carrying out an activity on land or water, is required by the Act to adopt the best practicable option to ensure emission of noise from that activity does not exceed a reasonable level.

*Cross Reference  
Policies 12.4.2,  
12.4.3*

Where Council is of the opinion that there is excessive noise in terms of sections 326 and 327 of the Act, Council may exercise the powers available under those sections.

##### Reason

*Section 16 of the Act imposes a duty on people to avoid creating unreasonable noise. It is appropriate to note the provisions of sections 16, 326 and 327 of the Act in the plan to draw attention to all persons' responsibilities in terms of noise generation.*

#### **12.5.3 Classification of the Roothing Network**

Schedule 19.7 identifies the roading classification adopted in the plan. Access standards to public roads will be determined by the classification of roads.

*Cross Reference  
Policy 12.4.1*

##### Reason

*The adoption of a roading classification will assist resource users and the Council in assessing the impact that an activity may have on the safe and efficient operation of the roading network. Road classification also determines the appropriate standard of construction for an access in terms of Rule 12.7.1.*

#### **12.5.4 Electrical Interference**

All resource users are expected to manage and control their activities to ensure that there is no discernible electrical interference with radio, TV, telecommunication signals, or any other electronic equipment.

*Cross Reference  
Policy 12.4.7*

Electrical interference is subject to the Radio Communications Act 1989, the Radio Communications (Radio) Regulations 1993 and the Radio Communications Interference Notice 1993. This legislation is administered by the Communications Division of the Ministry of Commerce and approvals may be required from this body in respect of activities that may generate electrical interference. Where electrical interference is occurring discussion between affected parties, abatement notice procedures (section 322 of the Act) or enforcement order provisions (section 314 of the Act) may be utilised to stop or control adverse effects of the activity.

##### Reason

*Electrical interference with electronic equipment is a nuisance that can be avoided by the use of proper equipment and appropriate maintenance.*

### **12.5.5 Odour and Dust**

*Cross Reference*  
*Policy 12.4.7*

Resource users are expected to manage and control their activities to keep dust generation to a minimum (having regard to the particular operational requirements or characteristics of the activity) and to adopt the best practicable option in respect of odour being discernible beyond the boundaries of the site.

It should be noted that activities that emit odour and dust may require resource consent from the Otago Regional Council. The District Council also has the ability to utilise the abatement (section 322) and enforcement (section 314) provisions of the Act and the provisions of the Health Act where odour is or becomes a nuisance.

Odour and dust emissions may also be subject to control through conditions of resource consents.

#### Reason

*Odour and dust can adversely affect the use and enjoyment of neighbouring properties. Those who create odour or dust should be responsible for avoiding, remedying or mitigating such effects.*

### **12.5.6 External Appearance of Land and Buildings**

*Cross Reference*  
*Policy 12.4.8*

(a) In carrying out any activity permitted under this plan, or by a resource consent granted under this plan, persons are expected to ensure that:

- (i) No structure, sign, excavation, storage of materials, or other works,
- or
- (ii) No land or activity ancillary to the use of the site,

is left without significant physical progress towards completion of the work, or allowed to become dilapidated or be allowed to deteriorate to such a condition that would detract from the visual amenity values of the neighbourhood it is located in or have an adverse effect on the environment. This method will not normally apply to remnants of old cob and stone cottages, ruins, gold workings and heritage artefacts that have heritage landscape values.

Where any building, operation or storage of material does fall into disrepair or is adversely affecting the environment (which includes amenity values) the Council may utilise its powers to issue an abatement notice pursuant to section 322 of the Act which can require a person to cease an activity or do something to remedy the situation.

#### (b) Glare from buildings.

Resource users should ensure that no buildings are constructed, and/or left unfinished, and/or clad in any protective material or cover which could reflect sufficient light to detract from the amenities of the neighbourhood, cause significant discomfort to residents in the locality or detract from traffic safety.

Reason

*The external appearance of buildings and sites can have a significant effect on amenity values but is a difficult area to regulate with rules. This method highlights the issue and identifies it as a matter which may be subject to Council utilising the enforcement provisions of the Act. It should be noted that what is likely to have an adverse effect on the environment may be a matter for the Enforcement Officer to determine. (See section 322 of the Act).*

**12.5.7** Rules

To develop rules to maintain and enhance amenity values and to avoid, remedy or mitigate the adverse effects of activities on the environment.

Cross Reference  
*Policies 12.4.1  
to 12.4.7*

Reason

*A wide range of methods have been considered to address the issues identified in this section including education and guidelines. In some instances the adverse effects of activities are such that some form of direct control is needed. Rules are the appropriate option in these situations as they are the only methods that can be readily enforced.*

## **12.6 PRINCIPAL REASONS FOR ADOPTING OBJECTIVES, POLICIES AND METHODS**

The issues addressed in Section 12 of this plan have implications in respect of the following:

- Safety and efficiency of the roading network.
- Health and wellbeing of people and communities.
- Visual amenity values of the District.
- Environmental quality of communities.

The objectives, policies and methods contained within this section are adopted to ensure that adverse effects on these values are avoided, remedied, or mitigated. They also give clear guidance to resource users as to what is required when undertaking land use activities within the District.

## 12.7 RULES

Note: In considering a resource consent application under rules in this Plan, in the absence of specific policy in this Plan the Council may have regard to other policies related to assessment matters, including relevant policies in the Regional Policy Statement for Otago, and regional plans.

Any activity or development undertaken within the District (excluding those subject to Rules 5.7.1(ii) and 13.7.4) must comply with rules contained in Section 12 as well as the rules that apply to each specific resource area.

### 12.7.1 ACCESS STANDARDS FROM ROADS

*Cross Reference  
Policy 12.4.1*

Access to and from roads is a permitted activity provided it is in accordance with the following standards:

#### (i) Construction and Maintenance

All vehicular accesses from a road shall be designed, constructed and maintained to ensure that:

1. They are able to be used in all weather conditions.
2. They have no adverse impact upon road drainage systems.
3. Stormwater and detritus (including gravel and silt) do not migrate on to the road.
4. They intersect with the property boundary within 15 degrees of a right angle.

Note: Transit New Zealand has control of access to Limited Access Roads that are State highways. Design and construction of access to State highways must be in accordance with Transit New Zealand standards.

#### (ii) Sight distances

Clear visibility along the road in both directions from intersections and vehicular access shall comply with Table 12.1.

**Table 12.1 Sight Distances (Source “Guidelines for Visibility at Driveways “Land Transport Safety Authority - Publication No. 6 and Transit New Zealand Planning Policy Manual Appendix 4B” : [Rounded]). See also Figure 12.1 (page 12:31).**

Minimum Sight Distance from Access/Intersection			
Speed Limit or 85 <sup>th</sup> Percentile Speed	Sight Distance (m) per road classification		
Speed (km/h)	Rural & Urban Local Roads	Rural Collector Road	Rural & Urban State highways and Arterial Roads
50	40	45	110
60	55	65	140
70	85	85	170
80	105	105	200
100	160	160	280

Note: See Schedule 19.7 for Roding Classification

**(iii) Access to Rural State highways and Arterial Roads**

**12.7.1** (cont'd)

In addition to the requirements of (i) and (ii) above design and construction of access to rural State highways and arterial roads shall comply with the following standards:

*See Schedule  
19.7*

- (a) The access shall be sealed to the same standard as the adjacent road carriageway.
- (b) Where the speed limit is 100 kph, spacing between accesses shall be not less than 200 metres (regardless of the side of road on which they are located), and no vehicle access shall be constructed within 100 metres of road intersections AND spacing between intersections (ie road intersections) shall be not less than 800 metres.
- (c) Except as provided for in (d) below, width of vehicular access ways at the property boundary are to be no greater than 6 metres.
- (d) Heavy vehicular accesses shall be designed and constructed to:
  - i) A minimum width of nine metres.
  - ii) Carry the volume and weight of traffic likely to use the access.
  - iii) Ensure heavy vehicles do not have to cross the road centre line when making a left turn.
  - iv) Ensure the surface is constructed to the same standard as the adjacent road carriageway.
  - v) Have sufficient width to accommodate the swept path of the largest vehicle anticipated to use it.
- (e) Driveways shall not be parallel to and level with roads within 20 metres of the road reserve.
- (f) Figures 12.2 and 12.3 on pages 12:32 and 12:33 establish the minimum design standards for access determined by activity type.
- (g) Access to State highways shall be to Transit New Zealand design specifications.

**(iv) Access to Rural Collector Roads**

*See Schedule  
19.7*

In addition to the requirements of (i) and (ii) above, the design and construction of access to rural collector roads shall comply with the following standards:

- (a) Access for residential activities shall conform with the standards set out in Figure 12.4 on page 12:34.
- (b) Access for non-residential activities shall conform with the standards set out in Figure 12.5 on page 12:34.
- (c) Access distance from any road intersection for activities that attract a low level of vehicles (30 or less vehicle movements equivalent per day) shall be not less than 30 metres.
- (d) Access distance from any road intersection for activities that attract a high level of vehicles (more than 30 vehicle movements equivalent per day) shall be not less than 60 metres.

**(v) Access to Rural Local Roads**

In addition to the requirements of (i) and (ii) above, design and construction of access to rural local roads shall comply with the following:

- (a) Access distance from any road intersection for activities that attract a low level of traffic (30 or less vehicle movements equivalent per day) shall be not less than 30 metres.
- (b) Access distance from any road intersection for activities that attract a high level of traffic (more than 30 vehicle movements equivalent per day) shall be not less than 60 metres.

**12.7.1(v)**  
*(cont'd)*

**(vi) Access to Urban State highways and Urban Arterial Roads**

*See Schedule  
19.7*

In addition to the requirements of (i) and (ii) above, design and construction of access to urban State highways and urban arterial roads shall comply with the following standards:

- (a) The access shall be sealed to the same standard as the adjacent road carriageway.
- (b) The vehicle crossing shall intersect with the road reserve boundary at an angle between 45 degrees and 90 degrees.
- (c) For activities that attract a low level of vehicles (30 or less vehicle movements equivalent per day) the width of the crossing measured at the property boundary shall not be greater than 3.5 metres.
- (d) For activities that attract a high level of vehicles (more than 30 vehicle movements equivalent per day) the width of the crossing measured at the property boundary shall be as follows:
- between 3.5 and 6.0 for a one way operation or
  - between 6.0 and 9.0 metres for a two way operation.
- (e) No access for residential activities shall be constructed within 7.5 metres of the road reserve boundary of a road intersection.
- (f) Access shall be constructed in accordance with the standards set out in Figure 12.6 on page 12:35.

**(vii) Access to Urban Local Roads**

In addition to the requirements of (i) and (ii) above, design and construction of access to urban local roads shall comply with the following:

- (a) The access shall be sealed where the adjacent road carriageway is sealed.
- (b) The access distance from any intersection with an urban State highway or arterial roads shall be not less than a minimum of 15 metres.

**(viii) Breach of Standards**

Any activity that does not comply with the standards stated in Rule 12.7.1(i)-(vii) shall be considered as a discretionary (restricted) activity.

Council shall restrict the exercise of discretion to the safe and efficient operation of the affected road, having regard to:

- (a) The intensity and duration of the activity.
- (b) The classification and use of the road.

Unless Council determines otherwise on the basis of safety concerns, written consent of affected parties need not be received and applications may not be notified. However, where the activity affects a State highway, Transit New Zealand's written approval will be required in order for an application to not be notified.

Reason

*Development alongside of the roading network may reduce the safety and efficiency levels of the road. Performance standards have been developed by Transit NZ and the Land Transport Safety Authority to ensure safety and efficiency levels are not compromised. These standards have been used as the basis for control, although in some instances they have been modified to suit local conditions. Refer to “Planning for a Safe and Efficient State Highway Network Under the Resource Management Act 1991” Transit NZ, 1994.*

**12.7.1(vii)**  
(cont'd)

**12.7.2 PARKING**

- (i) Every activity shall make sufficient provision for vehicular parking in accordance with Table 12.3 (page 12:30) and the minimum dimensions stated in Figures 12.7 and 12.8 on pages 12:36 and 12:37 other than on roads provided that in the Business Resource Area no on-site parking is required except where the gross floor area of any building is 300m<sup>2</sup> or more. Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any parking space to depart the site.
- (ii) Construction of parking areas to accommodate in excess of 3 carspaces including vehicle access and turning spaces, shall be constructed in accordance with the following standards;
- (a) Parking areas shall be formed and sealed or otherwise constructed, so as not to create a dust nuisance or permit vehicles to carry deleterious materials such as mud, stone, chip or gravel onto the road or footpath.
- (b) Stormwater originating from the parking areas shall be disposed of to an approved outfall either within the confines of the site or by pipe (of adequate diameter given the size of the parking area), to a road channel or stormwater drain.
- (c) Traffic safety is to be ensured by:
1. Vehicles using the parking area being prevented from entering or leaving the site except by the vehicle access and crossing provided.
  2. The parking area and turning spaces shall be laid out with sufficient manoeuvring space so that access can be obtained to the required parking space without the necessity for reversing onto or off the site.
  3. Any part of the parking area which cannot be used for the parking shall be landscaped.
- (d) Privacy of neighbours is to be protected by ensuring that where the parking area adjoins a residential property, a solid fence, no less than 1.5 metres in height, shall be erected and maintained by the developing owner provided that the height of the fence shall be reduced at access points to enable adequate visibility on adjoining roads.

Cross Reference  
*Policy 12.4.1*



- (e) Queuing space is to be provided within the site for vehicles entering or leaving a private or public carpark on the following basis:
  - 1. No less than 6 metres length in both directions for carparks of 20-100 car capacity.
  - 2. No less than 15 metres length in both directions for carparks of greater than 100 car capacity.
- (f) Any lighting associated with the parking area shall be directed to avoid adverse effects on adjoining properties or roads.
- (g) All areas of carparking in excess of 100m<sup>2</sup> shall provide a strip of not less than 1.5 metres in width adjacent to any boundary that is not built up to except where a solid fence has been erected.
- (h) The strip referred to in (g) shall not be paved and shall create the opportunity for landscaping to provide visual enhancement or screening. Landscaping shall not impede traffic visibility and shall be maintained in a healthy and tidy condition at all times.

**12.7.2(ii)**  
(cont'd)

**(iii) Breach of Standard**

Any activity that does not comply with the standards stated in Rules 12.7.2(i) and (ii), and Table 12.3, will be considered as a discretionary (restricted) activity.

Council shall restrict the exercise of its discretion to the effect on the adjoining roading network, the effect on any heritage values of the site, or the area, and the amenity values of the neighbourhood.

In granting any resource consent Council may require a cash contribution in lieu of the provision for vehicular parking which will be determined on the basis of the actual cost of developing the required amount of parking required by Table 12.3 (including the cost of purchasing the land).

Reason

*Large scale developments tend to attract a high number of visitors and/or employ a large number of people thereby increasing pressure on parking in the neighbourhood. To reduce the impact on the safety and efficiency of the roading network, off-street parking facilities of an appropriate standard are required.*

**12.7.3 LOADING AND MANOEUVRING**

*Cross Reference  
Policy 12.4.1*

**(i) Servicing Activities**

Where the loading and unloading of goods is an integral part of an activity, loading facilities are to be provided.

All such loading areas shall be so located that no vehicle or machinery engaged in any loading or unloading operation shall stand on or be required to manoeuvre on any part of the formed road or cause vehicles to reverse onto State highways or any other road nominated in the rules that apply to a particular Resource Area.

Design shall be appropriate to the type of vehicles that have occasion to visit the site.

(ii) **Breach of Standard**

12.7.3 (cont'd)

Any activity that does not comply with the standards stated in Rule 12.7.3(i) will be considered as a discretionary (restricted) activity.

Council shall restrict the exercise of its discretion to:

- (a) The safe and efficient operation of the adjoining road having regard to:
  - 1. The configuration of the site.
  - 2. The size and intensity of the activity.
  - 3. The classification of the road and the use of the road.
- (b) The effect on amenity values of adjoining properties.

Any application for resource consent under this rule shall generally be considered without notification or the written consent of affected people, provided that where a State highway is affected the written approval of Transit New Zealand is required.

Reason

*The loading and manoeuvring of vehicles can have a major impact on the safety and efficiency of the roading network, and it is therefore imperative that loading activities are controlled on busy and important roads.*

12.7.4 **NOISE**

(i) **Measurement and Assessment of Noise**

Except where expressly provided elsewhere in this Plan, noise shall be measured in accordance with the provisions of NZS 6801:1991 *Measurement of Sound* and assessed in accordance with the provisions of NZS 6802:1991 *Assessment of Environmental Sound*. For the purposes of this Plan the following additional provisions shall limit the application of NZS 6802:1991.

- (a) Adjustments for special audible characteristics, if present, as provided for in clause 4.3 and 4.4 of the Standard, shall apply and will have the effect of imposing a numerical noise limit 5 dB more stringent than those L<sub>10</sub> numerical limits stated in the plan.
- (b) Where measured noise levels are averaged as provided for in Clause 4.5 of the Standard, the L<sub>10</sub> value shall be determined by an energy average (inverse logarithmic mean) of any four L<sub>10</sub> measurement sample time intervals on the same day. Sample time intervals must include the sound of interest. The total measurement period should be representative of any variations in the character and range of sound levels for the noise of interest during any period of concern. Such a period may relate to a specific time of day when a noise is alleged to be a problem, or to a particular type of noise source. The total time interval over which measurements for the purpose of determining an average sound level are made shall not exceed four consecutive hours in any 24 hour period including night-time.

Cross Reference  
Policies 12.4.2,  
12.4.3

- (c) Measurement time intervals as provided for in Clause 5.1 of the Standard shall be limited to 10-15 minutes excluding pause times. For steady noise received at a particular location, a period of two hours will usually be adequate if compliance monitoring is the purpose. Where the noise of interest is cyclic or occurs for time intervals less than 15 minutes in duration, the sample intervals may be less than 10-15 minutes excluding pause times and an average level shall be determined by the method described in (b) but at least ten events should be measured.

**12.7.4(i)**  
(cont'd)

Reason

*Recognised noise assessment and measurement techniques are to be used to ensure that consistency and certainty is achieved.*

**(ii) Construction Noise**

Construction noise within the district which is ancillary to the principal use of the site shall not exceed the recommended limits in and shall be measured and assessed in accordance with the provisions of NZS 6803P:1984 *The Measurement and Assessment of Noise from Construction, Maintenance, and Demolition Work*. Discretionary adjustments provided in Clause 6.1 shall be mandatory within the district.

Construction noise is permitted to occur only between the hours of 7:00am and 6:00pm within an urban area (as defined on page 18:11).

Any activity that does not comply with this rule shall be considered as a discretionary (restricted) activity. Council shall restrict the exercise of its discretion to the effect on the amenity values of the neighbourhood.

Reason

*Construction site noise is often thought of as only a temporary inconvenience although major developments may take several years. Council considers that existing New Zealand Standards are adequate to control this activity. The abatement procedures for excessive noise are available where such noise creates a significant environmental problem.*

**(iii) Exemptions**

Noise limits in any part of the plan shall not apply:

- (i) In any area to activities of a limited duration necessary for the production (but not processing) of primary products.
- (ii) In any part of the district where the noise source is a warning device used by emergency services.
- (iii) In any Residential Resource Area to activities of a normal domestic nature including recreational activities, such as sporting events, that do not involve powered motorsport, powered aviation, gunfire or amplified music.

- (iv) Where a carnival, show, display, field-day or exhibition with a duration less than five days occurs no more than four times in any period of a year.
- (v) To other temporary activities.
- (vi) To temporary military training activities provided the following rules are complied with:
  - (a) Temporary military training activity shall be conducted so as to ensure the following noise limits in Table 12.1A below are not exceeded at any point within the notional boundary of any dwelling, residential institution, or educational facility within the district.

**12.7.4(iii)**  
(cont'd)

**Table 12.1A Noise Limits for Temporary Military Training Activities**

Time on any day	L <sub>eq</sub> (15 min) dBA	L <sub>max</sub> dBA
0600-0730	60	70
0730-1800	75	90
1800-2000	70	85
2000-0600 the following day	55	75

- (b) Provided the limits for impulsive noise arising from any use of explosives ammunition, or pyrotechnics at any time, shall not exceed 122 dBC (peak).
  - (c) Provided also that the above noise limits shall not apply on up to two occasions in any period of 12 months where any exhibition or demonstration of military activities is open to the public and held between the hours of 10.00 am and 5.00 pm.
- (iv) **Blasting**
- (a) Vibration from any site due to blasting shall not exceed a peak particle velocity of 5mm/sec measured in the frequency range 3-12 Hz measured at any point within the notional boundary of any dwelling, residential institution or educational facility.
  - (b) Airblast overpressure from blasting on any land or in water shall not exceed a peak sound pressure level of 115 dBC measured at any point within the notional boundary of any dwelling, residential institution or educational facility.

**Reason**

*Noise associated with temporary activities such as demolition or construction activities, carnivals, or shows are considered a short term phenomenon. While noise associated with these activities can sometimes be reasonably loud, it is generally sporadic and of short duration. Because of the short term nature of temporary activities, Council considers it overly restrictive to require applications for resource consent where the noise standards of the Resource Areas are not met. Furthermore, these activities are often conducted for the benefit of the community.*

*Council also notes section 16 of the Act which imposes a general duty on people to avoid creating unreasonable levels of noise.*

**12.7.4(iv)**  
(cont'd)

## **12.7.5 SIGNS**

*Cross Reference  
Policies 12.4.4 to  
12.4.6*

### **(i) Permitted Signs Throughout the District**

The following signs are a permitted activity throughout the District, and are not subject to Rule 12.7.5(v) (Standards and Conditions).

- (a) A sign not exceeding 1.1m<sup>2</sup> in area advertising the disposal of an individual allotment of land or premises on which it is located.
- (b) A sign not exceeding 3m<sup>2</sup> in area erected on a construction site for which a building consent has been issued or for a property development involving the sale of several allotments or premises. No such sign shall be displayed for a period exceeding the duration of the construction or sale period, and shall include only details of the project and the names of parties connected therewith.
- (c) Any sign erected to direct, control or warn traffic with its dimensions specified by Regulations, or any sign not exceeding 0.5m<sup>2</sup> in area serving to denote the name of the street, the number or name of the premises, or indicating the location or timetable or other details of any public utility or facility.
- (d) Any sign erected to display public safety information or to warn the public of the existence of a hazard provided the sign is no larger than is necessary to adequately convey such information.
- (e) A sign not exceeding 2m<sup>2</sup> in area erected on land held or managed under the Conservation Act 1987 or any of the Acts referred in the First Schedule of that Act which provides information about the land upon which it is erected.
- (f) A sign advising of forthcoming cultural, religious, educational, sporting events or other temporary activities provided such signs:
  - 1. Are not erected earlier than 3 months before the event.
  - 2. Do not exceed 3m<sup>2</sup> in area.
  - 3. Are not located on road reserve without the written consent of the Chief Executive.
  - 4. Are removed within 7 days of the event finishing.
- (g) Any finger board type sign or information sign of an interpretive and public information nature not exceeding an area of 0.5m<sup>2</sup> where such finger board type sign serves to direct traffic to activities and attractions of interest to residents and visitors. Such finger board signs are to be located within the legal road and shall be subject to approval of the agency responsible for the road.
- (h) A sign displayed for electioneering purposes provided such signs:
  - 1. Are not erected earlier than 2 months before polling day.
  - 2. Do not exceed 3m<sup>2</sup> in area.

3. Are not located on road reserve without the written consent of the Chief Executive.
4. Are removed by the close of the day before polling day.
5. Have spacing between any lines of text of not less than 50mm.

**12.7.5(i)**

(cont'd)

Note: The erection of any sign on any part of a State highway is subject to a Transit New Zealand Bylaw outside 50 km per hour speed restricted areas.

Reason

*Temporary signs advertising the sale of property or a construction site can only serve their purpose if located on the property to which they relate. A restriction on the size of such signs will mitigate any adverse effects arising from their erection. Signs directing traffic, identifying public facilities or providing information on hazards are considered essential for public information purposes.*

**(ii) “Welcome” Signs**

A “Welcome To” or tourist information sign is a discretionary (restricted) activity throughout the District.

Council shall restrict the exercise of its discretion to the design, location and size of signs.

Written consent of affected persons and notification of the application will generally not be required.

Reason

*The above signs have been given “discretionary (restricted) activity” status to enable Council to have control over the location, design and size of such signs. Notification will only be required where it is appropriate to have public input.*

**(iii) Hoardings**

A hoarding (as defined on page 18:5) is a non-complying activity throughout the District.

Reason

*Such signs are erected for purely commercial brand awareness reasons and do not relate to the site to which they are attached. These signs can greatly detract from amenity values.*

**(iv) Signs on Vehicles**

No sign shall be placed or affixed to a vehicle and/or trailer which is parked on private or public property (including a road) where the apparent purpose is to advertise a product, service or activity or direct people to a business or activity on a nearby property.

Note: This does not restrict signs placed on or affixed to vehicles such as lettering where the sign is incidental to the primary use of the vehicle.

Any sign that breaches this rule is a non-complying activity.

(v) **Standards and Conditions**

12.7.5(v)

(a) **Message Clarity**

The message on all signs must be clear, concise and of a clear lettering style. Clarity of the sign message is directly related to the speed limit of the adjacent road.

Table 12.2 is derived from Transit NZ guidelines with respect to acceptable lettering sizes in relation to speed limits.

**Table 12.2 Minimum Lettering Sizes**  
**Lettering Height (mm)**

Regulatory Speed Limit Km/h	Lettering Size
<70	120mm
>70	160mm

(b) **Similarity to Traffic Signs**

Signs shall not be designed so as to imitate the colour and shape of recognised traffic signs.

*Reason*

*Signs coloured and shaped similar to standard traffic control warning signs can create confusion and therefore danger on the road.*

(c) **Signs Affecting Traffic Safety**

Signs shall not be located where they are likely to distract drivers in a situation where road conditions demand full and uninterrupted driver concentration and in particular:

1. They shall not be located where they may obstruct driver visibility, along the road, intersections or accesses.
2. They shall be located approximately at a right angle to the road.
3. They shall be as close as practicable to the access point of the land to which the sign relates.

*Reason*

*Signs can have a significant impact on traffic safety.*

**12.7.6 LIGHTSPILL**

*Cross Reference*  
*Policy 12.4.7*

(i) **Lightspill Standard**

No activities shall result in greater than 10 lux spill (horizontal and vertical) of light onto any adjoining property or road, measured at the boundary of a road or the notional boundary of a neighbouring property, provided that this rule shall not apply to headlights of moving vehicles or vehicles that are stationary for less than 5 minutes or to street lighting.

The amount of light that may be spilled onto a neighbouring property may be increased by not more than 100%, in cases where the activity on that neighbouring property is not residential.

Note: The “notional boundary” in respect of a residential activity means the line 20 metres from the façade of the building or the legal boundary of the site on which the building is located where the boundary is closer to the building than 20 metres.

## 12.7.6(i)

(cont'd)

### (ii) **Breach of Standard**

Any activity which does not comply with this rule shall be a discretionary (restricted) activity.

Council shall restrict the exercise of its discretion to the effects on amenity values of the neighbourhood and the safe and efficient operation of adjoining roads.

Reason

*Lightspill from external lighting can be a nuisance and can be avoided by careful siting and design of lighting fixtures.*

## 12.7.7 **BUILDING LINE RESTRICTIONS**

- (i) No building shall be erected within any building line restriction shown on the planning maps between the building line and the feature to which it relates.

### (ii) **Breach of Standard**

Any activity which does not comply with this rule shall be a discretionary restricted activity.

Council shall restrict the exercise of its discretion to the following matters:

1. The effect on the natural character of water bodies and their margins.
2. The effect on amenity values of the neighbourhood in particular the character of the streetscape.
3. The effect on the safe and efficient operation of the roading network.
4. The effect on infrastructure.
5. The effect on the safety of neighbours.
6. The effects of noise from the operation of the roading network and compliance with AS/NZS 2107:2000.

Reason

*Building line restrictions are a useful technique to protect amenity values and the safe and efficient operation of certain roads. They are also useful to avoid the effects of natural hazards on the built environment. The area subject to restriction is shown as ‘BLR’ on the planning maps.*

*Cross Reference  
Policy 12.4.1  
Resource Area  
Policies; Rule  
13.7.15(i) –  
(Oxidation ponds  
or sewerage  
treatment  
facilities)*



## 12.7.8 TRANSMISSION LINES

*Cross Reference  
Policy 12.4.10*

- (i) No building shall be erected within 12 metres from the centreline and 12 metres from the outer edge of the support structure of a high voltage transmission line that is part of the transmission network and is designed to operate at or over 110kV provided that this rule does not apply to:
1. Buildings and structures less than 2.5m high and 10m<sup>2</sup> in area which are at least 12 metres from the outer edge of the support structure of a high voltage transmission line and comply with NZECP 34:2001.
  2. Network utilities and power generation facilities that connect to the transmission network.
  3. Fences which comply with NZECP 34:2001.
  4. Stock yards, silage storage and irrigation structures which are at least 12 metres from the outer edge of the support structure of a high voltage transmission line and comply with NZECP 34:2001.
  5. Buildings and structures and alterations to buildings and structures that are located in the Rural Resource Area and which are associated with primary production (excluding milking shed buildings, intensive farming buildings other than wintering barns and/or buildings for the rearing of calves, and buildings that accommodate a Retail Activity – Rural Selling Place, Retail Activity – Winery (Off Licence), Retail Activity - Winery or Retail Activity) and which are at least 12 metres from the outer edge of the support structure of a high voltage transmission line and comply with NZECP 34:2001 for minimum distance beneath conductors.

Wintering barns shall have all of the following characteristics in order to be exempt from this rule:

- No more than 3 workers shall be engaged in the activity;
- Used only during the period 15 April – 15 August;
- The capacity for the cows to leave the building in the event that work on the transmission network is required; and
- Used only to house dry milking stock.

Buildings for the rearing of calves shall have the following characteristic in order to be exempt from this rule:

- The capacity for the calves to leave the building in the event that work on the transmission network is required.

6. Crop support structures and artificial crop protection structures (including any connected support cables or wires) that:
  - a) comply with NZECP 34:2001 for minimum distance beneath conductors; and
  - b) are at least 12 metres from the outer edge of the support structure of a high voltage transmission line that is a tower (pylon) except where the written consent of the high voltage transmission line owner has been given in

- accordance with clause 2.4.1 of NZECP 34:2001; or
- c) are at least 8 metres from the outer edge of the support structure of a high voltage transmission line that is a pole and:
- (i) are no more than 2.5 metres high; and
  - (ii) are removable or temporary, to allow a clear working space 12 metres from the pole when necessary for maintenance purposes; and
  - (iii) allow all weather access to the pole and a sufficient area for maintenance equipment, including a crane;
- except where the written consent of the high voltage transmission line owner has been given in accordance with clause 2.4.1 of NZECP 34:2001.

7. Alterations and extensions to existing buildings where the alteration or extension does not occur closer to the centreline and outer edge of the support structure of a high voltage transmission line either horizontally or vertically from the existing building.

Any activity that does not comply with this rule is a non-complying activity.

*Note:* Large buildings in the vicinity of a transmission line must be appropriately earthed in order to manage electrical risks.

- (ii) Notwithstanding Rule 12.7.8(i) no building or alteration and extension to an existing building located to the south of the existing Akarua Winery complex on Lot 14 DP 25773 shall be erected within 12 metres from the centreline and 12 metres from the outer edge of the support structure of a high voltage line that is part of the transmission network and is designed to operate at or over 110kV.

Any activity that does not comply with this rule is a discretionary activity.

Any application for resource consent under Rule 12.7.8(ii) may be considered on a non-notified basis, subject to the provisions of sections 95A and 95B of the Resource Management Act 1991 where the written approval of Transpower New Zealand Limited is provided.

- (iii) No residential building, educational facility, resthome or hospital shall be erected or located within 12 metres from the centreline and 12 metres from the outer edge of the support structure of a high voltage transmission line that is part of the transmission network and is designed to operate at or over 110kV provided that this rule does not apply to:

1. Buildings and structures less than 2.5m high and 10m<sup>2</sup> in area which are at least 12 metres from the outer edge of the support structure of a high voltage transmission line and comply with NZECP 34:2001.
2. Fences which comply with NZECP 34:2001.

Any activity that does not comply with this rule is a non-complying activity.

- (iv) Any earthworks within 12 metres from the centreline and 12 metres from the outer edge of the support structure of a high voltage transmission line that is part of the transmission network and is designed to operate at or over 110kV shall comply with the following standards:
- a) Earthworks within 2.2m of a pole support structure or stay wire shall not be greater than 300mm in depth.
  - b) Earthworks between 2.2m and 5m of a pole support structure or stay wire shall not be greater than 750mm in depth.
  - c) Earthworks within 6m of the outer edge of the visible foundation of a tower support structure shall not be greater than 300mm in depth.
  - d) Earthworks between 6m and 12m of the outer edge of the visible foundation of a tower support structure shall not be greater than 3m in depth.
  - e) Earthworks shall not create an unstable batter that will affect a transmission support structure.
  - f) Earthworks shall not result in a reduction of the existing conductor clearance distance above the ground as required in NZECP 34:2001.

Provided that:

- The earthworks standards in Rule 12.7.8(iv)(a) and (b) do not apply to vertical holes, not exceeding 500mm in diameter, beyond 1.5m from a pole support structure or stay wire.
- The earthworks standards in Rule 12.7.8(iv) do not apply to earthworks that satisfy e) and f) above and that are undertaken as part of cultivation or routine disturbance of soil being part of grazing, cropping, orcharding and viticulture operations; maintenance of drains and in-ground irrigation infrastructure including irrigation races; other network utilities and power generation facilities; and the repair, sealing, or resealing of an existing road, farm track, driveway or footpath.

Any activity that does not comply with this rule is a discretionary (restricted) activity. Council shall restrict the exercise of its discretion to the following matters:

1. Any effects in terms of the structural integrity of the transmission line;
2. Height, area and location of earthworks, including temporary activities such as stockpiles;
3. Site reinstatement;
4. The use of mobile machinery near the transmission line which may put the line at risk;
5. Compliance with NZECP 34:2001;
6. The risk of electrical hazards affecting public or individual safety; and
7. The outcome of any consultation with the transmission line

owner.

Any application for resource consent for a discretionary (restricted) activity under Rule 12.7.8(iv) is likely, subject to the provisions of sections 95A and 95B of the Resource Management Act 1991, to generally be considered without notification and Transpower New Zealand Limited is likely to be the only party considered affected.

- (v) No subdivision shall occur within 32 metres from the centreline and 32 metres from the outer edge of the support structure of a high voltage transmission line that is part of the transmission network and is designed to operate at or over 110kV.

Any activity that does not comply with this rule is a discretionary (restricted) activity. Council shall restrict the exercise of its discretion to the following matters:

1. The extent to which the subdivision design avoids, remedies or mitigates conflicts with the transmission line, for example through the location and design of roads, reserves and landscaping;
2. Capability of the allotment to accommodate a building platform which complies with Rules 12.7.8(i), (ii) and (iii) and earthworks that comply with Rule 12.7.8(iv).
3. The ability to maintain and inspect the transmission line, including ensuring access;
4. The extent to which the design and development of the subdivision will minimise the risk of injury and/or property damage from the transmission line;
5. Compliance with NZECP 34:2001, and
6. The outcome of any consultation with the transmission line owner.

Any application for resource consent for a discretionary (restricted) activity under Rule 12.7.8(v) is likely, subject to the provisions of sections 95A and 95B of the Resource Management Act 1991, to generally be considered without notification and Transpower New Zealand Limited is likely to be the only party considered affected.

*Note: The status of a subdivision is also determined by the rules that apply to subdivision in the context of the Resource Area concerned.*

Reason

*The separation distances provided for in Rule 12.7.8 are to avoid reverse sensitivity, to avoid compromising the operation, maintenance, upgrading and development of the transmission network and to avoid risk to people. Interested persons are also advised that:*

- *High Voltage Transmission Lines that are part of the transmission network are identified on the planning maps.*
- *Works in close proximity to any electricity line can be dangerous. Compliance with the New Zealand Electrical Code of Practice 34:2001 (NZECP 34:2001) is mandatory for all buildings, earthworks and mobile plant within close proximity to all electric lines.*

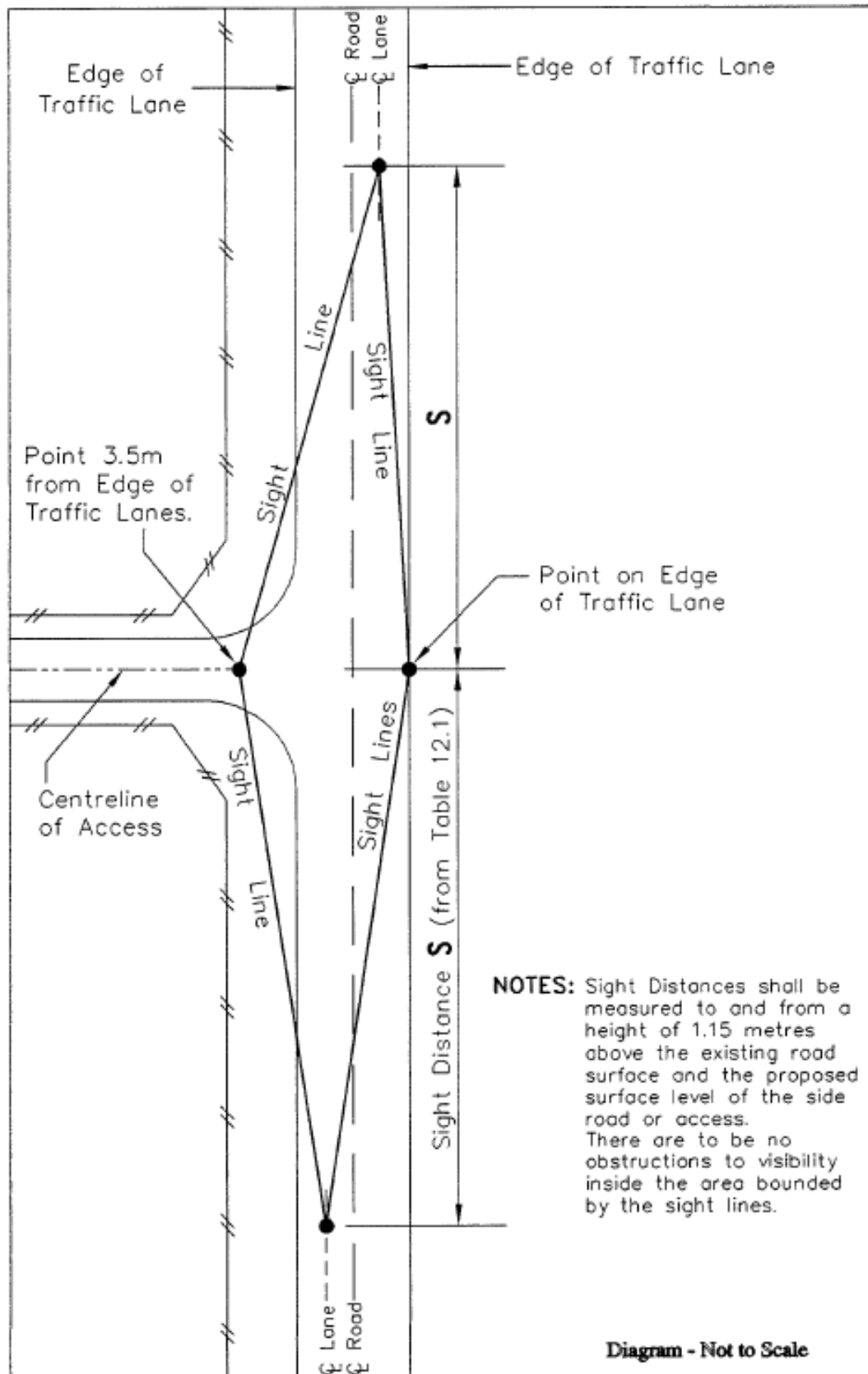
- *Vegetation to be planted within the high voltage transmission corridors should be selected and/or managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003. To discuss works, including tree planting, near any electrical line, interested persons are advised to contact the line operator.*

## TABLE 12.3 - VEHICLE PARKING REQUIREMENTS

(Rule 12.7.2 page 12:16)

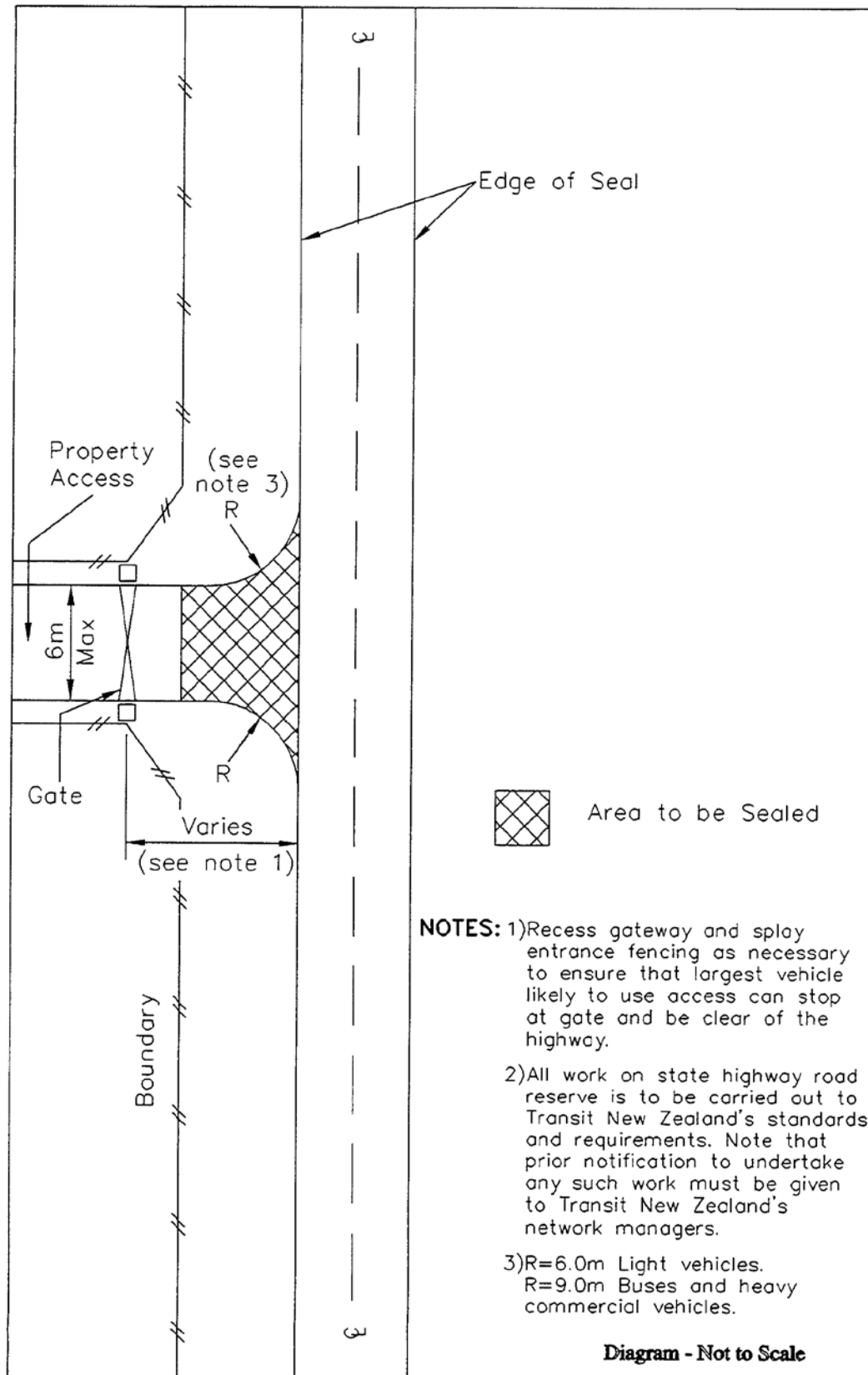
<u>ACTIVITY OR USE OF LAND OR BUILDING</u>	<u>SPACES REQUIRED</u>
<b><u>RESIDENTIAL</u></b>	
Dwelling	1 per unit
Home Occupation	1 space in addition to the requirement for a household unit
<b><u>COMMERCIAL - INDUSTRIAL</u></b>	
Travellers Accommodation & Homestay	1 per bedroom or 1 per 4 occupants whichever is the greater
Shops	1 per 30m <sup>2</sup> gross floor area
Supermarket	1 per 20m <sup>2</sup> gross floor area
Service Stations	1 per 40m <sup>2</sup> gross floor area excluding canopies over petrol pumps
Restaurant and Taverns	1 per 10m <sup>2</sup> of net public floor space or 1 space per 4 seats whichever is the greater
Outdoor Display Area	1 per 100m <sup>2</sup> gross display area
Vehicle Showrooms	1 per 100m <sup>2</sup> gross floor area
Offices	1 per 100m <sup>2</sup> gross floor area
Industrial Premises and Warehouses	1 per 100m <sup>2</sup> gross floor area or 1 per 2 staff members whichever is the greater
Industrial storage, internal or external except warehouses	1 per 100m <sup>2</sup> gross floor area
<b><u>EDUCATIONAL</u></b>	
Childcare facility, Primary and primary age roll for Area Schools	1 for every staff member
Secondary School and secondary age roll for Area Schools	1 for every staff member plus 1 for every 10 students over the age of 15 years
<b><u>HEALTH</u></b>	
Health care facilities	2 spaces per professional plus 1 per 2 other staff members
<b><u>COMMUNITY/RECREATION</u></b>	
Places of Public or Private Assembly	1 per 10m <sup>2</sup> of net public floor area or 1 per 10 seats
Sports Fields	15 spaces per hectare
Emergency Service Activities	1 per 100m <sup>2</sup> gross floor area
<b><u>RURAL</u></b>	
Residential	1 per dwelling

**Figure 12.1 – Sight Distance Measurement**



Source : Addendum to Part III- "Planning For a Safe and Efficient State Highway Network Under the Resource Management Act 1991" - Transit New Zealand, 13 November 1996.

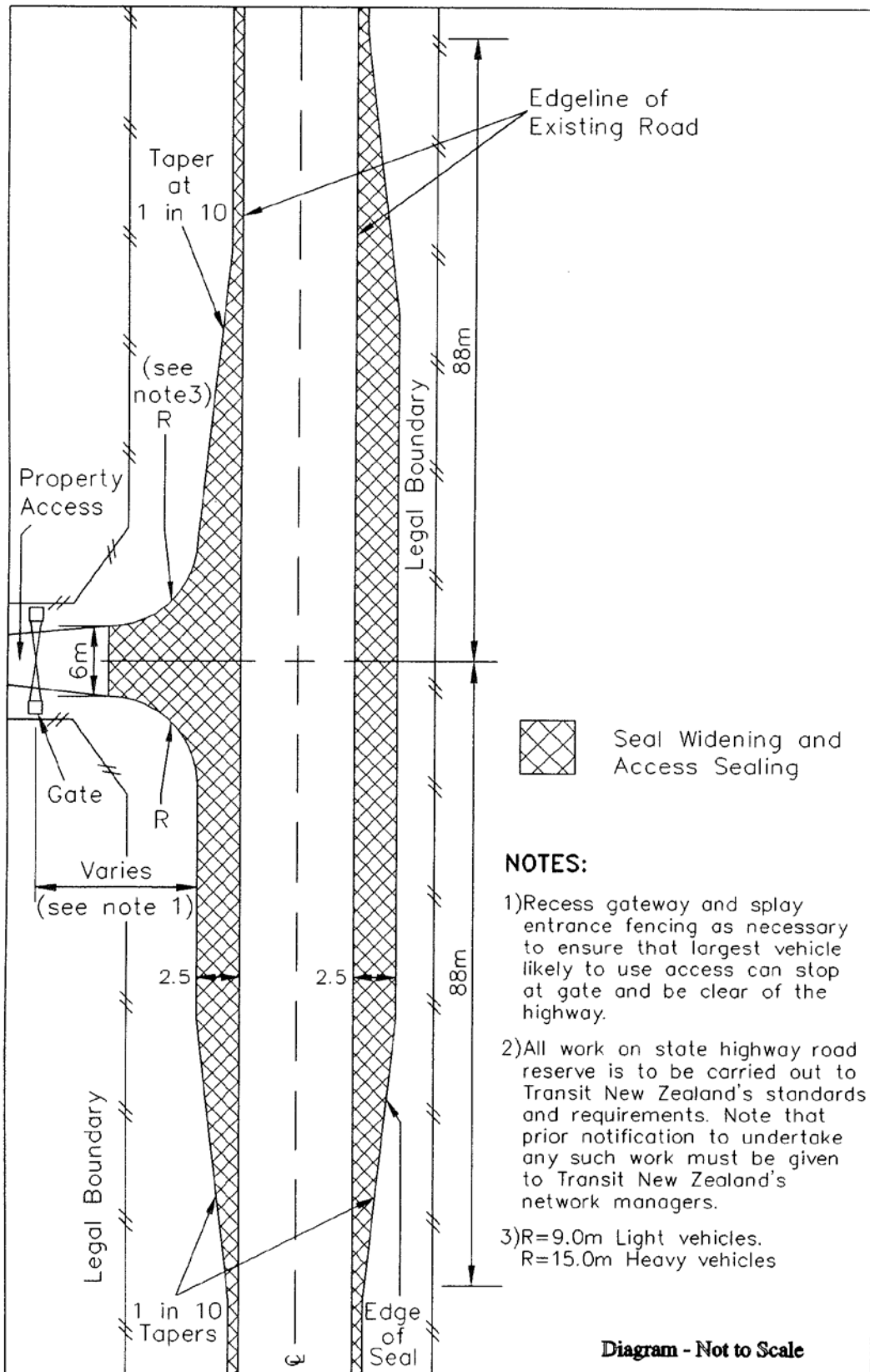
**Figure 12.2 – Access Standard, Low Traffic Generation**



Source : Addendum to Part III- "Planning For a Safe and Efficient State Highway Network Under the Resource Management Act 1991" - Transit New Zealand, 3 March 1997.

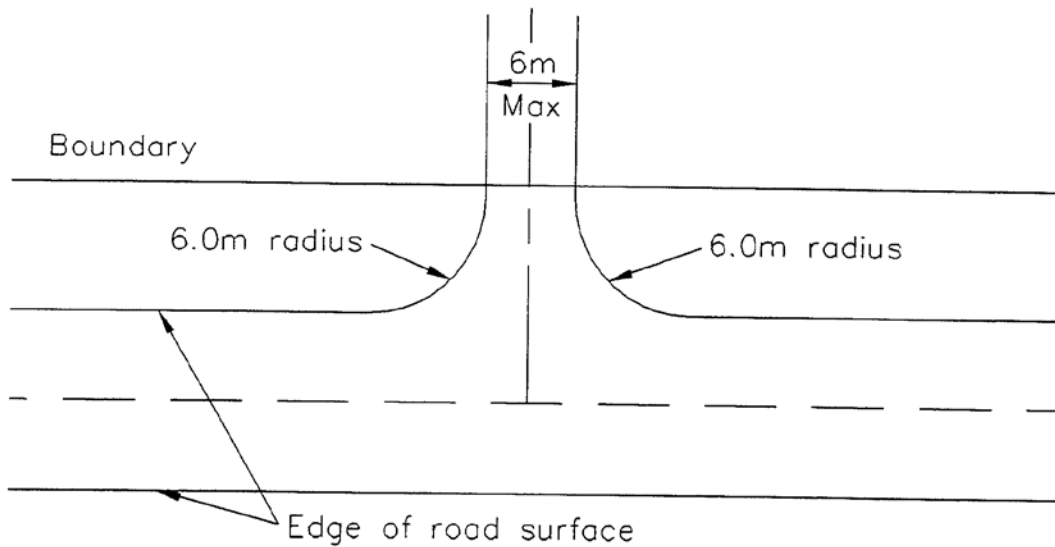


**Figure 12.3 – Access Standard, High Traffic Generation**



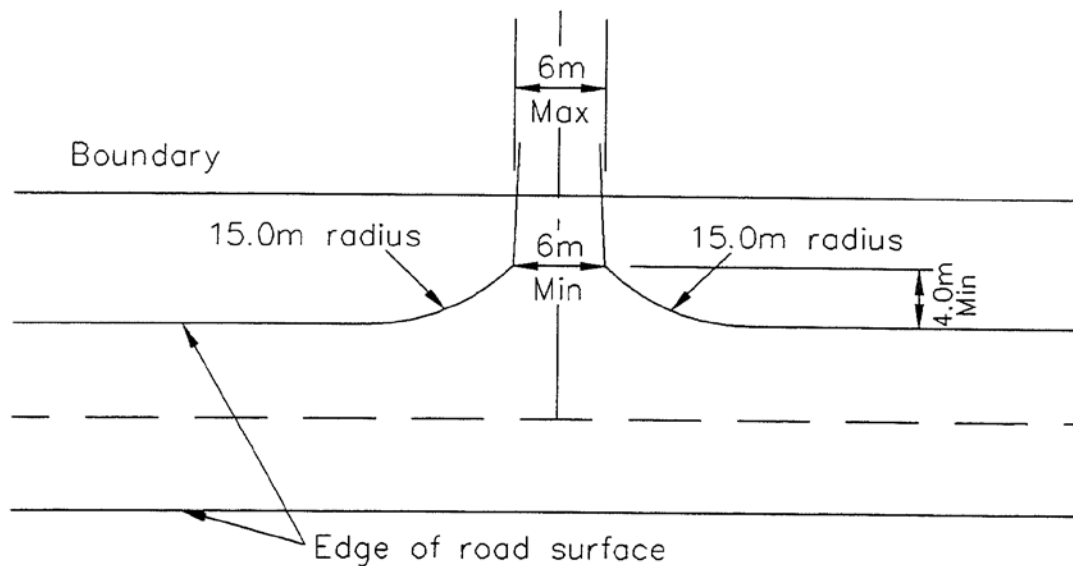
Source : Addendum to Part III - "Planning For a Safe and Efficient State Highway Network Under the Resource Management Act 1991" - Transit New Zealand, 13 November 1996.

**Figure 12.4 - Residential Access to Rural Collector Roads (see Schedule 19.7)**



Access layout for Residential activities including  
DWELLINGS, RURAL RESIDENTIAL BLOCKS.

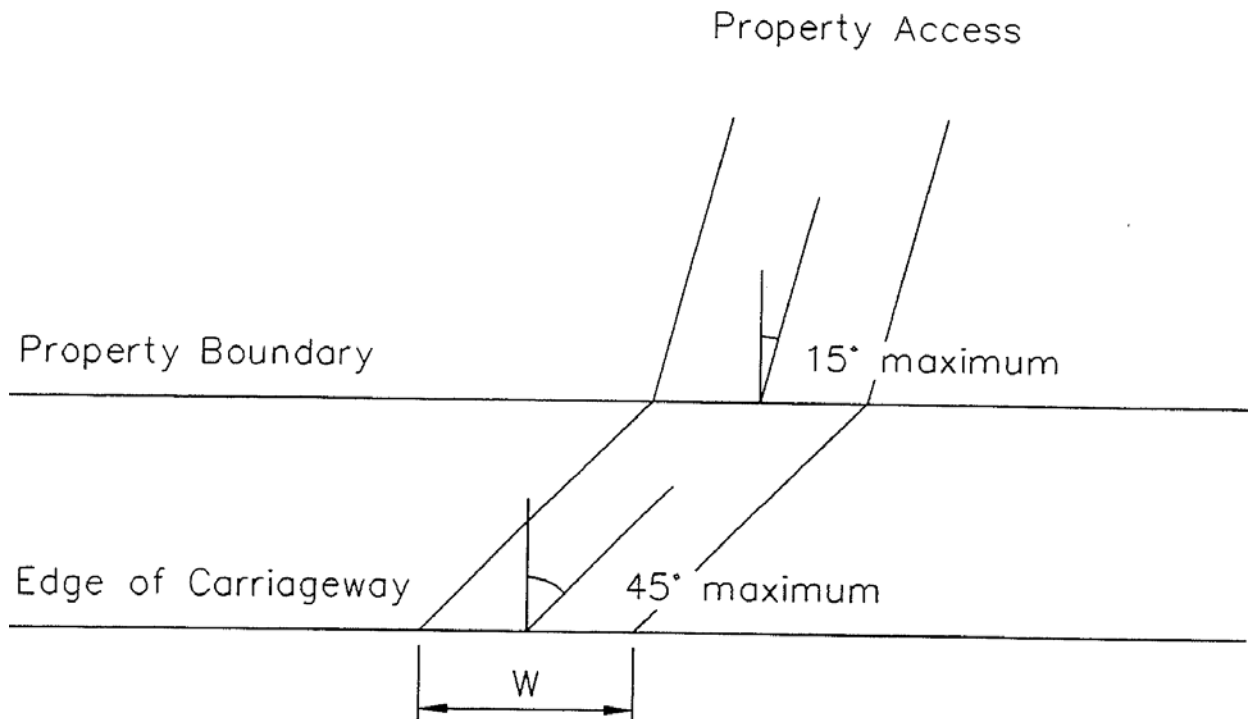
**Figure 12.5 - Non-Residential Access to Rural Collector Roads (see Schedule 19.7)**



Access layout for Non-Residential activities including  
FARMING and OTHER USES.

**Diagram - Not to Scale**

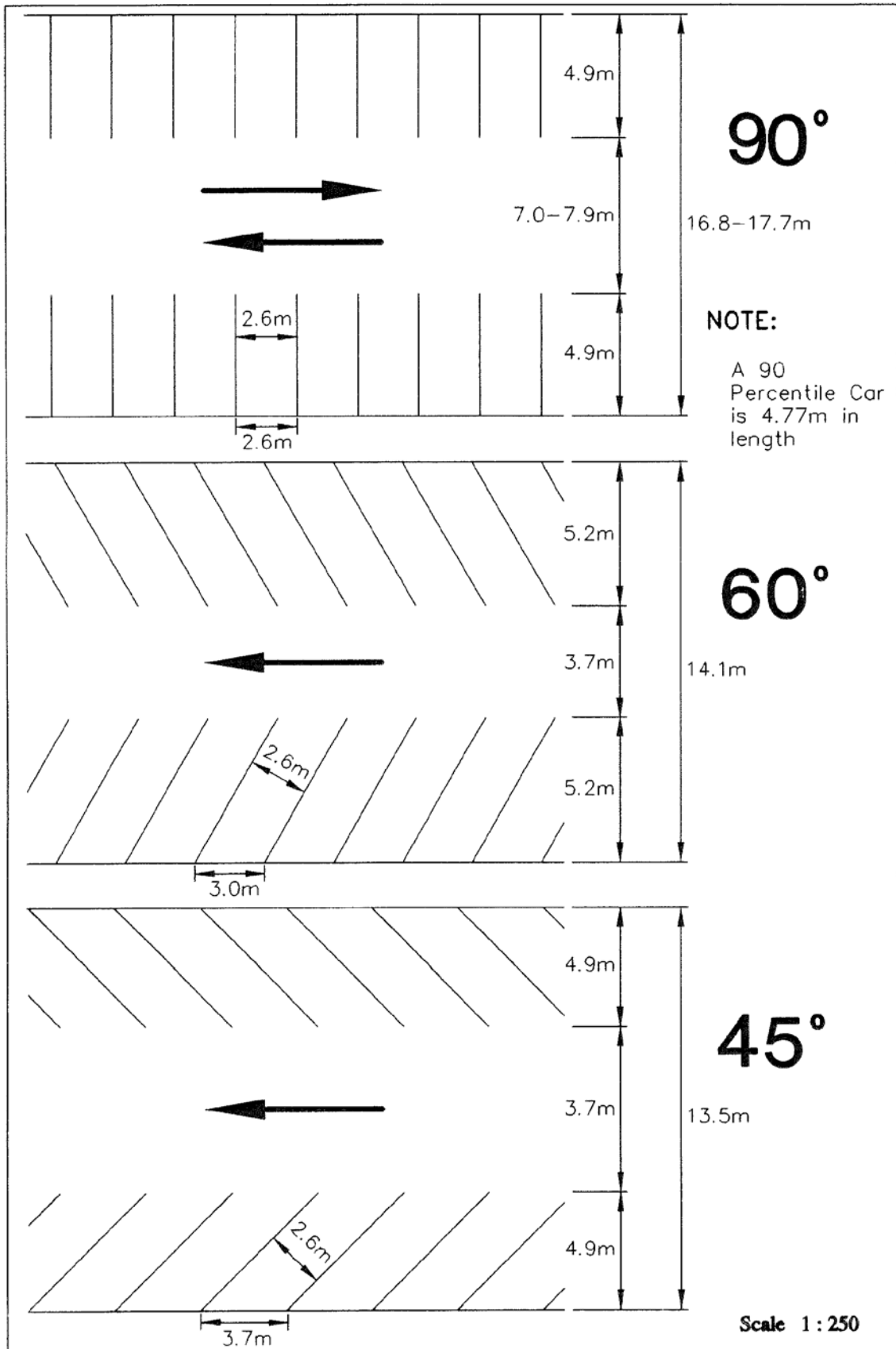
**Figure 12.6 - Access to Urban State Highways & Urban Arterial Roads (see Schedule 19.7)**



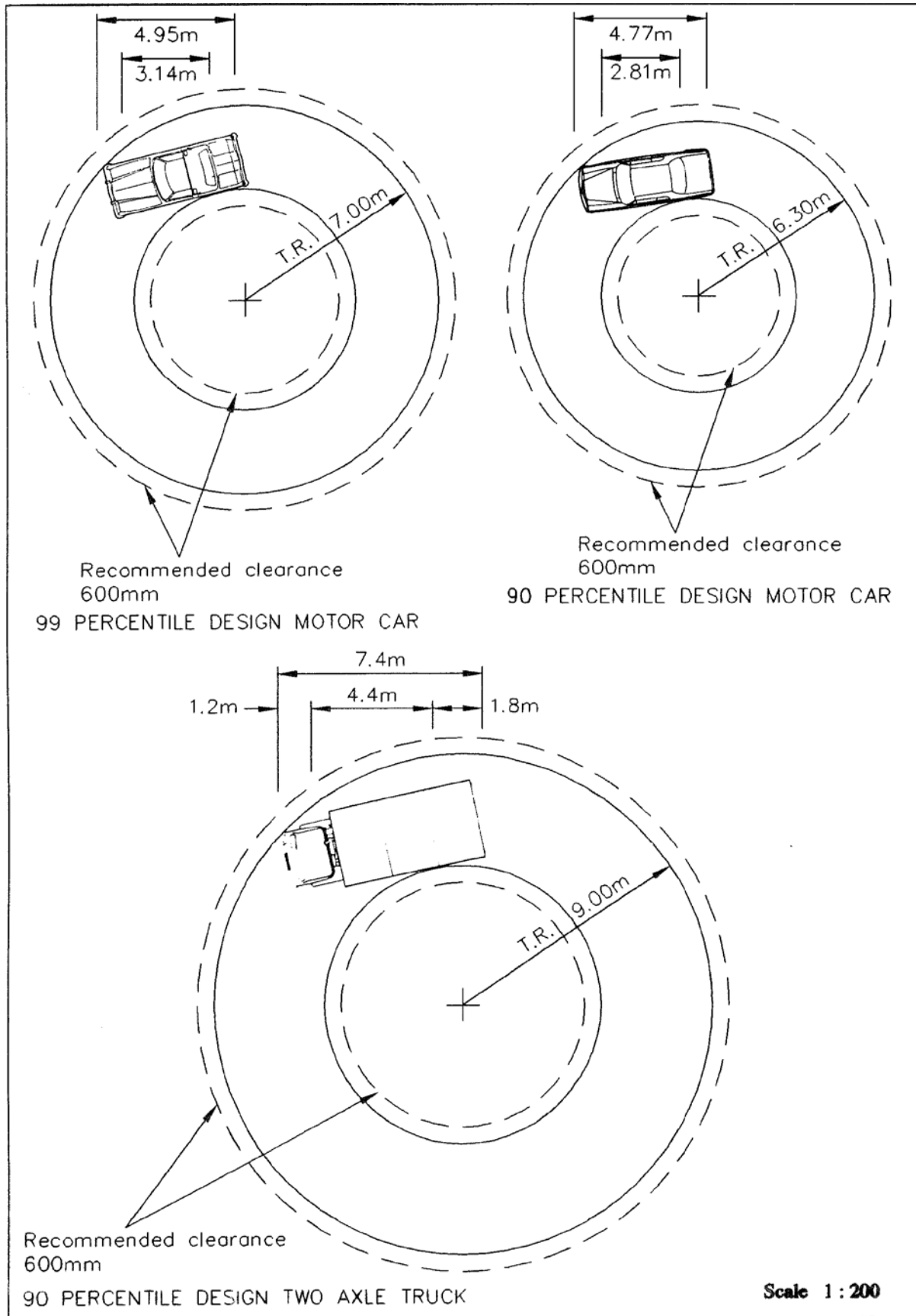
W :	Low usage	3.5m maximum
	High usage	one way operation 3.5, 6.0m
		two way operation 6.0, 9.0m

**Diagram - Not to Scale**

**Figure 12.7 - Typical Parking Layout**



**Figure 12.8 - Standard Design Vehicles**



## **12.8 ENVIRONMENTAL RESULTS ANTICIPATED**

- 12.8.1** Safe and efficient operation of the roading network through improved safety and reduction in conflict with adjoining land users.
  
- 12.8.2** Living and working environments that are not adversely affected by noise.
  
- 12.8.3** A lack of visually intrusive signs, derelict building, sites and incomplete works.
  
- 12.8.4** Containment of adverse effects associated with odour, dust, glare and electrical interference within the site.